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PREFACE

I HAVE to apologise to the members of the Society for the belated appearance of this volume, which I had hoped and expected to have been able to complete before the end of 1911. The delays which have occurred it has been impossible to avoid. As was the case with Volume IV. I have been solely responsible for this volume, except that the papers from the Archives of the Hague come from the collection translated and transcribed for Dr. Gardiner.

I wish to express my thanks to Mr. A. C. Dewar, R.N., of New College, who has enabled me to correct a mistake in my last volume. He points out that the Admiralty Committee of the Council of State came to an end in December 1652, not in 1653 as Mr. Oppenheim states in his *Administration of the Royal Navy* (p. 347). On November 23, 1652, a resolution was passed vesting the powers of the Admiralty Committee in the Council of State for the ensuing year (*Commons' Journal*, VII. 219), but on December 9 Whitelocke reported a bill establishing Commissioners for ordering and managing the affairs of the Admiralty. It is natural to connect this change in the arrangements with the defeat off Dungeness. The bill which passed on December 14 (*Commons' Journal*, II. 227) provided for the appointment as

Commissioners of two members of the Council of State, two members of the House of Commons, and two persons not belonging to either body, the Generals at sea being also *ex officio* Commissioners. The people originally appointed were Sir H. Vane, J. Carew, R. Salwey, George Thomson, J. Hunt, and J. Langley.

C. T. A.

March 1912.

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THE
FIRST DUTCH WAR

PART XI

*THE NORTHWARD CRUISE AND THE BATTLE
OF THE GABBARD*

INTRODUCTION

THE three days' running fight, which had begun off Portland on Feb. 18, had undoubtedly gone in favour of the English, but the victorious fleet had been left in a condition scarcely more battle-worthy than that of their adversaries and the encounter had been followed by a period of suspended activity on both sides of the Channel. Of the way in which this period had been spent and of the efforts of both combatants to get ready to renew the struggle, some account was given in the last Part ; their net result had been that both Dutch and English were ready to resume operations practically at the same moment. On April 29, as Penn's squadron was uniting off the Isle of Wight with the Portsmouth ships under Deane and Monck, Tromp, with seventy men-of-war (No. 1022,

cf. No. 1025), was making his way from the Meuse to the Texel. His errand was to pick up a reinforcement under de With and then to take under his charge the outward-bound convoy of over 200 merchantmen, and escort them out of the danger zone in which English interference might be expected. His intentions are well explained in his letter of May $\frac{1}{4}$ (No. 1027). He had information that the bulk of the English fleet—though Penn's squadron was well below the eighty sail at which his informants estimated it—had left the Downs for the West, but it was also reported that another squadron had sailed Northward, presumably to attack the large and very valuable home-coming fleet under Commodore Antheuniszen. No such movement had been made, but the basis for this rumour may possibly be found in the movements of Penn to cover the arrival of the colliers (*cf.* Introduction to Part X.). Accordingly, though well aware that the best protection for Dutch trade was the defeat of the hostile fleet (*cf.* Nos. 939 and 1000), Tromp resolved to proceed Northward to meet Antheuniszen's convoy and bring it safely in, at the same time escorting the outward-bound vessels well on their way. Thus it came about that the encounter, which the English had decided to seek out as soon as possible (*cf.* Jordan's Journal for May $\frac{2}{12}$), did not take place till another month had elapsed.

The union of the English squadrons had put Deane and Monck at the head of a fleet of over eighty sail (*cf.* No. 1025), tolerably well found and supplied; and, although there are plenty of references in this Part to administrative troubles, the importance attaching to them is second to that of the actual movements. The chief topics of this character are the supply of powder (No. 1031), the deficiency of hammocks and other necessities (Nos. 1026 and 1048), the need for separate vessels for water (No. 1026), and the ever present difficulty of getting a sufficient supply of men. It was mainly for want of men that a larger force could not be provided (*cf.* No. 1051), for there were plenty more ships available. In No. 1031 it is stated that some twenty more ships are

nearly ready and will be sent out soon, especially if the men of Badiley's squadron, expected home from the Mediterranean, will only arrive. But these men, when they did arrive, proved a source of much trouble and disorder (No. 1049), and the efforts to get them to re-engage and man the ships which Blake was to take out with him met with much resistance and obstruction. In this connection the long letter from Hewitt and Penny (No. 1034) should be read; it gives a most valuable account of the difficulties encountered by the officers charged with the impressment of mariners. Tolhurst, another of these unfortunate officials, describes how the young men of Northumberland ran away into the country to avoid impressment (No. 1039). The obstruction of the mayors and other local officials is mainly to be ascribed to their desire to carry on their own business unimpeded. Being for the greater part merchants and traders, they were in no hurry to strip their own ships of mariners for the service of the State. Pecuniary profit meant more to them than patriotism. However, it would seem that on the whole the administrative work was fairly efficient; that the fleet was able, after the battle of June $\frac{2}{12}$ — $\frac{3}{13}$, to remain on the Dutch coast is some proof of the success with which the administrative problem had been tackled.

On the opposite side of the North Sea our enemies were experiencing even greater difficulties than those which confronted our admirals and officials. Tromp's letter of May $\frac{3}{11}$ (No. 1037) is perhaps the best statement of the shortcomings of the Dutch administration. Shortage of provisions, an inadequate supply of water, no spare tackle, several ships without 'a single clamp on board to repair a mast shot through,' not enough ammunition—a defect which was to prove of great consequence in the battle of June $\frac{2}{12}$ — $\frac{3}{13}$ (*cf.* Nos. 1053 and 1086)—these are his principal causes of complaint. Moreover, despite the great importance which he always attached to having plenty of fireships (*cf.* No. 1002), of the twenty-four vessels of this class for which he had asked only five had been supplied, and of these one was quite unfit for sea, as she proved by going to the bottom off the

coast of Norway on May $\frac{8}{18}$ th (*cf.* No. 1036). Moreover, when Tromp appeared off the Texel on May $\frac{1}{11}$, he found to his disappointment the great majority of the ships there not yet ready for sea (No. 1035), so that he had to sail off without them, and it was not till his return from the Shetlands that he was reinforced up to a total of over 100 sail (Nos. 1037 and 1045). Thus had he been brought to action by the English in the course of his Northern cruise he would certainly not have been in a numerical superiority, having seventy-seven warships (No. 1035) to eighty (No. 1025). Reinforcements joined Monck's flag before the end of May (No. 1048), so that in the actual battle of June $\frac{2}{12}$ the forces were again approximately equal (No. 1053), Tromp stating his own force as ninety-eight war-ships and six fire-ships, his enemy at ninety-five to a hundred. This figure does not coincide exactly to any of the other estimates,¹ except that of the French news-letter (No. 1088) which is apparently based on his own dispatch, but one may perhaps accept it as the most authoritative. As to the reinforcement brought up by Blake the estimates vary enormously. Jordan puts it at seven or eight, and his authority is probably better than that of the news-letters, whose figures range between thirteen (No. 1084), twenty-one (No. 1073), twenty (No. 1088), and thirty-six (No. 1087).

Of the occurrences between Tromp's departure for the Shetlands and the encounter between the fleets on June $\frac{2}{12}$ there is plenty to be gathered from the documents included in this Part. The journals of de Ruijter (No. 1087) and Jordan (No. 1090) supply the story of the wanderings of the two main fleets. Tromp's own letters also are pretty full. On May 1 the English stopped some Hamburgers off Calais (No. 1025), from whom they learnt that Tromp had been only a few miles South

¹ Penn's list (Appendix 1, *cf.* pp. 16-20) names 105 vessels apart from those under Blake; No. 1084 puts the Dutch at 107, the English at 110; No. 1087 gives the numbers as 108 and 90, the latter figure being of course exclusive of Blake's reinforcement; Jordan puts the Dutch as 90, but never gives the numbers of the English; de Ruijter (No. 1089), while giving no figure for the Dutch, says that the English were 96 with 6 small vessels.

of the Texel two days before. On this a council was held on board the General's flagship and it was 'unanimously resolved' that the fleet should cross at once to Holland and 'fight them on their own coast.' By May $\frac{4}{14}$ Monck was off the Texel, but just too late to catch Tromp. It would seem that the margin by which a meeting was missed was very small (*cf.* No. 1030 and Jordan's account), indeed de Ruijter speaks of Tromp hearing guns on the 4th. These must have been those fired by the English fleet in effecting the capture of some forty or fifty fishing-vessels, whose crews were landed under a pledge not to serve again against the Commonwealth. If Tromp did hear these guns, it is a little difficult to understand, in face of his expressed anxiety to fight the English, why he did not return. Probably the presence of his convoy is a sufficient explanation. But the noteworthy point about the episode is the indication it affords of the very indifferent scouting of both sides, a factor which helps to explain the long delay before the fleets met. The art of obtaining intelligence was only in its most elementary stages, or the battle of June 2 might well have taken place some weeks earlier, and it is clear that on more than one occasion in the subsequent operations the fleets cannot have been many miles apart. Nor was there anything to choose between the two combatants in this respect. Tromp's letter of May $\frac{17}{17}$ (No. 1035) shows that he was completely without intelligence of the enemy's position or designs, so that his plans had to be based on conjectural data only.

When it became clear that the Dutch fleet was gone from the Texel a council of war was held (May 5) at which it was resolved to follow them Northward. This decision of course implied that the English were not in a position to profit by the fact that, as the result of their unreadiness, the Dutch had left a detachment in the Texel isolated and exposed, the destruction of which would have been a most useful achievement. But without troops to capture the fortifications behind which Florissen's eighteen ships were sheltering this was out of the question ;

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by itself the English fleet could do nothing. The co-operation of naval and military forces and their power to supplement each other was as little understood as the art of gaining intelligence, and this being so the pursuit of Tromp was the natural course to adopt, even if the chances of finding the enemy were not very promising. If the English had nearly missed Tromp in February as he came up the narrow waters of the Channel, a pursuit over the far wider North Sea would probably prove fruitless, unless a better system of gaining intelligence could be devised. However, the course usually taken by vessels coming home 'Northabout' was a matter of common knowledge, and by making for well-known landfalls like the Shetlands the English might hope to light on their quarry. To pursue was then the obvious course. But it may well be argued that, even if without troops nothing could be accomplished against the ships in the Texel, it might have been wiser to have remained off the Dutch coast and awaited Tromp's return. This would have prevented that development of great activity among the Dutch privateers which followed on the departure of the main fleets for the Northward (No. 1032), and would have subjected the Dutch coast to the inconveniences of blockade and offered a very good prospect of catching Tromp when he came back with the home-ward-bound convoy. However, it was decided to go after him at once, and by May $\frac{1}{8}$ the fleet was off Aberdeen (No. 1033), Tromp being then off the Shetlands. Here on May $\frac{1}{4}$ he parted company with the outward-bound merchantmen (No. 1035) and stood across towards the Norwegian coast in the hopes of meeting Antheuniszen. This carried him out of the path of Monck, who was 'near Fairy Isle' on the $\frac{1}{2}$ ^{3rd} and put into Bressa Sound in the Shetlands next day to replenish his water. Thence he sailed again on the $\frac{1}{2}$ ^{8th}, E.S.E., for 'the Riff,' in search of Tromp, changing course to the Southward on $\frac{\text{May } 22}{\text{June } 1}$ and arriving off the Scheldt on the evening of $\frac{\text{May } 24}{\text{June } 3}$ (*cf.* Jordan's account.) Tromp meanwhile had come across his convoy and brought it in safety to the Texel on May $\frac{2}{8}$, though much troubled by the indiscipline of the

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merchant captains, whose disregard of his instructions completely upset all his arrangements for their protection (No. 1037).

At the Texel Tromp found Florissen and seventeen vessels ready for sea, a reinforcement which brought him up to a total of 103 sail, of which six were quite small and five fire-ships (*cf.* No. 1045). Thus reinforced he was most anxious to fight. 'It behoves us to attack the English, the sooner the better,' he had written on May $\frac{31}{1}$ (No. 1037), and on ^{May 26} June 5 he appeared off Dover (Nos. 1038 and 1045) only to find the Roads practically empty, for Badiley and the Straits fleet, whom he had hoped to catch, were already gone on up the river to Chatham and beyond. A good deal of ammunition was expended to very little purpose in an action with the Castle and other fortifications, and the Dutch finally made off, having achieved no more than the capture of a few small merchant-ships, for the frigate Drake, which had been run ashore on Tromp's entering the Roads, was subsequently refloated (*cf.* No. 1038). At the time Tromp appeared off Dover Monck was off the Texel, 'plying to and fro between this place and the Vlie,' but on the 27th it was decided to cross to Yarmouth in the hopes of effecting a junction with 'about twenty sail of our men-of-war, supposed to be thereabouts' (*cf.* Jordan). It is noticeable that scouts were to be left off the Texel and Meuse to give intelligence of the enemy's movements. The result of this move was that on May 29 the fleet was off Yarmouth, 'hasteing away to the Southward,' and that May 31 found them off Dunwich, where they got news of Tromp having been off the Long Sand Head the previous evening.¹ Tromp had had news on the 28th of the English having been off the Texel on the 25th (No. 1045) and was accordingly making his way towards them; on the evening of the 29th he was off Walcheren, and hearing there that the English were only ten miles off due W.N.W. shaped his course W. and W. by S. for the Thames in

¹ De Ruijter's Journal shows that the Dutch were actually off the North Foreland.

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the hopes of finding them. On June $\frac{1}{11}$ contact was at last established, the English, who had left Solebay about 6 A.M., sighting the enemy's fleet four leagues to leeward (*i.e.* S.E., *cf.* Jordan for June $\frac{1}{11}$) about 2 P.M. The fleet seems to have been somewhat scattered, as Jordan speaks of staying awhile for those astern to come up, and the leeward tide coming Monck anchored for the night 'about two miles without the South head of the Gable.'¹

The battle, which began on the following morning and finished on June $\frac{4}{14}$ with the retreat of Tromp's shattered fleet into the Wielings, was in a sense the decisive encounter of the war. The fleets engaged were far stronger than they had been on any previous occasion and there was no question about the results. The Dutch had got off from the Kentish Knock without a very heavy casualty list, and if they had lost heavily in the Three Days' Battle, Tromp had contrived to save the bulk of his convoy. But off the Gabbard, the name by which the battle of June $\frac{2}{12}$ – $\frac{3}{13}$ is perhaps most satisfactorily described, they really suffered heavily, and it is some indication of the severity of the reverse that they were in consequence forced to take refuge in harbours which the English proceeded to blockade. Tromp could not even console himself with the reflection that the English victory had been dearly bought. But the battle has a more particular interest inasmuch as it was the first fought since the issue of the Fighting Instructions of March 29. Without the knowledge that these instructions had been issued one might hesitate about hazarding a theory as to the tactics of the battle. But with the principles inculcated therein as a foundation, the little scraps of evidence, which are all that one has, do become of some value. The statement in the news-letter (No. 1080) that 'having the wind' the English 'stayed on a tack for half an hour till they could put themselves into the order in which they meant to fight, which was in file at half-cannon-shot,' cannot be cavalierly dismissed

¹ The Gabbard Shoal, the most Northerly and Easterly of the banks at the mouth of the Thames, about fifty miles due East of Harwich.

as an anachronism when it is taken in conjunction with clauses 3 and 7 of the Instructions of March 29. Similarly Lyons' statement that the fleet 'did work together in better order and seconded one another' (No. 1063) and the passage in the report of the Royalist intelligencer (No. 1074) about the English being 'in excellent order,' mean a good deal more when one has a definitely prescribed order laid down in which the squadrons were to be formed. There is also a passage in Jordan's Journal (June 11) which indicates that attention was being paid to keeping some formation and not going into battle anyhow. And if the majority of the accounts say nothing of the formation of the fleet, too much must not be made of this silence. It is at most a lack of evidence for the use of line-ahead, not positive evidence of any other formation or absence of formation. That the whole fleet was in one close-hauled line is hardly to be regarded as established; it was more probably by squadrons that the lines were formed or perhaps even by the subdivisions of the squadrons. But one may fairly believe that this battle must have seen some attempt at the formation prescribed in the Fighting Instructions, and as such it marks a distinct epoch in the history of naval tactics.

Of the various accounts of the battle that of Lyons (No. 1062) is the fullest, but it can be supplemented and expanded from the other sources. Monck and Blake were not men to dilate upon the methods by which the victory had been won. Content to have been victorious they were more concerned with the following up of their success and with the making good of the losses incurred than with dwelling on the details of the fight (*cf.* Nos. 1055, 1061, 1069). Tromp's letters (*cf.* Nos. 1053, 1056) give a little more information, but his fullest account of the fight is contained in a dispatch of June 11, the original of which is not among the papers copied for Dr. Gardiner from the Archives of the Hague, when he started publishing these volumes. It has been necessary, therefore, to refer to the version of it in Aitzema¹

¹ *Saken der Staat en Oorlogh*, Vol. III. p. 821.

which is given as an Appendix to this Introduction.¹ From the various news-letters and personal letters one gathers a variety of information of a more or less authentic character, but when all the evidence has been collected and sifted the actual details of the manoeuvres remain somewhat obscure.

Though the English, on finding at daybreak they had the wind (No. 1055), at once stood towards the Dutch, who on their part were doing their best to beat up towards them (*cf.* Ruijter's Journal), the wind was so light that it was eleven o'clock² before action was joined. Tromp describes the English (*cf.* p. 21) as having come down in three squadrons, 'sailing free at a good distance apart, in order, as it seemed, to enclose us in a half-moon,' but that when they found the Dutch in good order and awaiting them they drew nearer together.

This account of Tromp's might seem inconsistent with the statement made by Lyons that by the time the wind failed the fleets had got near together and the Dutch 'stood lashing away'³ (*cf.* Gardiner, *Commonwealth and Protectorate*, III. p. 35). The probability is, however, that the two statements refer to different phases, though if Tromp was awaiting the enemy in good order he may very likely have been hove to, in which case his ships would probably have drifted a little to leeward: certainly the fact that Lawson's squadron was the first to be heavily engaged looks as if the two fleets had approached each other at a somewhat acute angle. Anyhow, after the cannonade at fairly long range had gone on for some little time, Lawson seems to have drawn sufficiently near to the Dutch to become sharply engaged with de Ruijter, whereupon a shift of the wind to the Eastward gave Tromp the weather-gage for the moment. Quick to profit by this, he had his ships 'turned round to catch

¹ *Vide infra*, pp. 21-24.

² No. 1070 says ten o'clock, de Ruijter puts it at twelve, but the majority of the accounts agree to eleven or soon after.

³ *I.e.* 'lasking,' that is to say 'going large,' which in this case would have amounted to keeping away in a more or less slanting direction, so as to keep the English longer under fire.

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the wind, in order to cut off this squadron' (*cf.* Appendix II.), apparently by interposing his own division between Lawson and Monck who, with the Red squadron, was to starboard and now to leeward of the Blue. This took place some two or three hours after the beginning of the fight (*cf.* Jordan), but, despite Tromp's quickness and 'the good order and politic working' of the Dutch to which Rowland Bevan testifies (No. 1071), they were unable to profit much by the chance. Tromp seems to have managed to close on Lawson before the Red squadron could fill the gap, but Monck and Penn were not long about getting to close action and Tromp's adroit move was foiled.

Before long, too, the English seem to have recovered the wind (No. 1071, *cf.* 1062), and Tromp himself admits that the Dutch were thrown into confusion by the English attacking again. Lyons, on the other hand, seems to represent the change of wind to the Eastward as occurring after the main body had come to Lawson's assistance and caused Tromp to sheer off; but it is clear that Tromp failed to crush Lawson and that the engagement became general.¹ According to several accounts the English avoided coming to very close quarters, evidently preferring to rely on their superiority in gunfire than to board (*cf.* Nos. 1065, 1074, 1080, 1084). Anyhow there is a substantial agreement that (No. 1062) by six o'clock or so after a vigorous and stoutly contested action the Dutch were in full retreat, in close order (*cf.* G. Penn, I. 495), the English following and picking up such vessels as 'fell asunder' disabled (*cf.* No. 1065). One Dutch vessel at least had blown up, Tromp and de Ruijter both admit that another had sunk.

But the fight was not over yet. Tromp was short of

¹ It may have been when the battle was to some extent degenerating into a confused *melee* that there took place the encounter between Tromp and Penn (*cf.* G. Penn, I. 491) in which Tromp is said to have blown up his deck to repel boarders. Mr. Gardiner (Vol. III. p. 38) attributes this incident to the second days' fighting, but it is impossible to determine which is correct, and Tromp, while admitting damage to the *Brederode* (No. 1056), does not mention the incident.

powder (No. 1053), partly owing to the injudicious manner in which it had been wasted at Dover¹ (No. 1086), but his courage was unabated and he was as determined to renew the action as was Monck. 'I purpose to make one more sharp attack,' he had written on the evening of June 2 (No. 1053), and on the next morning the action was soon resumed. Once again the English had the wind (No. 1056), though it was but light (No. 1061), and again from about noon till four the fleets were hotly engaged. Tromp in his letter of June $\frac{4}{14}$ (No. 1056) describes how a calm prevented an attempt which he was making to get to windward and attack the English in the centre, and this is borne out by the longer account quoted from Aitzema (p. 22) and by No. 1065, which describes the action as fought out at long range. No. 1074 testifies to the superiority of the English artillery (*cf.* No. 1086), but it is clear that the action was again stubbornly contested. It would seem from Jordan's account (*cf.* No. 1080) that during the second day Tromp was retreating all the time towards the coast, making a running fight of it; that gradually the Dutch began to fall into disorder and some of their captains to make off. This is borne out by Tromp's own account (*cf.* p. 22). The English then pressed hard on them and, in Lyons' words, 'had the harvest and gleaning of the vintage.' But, as so often in the course of these wars, the Dutch were able to profit by the sands along their coast, to 'go where we cannot follow him, like the Highlanders to the mountains' (Lyons). The wind was by this time blowing pretty fresh, and with night coming on Monck 'durst not be too bold' and had to draw off and anchor. What seems to have been the last blow to the Dutch was the arrival of Blake (No. 1084) with a reinforcement variously estimated, but in any case sufficient to take away all hopes of success. Several captains promptly took to flight, and Tromp's

¹ One may compare the similar plight of the Anglo-Dutch at the battle of Malaga, where many ships ran out of ammunition owing to their lavish use of it at the bombardment of Gibraltar.

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retreat behind the sand banks was a confession of defeat.

The various estimates of the respective losses of the combatants differ enormously. Tromp admits a loss of six or seven ships (No. 1056), but this is clearly under the mark. Jordan puts the first day's Dutch loss at three or four, the second at thirteen, which agrees fairly well with the 'twenty, of which two vice-admirals, two rear-admirals' of Lyons and with the figures given in the list of Dutch prizes (No. 1064), by Kelsey (No. 1068), Greene (No. 1067), Wilson (No. 1068), and Whitting (No. 1070). There is a similarity between these last statements which may perhaps be attributed to a common source of information, though it does not follow that this need have been inaccurate. Six sunk, two blown up and eleven taken is Stayner's story (No. 1077). There seems no reason not to accept the figures given in No. 1064 as probably accurate, for one hears of the prizes as about equal in number to the twelve disabled English ships (Nos. 1076 and 1077) and the list in the *Thurloe Papers* (cf. footnote to No. 1056) is very specific, adding fourteen names to the seven given by Tromp. Apart from the losses in ships the Dutch crews must have suffered heavily, though the only figure given—800 killed—is in a document of no very great authority (No. 1087). However, a large number of accounts (Nos. 1064, 1076 and 1077) agree in putting the prisoners at 1300 or more—Jordan goes as high as 1400—and one may fairly conjecture that the other casualties can hardly have been less. On the English side there were no ships lost, and though the names of twelve ships are given which had to be sent in as 'lamed and disabled' (No. 1072) none of them were very large, and the statement that the English ships were 'on the whole little damaged' (No. 1068) is borne out by the fact that the fleet 'was left in a good posture to follow the enemy and keep the sea' (Lyons). There seems no reason not to accept as authentic the 126 killed and 236 wounded given in No. 1064 and supported by several other versions. These casualties included only one person of note, but

that was one of the Generals, Deane having been killed by the first broadside. The story of how Monck, on seeing his colleague fall, threw his cloak over the body lest the news of Deane's death should get about and discourage the crew, is of course familiar. It does not appear in any of the documents in this collection, though it appears in Colliber's *Columna Rostrata* (p. 124), and Heath adds that Monck had the corpse removed very promptly to the cabin. One hears of the Resolution as having had sixteen killed and eight wounded, but the Triumph had only five casualties, and few vessels seem to have lost more than a very few men.

The fight then had gone definitely in favour of the English, despite all the skill and gallantry with which Tromp had struggled. But it was not so much to their slight superiority in numbers, an advantage which only became considerable when Blake's fresh squadron arrived, by which time the fate of the battle had clearly been decided already, that they owed their victory as to the greater weight of their metal (No. 1086) and to the evident improvement in tactics. The Dutch are reported to have wished to board but to have been unable to do so in the face of the heavy fire of their enemies (No. 1086), and the enormous number of guns carried in proportion to the complements may be taken as at least some indication of the importance attached to volume of fire in the English fleet. One noteworthy point is the complaint (No. 1086) of the narrowness of the English gun-ports, which greatly restricted the arc over which the guns could be trained, but despite this there is ample testimony to the impression made on the Dutch by the English gunnery (No. 1074) and to the depression which prevailed in the defeated fleet. Indeed one may fairly say that it was not so much in the actual damage inflicted on the Dutch ships and crews but in the depression of their morale that the importance of Monck's victory lay. But the most conclusive proof of its character was the decision of the victorious commanders to remain upon the Dutch coast and 'range along' it, 'the better to improve the present victory God has given us.' The ships which had

suffered most in the battle, some ten or eleven in number, were sent home with the prizes, wounded, and prisoners, and a few vessels which were specially foul were sent in to clean at Harwich, but Monck and Blake had the bulk of the fleet available to establish a fairly close blockade of the Dutch ports, the effects of which were not slow to make themselves felt in a country as dependent upon maritime commerce as were the United Netherlands. Of this blockade and of the efforts of the Dutch to shake themselves free the next Part gives some account.

APPENDIX I.

A LIST OF THE COMMONWEALTH'S NAVY
AT SEA.From G. PENN.¹

In their expedition in May 1653, under the command of the Right Honourable Colonel Richard Deane and Colonel George Monck, Generals and Admirals. Together with the names of all the Commanders of the paid fleet, and the number of men and guns which every ship carried, at that memorable fight on the June $12^{\frac{2}{3}}$ - $13^{\frac{3}{8}}$, 1653.

THE FIRST SQUADRON.

The Red Standard flag under the squadronal command of the Generals above expressed.

Ship.	Commander.	Men.	Guns.
Resolution . . .	The Generals . . .	550	88
Advice . . .	Jer. Smith . . .	180	42
Sapphire . . .	Nicholas Heaton . . .	140	38
Pelican . . .	Peter Mortham . . .	180	40
Golden Fleece . . .	Nic. Forster . . .	180	44
Society . . .	Nic. Lucas . . .	140	44
Martin . . .	John Vesey . . .	90	14
Fortune (F.S.) . . .	Humphry Morris . . .	30	10
Worcester . . .	George Dakins . . .	220	50
Diamond . . .	William Hill . . .	180	42
Marmaduke . . .	Edward Blagg . . .	160	42
Mermaid . . .	John King . . .	100	26
Loyalty . . .	John Limbry . . .	150	34
Malaga Merchant . . .	Henry Collins . . .	140	36
Fox (F.S.) . . .	— Cornelius . . .	30	10
Renown (F.S.) . . .	James Salmon . . .	30	10

¹ London : printed by M. Simmons and are to be sold at his house in Aldersgate Street, and by Thos. Jenner at the South Entrance of the Royal Exchange. 1653.

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The Vice-Admiral's Division.

Ship.	Commander.	Men.	Guns.
Triumph . . .	James Peacock (Vice-Admiral)	350	62
Adventure . . .	Robert Nixon . . .	160	40
Bear . . .	Francis Kirby . . .	200	46
Hound . . .	Jonah Hide . . .	120	36
London . . .	Arthur Browne . . .	200	40
Mary . . .	Henry Maddison . . .	120	37
Laurel . . .	John Stokes . . .	200	48
Providence . . .	John Pearce . . .	140	33
Heart's Ease . . .	Thomas Weight . . .	150	36
Ann and Joyce . . .	William Pile . . .	119	34
Hannibal . . .	William Haddock . . .	180	44
Thomas and William	John Jefferson . . .	140	36

The Rear-Admiral's Division.

Ship.	Commander.	Men.	Guns.
Speaker . . .	Saml. Howett (Rear-Admiral)	300	56
Guinea . . .	Edmond Curtis . . .	150	34
Violet . . .	Henry Southwood . . .	180	40
Falmouth . . .	John Jeffery . . .	100	26
Hamburgh Merchant	William Jessell . . .	110	34
Sussex . . .	Roger Cuttance . . .	180	46
Tiger . . .	Gabriel Sanders . . .	170	40
Sophia . . .	Robert Kirby . . .	160	38
Fair Sisters . . .	Robert Becke . . .	120	30
Phoenix . . .	Henry Eaden . . .	120	34

THE SECOND SQUADRON.

The English Colours and White Flags, committed to the conduct of William Penn, Esq., Vice-Admiral of England and Admiral of the White.

Shp.	Commander.	Men.	Guns.
James . . .	William Penn (Admiral)	360	66
Ruby . . .	Robert Sanders . . .	180	42
Foresight . . .	Richard Stayner . . .	180	42
Anne Piercy . . .	Thomas Hare . . .	120	33
Exchange . . .	Henry Tedman . . .	100	30
Richard and Martha .	Eustace Smith . . .	180	46
Lisbon Merchant . .	Simon Baily . . .	160	38
Lion . . .	John Lambert . . .	220	50
Assistance . . .	William Crispin . . .	180	40
Portsmouth . . .	Robert Dornford . . .	170	38
Peter . . .	John Littleton . . .	100	32
Merlin . . .	George Crapnell . . .	90	12
Sarah . . .	Francis Steward . . .	140	34
Falcion (F.S.) . . .		30	10

The Vice-Admiral's Division.

Shp.	Commander.	Men.	Guns.
Victory . . .	Lionel Lane (Vice-Admiral)	300	60
Expedition . . .	Thomas Vollis . . .	140	32
Middleboro . . .	Thomas Withing . . .	120	32
Exchange . . .	Jeffery Dare . . .	120	32
Prudent Mary . . .	John Taylor . . .	100	28
Centurion . . .	Walter Wood . . .	200	42
Gilly Flower . . .	John Hayward . . .	120	32
Raven . . .	Robert Taylor . . .	140	38
Globe . . .	Robert Coleman . . .	110	30
Thomas and Lucy . .	Andrew Rand . . .	125	34

The Rear-Admiral's Division.

Ship.	Commander.	Men.	Guns.
Andrew	Thomas Graves (Rear-Admiral)	360	56
Crown	F. Thompson	140	36
Princess Maria	Saite Hanley	170	38
Reformation	Anthony Erning	160	40
Industry	Ben. Salmon	100	30
Assurance	Phillip Hollands	160	36
Duchess	Richard Seafeld	90	24
Waterhound	Gyles Shelly	120	30
Pearl	James Cadman	100	26

THE THIRD SQUADRON.

The Blue Flags, commanded by John Lawson, Rear-Admiral of England and Admiral of the Blue.

Ship.	Commander.	Men.	Guns.
George	John Lawson	350	58
Great President	Francis Park	180	40
Success	William Kendall	150	38
Oak	John Edwin	120	32
Eastland Merchant	John Walters	110	32
Samaritan	Shadrach Blake	120	30
Kentish	Joe Reynolds	180	50
Nonsuch	Thomas Penrose	170	40
Welcome	John Harman	200	40
Brazil	Thomas Heath	120	30
Adventure	Edward Greene	160	38
Hunter (F.S.)		30	10

20 THE NORTHWARD CRUISE AND

The Vice-Admiral's Division.

Shlp.	Commander.	Men.	Guns.
Vanguard . . .	Joseph Jordan (Vice-Admiral)	390	56
Dragon	John Seaman . . .	260	38
Paul	Anthony Spatchurt . .	120	38
Crescent	Thomas Thorowgood . .	115	30
Benjamin	Robert Sparks	120	32
Roebuck	Henry Fenn	100	30
Entrance	Richard Newbery . . .	200	43
Convert	Philip Githings	120	32
Gift	Thomas Salmon	130	34
Samuel Talbot . .	Joseph Ames	110	30
King Ferdinando .	Richard Paine	140	36

The Rear-Admiral's Division.

Shlp.	Commander.	Men.	Guns.
Rainbow	Will. Goodson (Rear-Admiral)	300	58
Amity	Henry Pack	150	36
Aims of Holland .	Francis Mardrig	120	34
Jonathan	Robert Graves	110	30
William and John .	Nathaniel Jesson	120	36
Blossom	Nathaniel Cock	110	30
Convertine	Anthony Joyn	210	44
Dolphin	Robert Davis	120	30
Tulip	Joseph Cubitt	120	32
Dragoneare	Edward Smith	110	32
Nicodemus	William Ledgart	40	12

The total of ships in the fleet, 105 ; of men, 16,269 ; of guns, 3,840.

Besides these there have come to the fleet and with General Blake other ships, above twenty since the draft of this list, whose names and number of guns cannot be given at present.

APPENDIX II.

June $\frac{11}{11}$, 1653. TROMP'S ACCOUNT OF THE
BATTLE OF THE GABBARD.¹

After we had sought for the enemy upon different rumours, which represented them as off the river of London, Margate, the Downs and Dover, getting intelligence that they had let themselves be seen before the Vlie and elsewhere on our coasts, at last on the morning of the 12th² we caught sight of the enemy's fleet, about 100 big war ships, more or less, right in the wind which was N. by E. The enemy, for a long time drove down upon us, we doing our best to beat up towards them. Finally they separated into three squadrons, a battle³ and two wings, sailing free at a good distance apart in order, as it seemed, to enclose us in a half-moon. Then, perceiving that we awaited them in good order, they again approached nearer each other, just coming within shot at eleven in the morning. General Deane then prepared to attack us, which he did furiously, and we defended ourselves according to our duty. In the midst of the fight it fell calm, and the enemy's Blue squadron was somewhat separated from the main body and the wind changed a little, so that our ships were turned round to catch the wind, in order to cut off this squadron. The enemy, perceiving this, took all pains to join one another, but before that could be well accomplished, we were strongly engaged with the Blue squadron. Whilst we were fighting we fell off into the middle of their main body and passed through it, so that both the fleets were fighting very hard and surrounded by a cloud of smoke until sunset. The enemy having tacked to the North we lay to the South, separating

¹ From Aitzema, *Saken der Staet en Oorlogh*, III, 821.

² N.S.

³ *I.e.* centre.

a little from each other in order to repair damages as far as was possible, and there was no more firing.

About an hour after sunset, the enemy being for the most part outside gunshot, a cannon shot was fired from the ship of Captain Cornelis van der Velsen and the vessel blew up with most of its crew, apparently owing to carelessness in that they had not properly looked after the powder, for five men who were saved did not know how to explain how the fire reached the ammunition. There was also lost in the heat of the struggle Captain Joost Bulter of the Town and Country which went down with about thirty men, the rest being saved by Captain Willem van der Zaen, who was next to the sinking ship, and that evening the enemy's fleet was reinforced by six or seven ships, some say by more.

On the morning of the 13th there was a light breeze from W.S.W. and the enemy was to the W.N.W., having the wind of us. We did our best to work to the Southward, in order to get the wind of them. About 8 o'clock the leading ships of the enemy began to fire upon us and by 10 o'clock, Dunkirk being then S.S.E. of us, we seemed to be to windward of the greater part of their ships and to be able to cut off a good portion of them. Accordingly we tacked towards them and were beginning to engage, but the wind dropping it became very still and we fell short of their fleet so that they got the advantage of the wind. Then about 11 o'clock their fleet, being again reinforced by a party of fresh ships, fell very vigorously upon ours, so that we were compelled to close up our main body and to defend ourselves, which the flag officers and some of the private captains did, but our ships being for the most part very small and light, the greater number, crowding upon one another, gave way before the enemy's attack, although the Admiral had given special directions both by written orders and repeated verbal admonitions that under all circumstances we should conduct ourselves as good soldiers and sailors. He sent his sloop through the fleet to repeat his orders to them to keep out of the way of each other's shots and to get out into the open.

About mid-day it was reported to us that the ship of Captain Schellinger, which had had her main top-mast shot away on the previous day and was now being towed by another vessel, had broken loose and after the most part of her crew had escaped out of her had been left to drift and had got in among the enemy and was seen to be set on fire by them. Captain Gideon Verburgh also, having had his rudder shot away, in consequence fell into the middle of the enemy's fleet and after a long resistance was overpowered. It was also reported that the ship the Sun, a Directors' ship from Enkhuijsen commanded by Captain Jacob Duijm, had been captured.

Towards evening the enemy was again reinforced by several ships of war, among whom there was a fourth admiral, who it was said it was known was Admiral Blake, and being thus strengthened attacked us most furiously and our ships closing in on each other as has been described, four of them getting in confusion ran on board each other. These were the ships of Captains Coenders of Harlingen, of Cornelis Louwenz, a Directors' ship of Amsterdam, and of Hendrick Pieters, a Directors' ship of Edam, together with a fourth which it has not been possible to identify. They fell among the enemy's fleet and three of them were taken, but Coenders broke loose and remained with our fleet.

About sunset the ship Westergo, commanded by Lieutenant Tymon Claesz of Harlingen, having tacked in the enemy's direction, came within short range of the enemy, and so surrendered without resistance. The fire-ship commanded by Jacob Adriaenz was set on fire unnecessarily and let drift. That of Commander Jacob Dirckz Stros was let drift, her commander reported that she had received shots under water. About an hour after sunset, when it began to get dark, the enemy began to draw somewhat away from us and to retreat towards the North, assembling their fleet together. We then shaped our course E. by S. until about midnight, when we came to anchor.

On the 14th in the morning we saw Ostend lying S.S.E. of us, the enemy being out to sea. All the flag-

officers and captains having come on board it was found that, besides the vessels sunk, taken and blown up, there was still a number missing, according to the list of present and absent given to the Deputies of their H.M. It was found, moreover, that many ships were disabled, and the greater number had run out of ammunition. Accordingly we with one accord decided to betake ourselves within the banks of the Wielings, in order to inform their H.M. of our defeat and to take refuge, and there to wait for the Commissaries of their H.M. and with them those of the various Boards of Admiralty and of the Chambers of Directors in order that each of them should look to the state of his own ships and the requirements of the same, and upon orders from the Deputies of their H.M. to repair the ships and to make all necessary provision required to make them efficient again and fit for service, and to carry out such further orders as by the above-mentioned Deputies of their H.M. shall be given.

That night the water in the ship *Brederode*, despite pumping and bailing, rose to a height of five to five-and-a-half feet and reached the powder-magazine, so that she was in great danger of sinking, and when this was known we found two shot-holes deep under water, made by twelve-pounders, into which we put wads. About 8 o'clock we lifted our anchors and let drive and repaired everything we could in order to sail with the other ships. Then about 6 o'clock in the afternoon we came to anchor, just within the banks of the Wielings.

1025. *May* $\frac{2}{12}$, 1653.—*POORTMANS TO BLACKBORNE*

[S.P. Dom. Commonwealth, xxxvi. 2.]

Sir,—Our unexpected sailing to the Texel in Holland with the whole body of the fleet, being about eighty sail fighting ships, was occasioned by a fleet descried by one that was at the topmast-head of this ship, consisting of about fourteen sail at the first view and in the issue proved to be no more in number, and Hamburgers also, upon whose examination we had information that on April 30 last they saw, about twelve leagues from the Texel, seventy Dutch men-of-war or thereabouts, whose Admiral was Tromp, and that he expected thirty or forty more from the Vlie,¹ to which end de With was sent in to fetch them out and then they would come and seek us out, whereupon a council of war was called, and it was unanimously resolved we should go and fight them upon their own coast. Truly every captain declared that they were very willing to engage, generally desiring not to look upon themselves or their own strength, but on the Lord whose arm is strong to save us. Pray for us that the presence of the Lord may go along with us. The messenger stays. I am,

Your very humble servant,
JOHN POORTMANS.

From on board the Resolution, 6 leagues from
the North Foreland, 2nd May, 1653.

¹ MS. 'ffly.'

1026. May $\frac{3}{13}$, 1653.—N. BOURNE TO N.C.¹

[B.M. Add. 18, 986, fol. 53.]

Gentlemen,—Yesterday morning the fleet appeared off Dover, at which time I endeavoured to go aboard the Generals, but before I could attain thereunto they descried divers sails coming from the eastward to whom they plied, and so I could not reach the Generals till they came as far as the North Foreland about six leagues off. The ships they met with were Hamburgers bound out, who gave advice that the day before they came through the Holland's fleet about ten leagues distant from the land of Sconeling,² they consisting of seventy or thereabouts (Tromp himself there), upon which a council was called and resolution taken to stand over and seek them out. It is the desire of the Generals that all possible speed be used to procure 1,200 tons of water in five or six ships, the state of affairs much calling for that supply. I wonder the mistake about hamaccoes hath hindered that supply; it causes very much complaint and clamour; I earnestly desire 800 to be sent down speedily. The Generals desire twenty ensigns and pendants of each colour, viz. red, white, and blue. As for the victualling ships and stores, for the recruit of the fleet, I am clear of opinion that they be in a constant readiness in Lee Road, and not sent hither, the motion as also the return of the fleet as to the place being uncertain and depending on God's providence. I am commanded to remain here upon several

¹ *I.e.* Navy Commissioners.

² This name is not to be found, but it can only be between the Meuse and the Texel. Cf. Nos. 1022, 1025 and Ruijter's Journal (p. 128).

THE BATTLE OF THE GABBARD 27

considerations. I desire your correspondence and advice as anything of business or intelligence that is important doth present. I crave the friendship to be esteemed,

Your affectionate servant,
N. BOURNE.

Deal, 3rd May, 1653.

I came from the fleet yesternight at nine and landed about noon this morning. I have expected a word of advice concerning the quantities of goods, as also the prices now to be given for the Swedes' ¹ commodities. I suppose the public would have the benefit thereof. I pray advise me. I am just now this afternoon about them, and shall either absolutely buy the same or send them up.

1027. MAY $\frac{1}{4}$, 1653.—M. H. TROMP TO STATES-GENERAL.²

[Archives of the Hague. Translated.]

Noble and Powerful Lords,—Since my last letter of the $\frac{1st}{11th}$ instant, I have remained here off Texel with the fleet, which has received reinforcements every day and still continues so to do; we have now, therefore, eighty ships of war, among which are two convoyers bound for the Bay of Biscay by the long way round. We have also, out of the twenty-four fire-ships, which their lordships decided should be equipped, five, viz. two from Rotterdam and three from Zealand; one of these, the ship called Het Hammetie ³

¹ Those mentioned by Penn. Cf. Nos. 1013 and 1023.

² Hereafter abbreviated S.G.

³ Also called Hamken and Hammeken. Cf. Ruijter's Journal (No. 1104); for her fate, cf. No. 1036.

of Zealand, will go to the bottom. Wherefore I beg that letters may be written again, directing that the rest of the fire-ships, the ammunition, and the provision and water-ships may be sent to us. Three East Indiamen have also come in to us from the Goree Gat, and two from the Wielings, together with a good 200 merchantmen from the different harbours, all bound for the West and South, the long way round. We are also hourly expecting Vice-Admiral de With with the rest of the warships and merchantmen that may have been got ready up to this time in Texel. And I have instructed the said Vice-Admiral to leave orders with such of the warships as may not be ready, to complete with all the speed they may, and to repair to off the Helder, so as to be ready there, when summoned by our advice-boats, to put to sea and join the fleet. Yesterday evening Master Cornelis Lievensz:, who had parted company off the Meuse on ^{April 29th} _{May 9th}, came in to us, and reported that on the morning of the May $\frac{1}{11}$ he was off the North Foreland, and saw three ships sailing from Margate down towards the Downs, and he ran outside the Goodwins to get past the Downs, where he saw three ships lying and no more; that he had seen the English fleet,¹ of about eighty sail, leaving the Downs, on the evening of the ^{April 27th} _{May 7th}, and sailing towards the West; they had also given chase to him. He had spoken a French sloop, and they told him that another division of the English had sailed Northwards, but did not know their numbers. I am uncertain what to make of this report, or of the designs of the enemy. Nevertheless, Commodore Evert Anteunisz: is certainly to be expected every hour with a richly

¹ *I.e.* Penn's squadron.

laden fleet, coming the long way round, and we also have a great fleet of West and East Indiamen with us. I have therefore considered it wisest, and have decided, to conduct the said fleet Northwards, just along the course along which Commodore Evert Anteunisz: will have to sail, if he carries out the orders sent him by their Lordships on March $\frac{2}{12}$ last. I hope in this way to meet him, or perhaps such of the English as may have sailed in that direction ; intending, when we encounter them, to let the ships we have with us proceed on their voyage, and to return with the said expected fleet, bringing them in in safety, each one to the port to which she is bound, and receiving from the said ports the warships and other vessels, destined for our fleet, which may be still lying at home ; so that our fleet may then be ready to act in accordance with their Lordships' instructions already received, or hereafter to be sent to us. I have also sent a galliot to coast along the shores of England, Scotland and the Shetland Isles ; and another just in the course of Commodore Evert Anteunisz: along the coast of Norway, as far as the point of Bergen to keep a look-out at sea, and to come and report to us if they see anything ; or, if they meet the fleet, to guide it to us. Herewith I enclose a list of the fleet, fire-ships and other vessels, with a return of the number of men and guns, and state of provisions and water on board each, for their Lordships' information. Herewith, &c. &c.

(Signed) M. HARPTS TROMP.

On board the ship de Vreede, lying off
Texel, this $\frac{1}{4}$ th May, 1653.

1028. May 1st, 1653.—*POORTMANS TO BLACKBORNE*

[S.P. Dom. Commonwealth, xxxvi. 15.]

Sir,—I presume it is not unknown to you how suddenly we departed from the English shore, which I acquainted you in my last, though multitude of business would not suffer me to do any other than scribble a few lines to that purpose since which we are come upon the coast of Holland where we now are, having taken since our arrival here about fifty-four fisher boats belonging to the Dutch : the men were sent to their own homes upon the result of a Council of war ; their boats are now with us. Tromp, as some of these fishermen inform us, is gone Northward with a considerable fleet, being about eighty sail of men-of-war and 200 and odd merchant-ships. We are making all the sail we can after him and hope to overtake at Shetland or thereabouts.

Though I say little yet I am not unmindful of the list of the fleet which is now almost completed and suppose shall be able to send it by the next, which I shall endeavour to make as full and perfect as I can that I may satisfy their Honours' commands to me in that particular.

Pray be not unmindful of us at the throne of grace, for we shall do little abroad except you with those that fear the Lord be working and wrestling with the Lord by prayer at home. I wish my time would permit me to enlarge only this that I am

Your very affectionate friend to serve you,
JOHN POORTMANS.

From on board the Resolution off of the Texel
the 5th May, 1653, some 5 leagues.

1029. *May 17, 1653.—DEANE AND MONCK TO A.C.*¹

[S.P. Dom. Commonwealth, xxxvi. 28.]

Gentlemen,—We have sent in with Captain Toope, commander of the *Giles*, two vessels laden with deals, the one *Hollander*, the other pretends to belong to *Nieuport*, but we have sent her also in that if she prove not prize her deals may be bought if there be occasion. We are

Your affectionate friends,

R. DEANE.

GEORGE MONCK.

From aboard the *Resolution*, some 50 leagues East of *Newcastle*, the 7th May, 1653.

Postscript,—We have also sent by him some Dutch prisoners [who] belonging to a man of war and have ordered him to repair to you for your pleasure in their disposal.

1030. *May 17, 1653.—R. CLARKE TO N.C.*

[S.P. Dom. Commonwealth, xxxvi. 29.]

Right Worshipful,—You may please to take notice that by order of the Generals I came for the Downs, to which place I came this present day and according to my order have been with Major Bourne and shall now make all dispatch I can for *Chatham* according to order. I parted from the fleet upon Friday the 5th instant, some eight leagues of the *Texel*, the *Holland's* fleet being set sail some sixteen hours before we came in with the land. Our fleet is gone to the Northward after them. The report of engagement is false, only we took some

¹ *I.e.* Admiralty Commissioners, *cf.* Preface.

fifty sail of sea busses and one small man-of-war of six guns. This being all at present, I take leave and remain,

Your Worship's servant to command,
ROBARTE CLARKE.

Deal, this 7th May, 1653.

1031. *May 1^o 1653.—N.C. TO THE GENERALS.*

[S.P. Dom. Commonwealth, xxxvi. 36.]

Gentlemen,—Yours of the 5th inst. with the duplicate thereof received the last night and this evening, and have since your sailing from the Downs been endeavouring what in us lies to get the several provisions you wrote for in a readiness to follow the fleet, as you will perceive by the enclosed, which is a particular of such vessels as are to sail with Capt. Strong¹ on Thursday at farthest, if wind and weather permit. We have obtained my Lords' warrant for 140 barrels of powder from Hull, which we have appointed Capt. Strong to take in there and to call at Yarmouth for the powder that came from Scarborough, and for the 120 barrels of powder that was to be supplied from Harwich and Yarmouth which, with the 200 barrels that were sent by the Sapphire and we hope is with you and 500 more that Colonel Lilburne by my Lords' direction is to furnish you with in Scotland will, we conceive, be a competent proportion to answer the present occasion. We have written effectually to Hull and Newcastle and the Commissioners at Leith for the speedy impresting such numbers of men as can possibly be raised in those parts which we hope

¹ of the Unicorn, *cf.* p. 143.

they will vigorously intend to be put on board such of the ships as shall touch at any of the said places, and Colonel Lilburne hath orders from the General for having a regiment of land soldiers in a readiness upon the coast of Scotland for your further supply if need require, and the Victuallers have appointed one Eldred at Leith to furnish you with some water from thence, for the hastening of which we have entreated the Commissioners there to contribute their utmost assistance, as also for employing some ketches upon that coast for gaining intelligence from you and also of the enemies motion. The 300 landsmen which we formerly acquainted you were put on board the merchant ships in the Hope we shall send aboard the ships that accompany Capt. Strong, and have cause to believe that within a few days there may be at least twenty ships more ready to set sail: in which respect, as also of the probability of Capt. Badileys' arrival in the Channel ere long, we should be glad instructions were sent for their disposal. What further supplies shall be wanting for the fleet, in case you apprehend your stay may be anything long in those parts, upon notice of the particulars thereof we shall endeavour to provide and despatch them to you.

We remain,
Your very affectionate friends and servants,
RC. SALWEY.
JO. CAREW.
JO. LANGLEY.

Whitehall, 9th May, 1653.

1032. *May 1^o/₁₀, 1653.—R. WILKINSON TO A.C.*

[S.P. Dom. Commonwealth, xxxvi. 46.]

RIGHT HONBLE,—These are to acquaint your Honors of my late arrival in Harwich with our convoys. Since my coming out of Yarmouth Road I spake with some vessels at sea that told me of six Holland ships of war that lay betwixt Yarmouth and Orford Ness yesterday, and before night near Orford Ness one of them, being a frigate, appeared unto us, thinking to have surprised some of my convoys, but being prepared to give him battle to secure my convoys I fired six pieces of ordnance upon him and, like a valiant Hollander, he ran away. Had our vessel been clean I question not but to have surprised him in four hours' sailing. Now our fleets are to the Northward here are many private men of war that come out of Flushing which lie upon our coasts, where there want a man of war or two to look after them for they may do much harm. The wind being contrary I was forced with my convoys into Harwich but do intend with God's assistance with the first opportunity of wind to set sail for London where I shall give your Honors an account of my arrival.

I humbly take leave and rest,
Your honors most humble servant,
ROBT. WILLKINSON.

Harwich, 10th May, 1653.

1033. *May* $\frac{10}{8}$, 1653.—*DEANE AND MONCK TO A.C.*

[S.P. Dom. Commonwealth, xxxvi. 44.]

Gentlemen,—Since ours of the 7th instant by the way of Newcastle we have little to acquaint you with, but that we are now upon the Scotch coast to look after the Dutch fleet, of whose motion we have no other intelligence than what we formerly acquainted you with. We shall leave orders at Tantallon, Aberdeen, and Dunottar Castle, for all such ships, frigates, and other vessels in the State's service that shall come this way to look after us where to find us, and likewise supply ourselves here with water for the present necessity of the fleet. We earnestly desire you will not forget to send us a timely supply of victuals and other provisions for the service of the fleet, without which we shall be forced to come in about two months hence or sooner, as we wrote unto you in our last, also that the water-ships may come along with them. We have not more at present but that we are

Your very affectionate friends
and servants,

RI. DEANE.

GEORGE MONCK.

From on board the Resolution before
Aberdeen the 10th May, 1653.

1034. *May* $\frac{14}{4}$, 1653.—*HEWITT AND PENNY TO N.C.*

[S.P. Dom. Commonwealth, xxxvi. 67.]

Right worshipfull,—These may advise and give your worship an account of our actions to this present day. Having to the uttermost of ability performed what we were from you commanded in these Western parts, are returned back again to Bristol where we understand by Mr.

Shewell, Collector of the Customs, that he received from you to us directed but as yet never come to our hands, he sending it to Bridgewater to us by a messenger as I conceive was negligent in the delivery of it and so missed of it, but Mr. Shewell gives us to understand the contents thereof was that we should advise what numbers of men more might be procured in these parts we have already been at and in what time. For answer thereunto shall give you our thoughts in the closure of our letter at present. In the meantime be pleased to take a view of these ensuing lines as an account of some passages

1. We have met with several obstructions and many oppositions in the height of our business at Barnstaple and Bideford and the adjacent parts by way of petition of the merchants and [owners¹]: they procure an order from the Council of State which commands us not to impress a man that do belong to the ships bound for Newfoundland, which carried away about 300 men with them which much obstructed our proceedings, and also all other vessels within the bar claimed the same privilege and was encouraged and countenanced by the chiefs in power and authority though they had received orders for the impressing of seamen for the service of this Commonwealth, and assure you if fair words and seeming pretences will serve the state and Commonwealth they are ready to serve but if deeds, as we know the present condition of the services requires, it [is] hard to return whether ever the public will be served by them with procuring seamen for the Navy at present, we mean the mayors and justices of peace and their subordinate

¹ MS. honars.

officers for the most part. Again for open and public opposition against our proceedings and that by owners and merchants as to question our power we act by and whether there be any such power at present or not, and others they encourage the seamen that they may refuse to obey it upon which the seamen armed with clubs and staves saith if any impress by us come a near to be upon their own peril be it. In a word they are gone to such a height of boldness that our actions are attended with great danger and will so continue unless some speedy course be taken as your honours shall conceive most convenient. Again as I formerly wrote to you that several seamen after they had received their impress and conduct money are carried away to sea, encouraged so to do by their masters and merchants, to the number of ten or more out of this City which I formerly gave you account of. Again others make it a trade to receive impress and conduct money twice under pretence of volunteering. Again others having received impress and conduct money absent and hide themselves and go from one town to another and when we address ourselves to the Magistrates it [is] to little or no purpose, to our great discouragement all the answer we receive from them is that we should bring them before them, and then they will do what not or nothing at all to them, which doth much encourage the offenders notwithstanding we instantly plead the execution of the Act upon such offenders: wherefore we make bold to beseech your worships to take some severe and speedy course for the punishment of such gross and unsufferable contempt, otherwise our time will be very ill spent and money merely thrown away, the Commonwealth unserved

and the fleet unmanned what in these offenders lieth. And for the order from the Council of State to the Mayor and Justices directed is not prosecuted, the Act of Parliament not put in execution; some think and as they conceive it's too severe and too strict to be observed and upon this account that most of them are interested in shipping and merchandizing affairs, we humbly leave all to your judicial consideration and the Lord direct you what course to steer amongst these many dangers. Now having left instructions at all the places where we had a station both with Mayors and Justices of Peace as to make diligent and continued search for absentees from the press and present service, and also for those that have or shall desert the service after they have received the impress and conduct money, and according to the Act of Parliament commit them into prison until further order from your worships and to make returns every week thereof to the Navy Office at London. And for answer to your letter directed to Mr. Shewell as to be advised what number of men these parts may yet produce we conceive as great a number as we have already pressed, which is 330 besides what Mr. Shewell pressed in our absence, but we humbly conceive it will not be convenient to impose so much trust in the Mayor as formerly if so yet another power will be necessary as the Governor of the cities or counties I mean the sword men and their cutlas men may be procured.

We are bending our faces for London only shall wait here for your answer by the post, accordingly shall proceed if we receive no answer by the next post. We shall crave leave to come for London. In the meantime shall endeavour to procure what men we can here at Bristol and

is what the present affords commit you and all
your affairs to God and rest,

Your faithful servants in all readiness to serve
Your worshippes and the State
of the Commonwealth,

THO. HEWIT.

JON. PENNY.¹

Bristol, May 14, 1653 ;
Sign of the Lamb, St. Thomas Street.

Within the Bay, Bristol may produce 400
men, Minehead and Washett and Porbrock² fifty
men, Bridgwater twenty men, all which may be
procured in thirty days but not by the Mayors
but by the sword men as we conceive.

1035. May $\frac{17}{27}$, 1653.—M. H. TROMP TO S.G.

[Archives of the Hague. Translated.]

High and Mighty Lords,—My last letter was
dated the $\frac{4}{14}$ th of this month, from off Texel, and
sent by the advice-pink commanded by Master
Cornelis Lievensz:. At three o'clock in the after-
noon of that same day, Vice-Admiral de With came
out of Texel, bringing with him two warships, and
six or seven merchantmen. He had left eighteen
ships of war, including those that were on their way
thither, still not ready in Texel ; but had left orders
there, that as soon as they were ready, they should
run to the mouth of the Helder, with the remainder
of the fire-ships, ammunition- and water-ships, and
small vessels, of which we shall have need on
occasion, to be ready to come out on our summons
and join the main body. Vice-Admiral de With being

¹ MS. Pene.

² I.e. Porlock.

on board, I immediately weighed anchor and got under sail with the whole fleet of 210 to 215 merchantmen, including the five East Indiamen, and eighty warships, five fire-ships and five small vessels; and we pursued our voyage, steering our course right into the channel between Texel and the Naze, and thence along the coast of Norway, past the point of Bergen as far as the North point of the Shetland Isles, where we parted company from the fleet in the afternoon of the $\frac{11^{\text{th}}}{21^{\text{st}}}$, they taking their course to the West, we to the East towards Norway. We were left with seventy-seven warships in our fleet; therefore I have found there was an error of three ships in the list sent to your H.M. on the $\frac{4}{14}$ th instant. We met no one on the passage, either the vessels we had sent out, or any others, except Master Reijer Pietersz: of Edam,¹ who had sailed on April $\frac{8}{18}$ with a cargo of wine from Bordeaux to St. Martin; on arriving there, he learnt that our fleet had left that place on the said $\frac{8}{18}$ th, and he followed on the $\frac{20}{30}$ th. On the $\frac{9}{19}$ th instant, off the Faroe Islands, he had fallen in with the master of a Flushing vessel from Bayonne, who was also homeward bound. Neither of them had seen the fleet or any other ships. We therefore continued our course towards the Norwegian coast, sailing along it, right in the course along which the expected fleet must come. Still, up to-day we have neither seen them, nor heard the least tidings of them. Having taken counsel upon the matter, I have decided to send Commodore de Wilde with a small vessel into the Vlie and Texel, in order, with the assistance of your H.M.'s delegates of the several Boards of Admiralty or Chambers of Directors or of

¹ This does not quite agree with de Ruijter's statements. Cf. Nos. 1036 and 1089.

the Commissaries ; in their absence, to hurry out the above-mentioned eighteen ships of war, which ought now to be ready, together with the rest of the fire- and water-ships and small vessels which will probably have come into the Texel meanwhile, and may now be ready for sea ; so that they may join us without loss of time off Texel. And if we get news that the said fleet has not yet come in, we shall continue constantly cruising about between the Doggerbank and Texel, until they come, in accordance with your H.M.'s instructions of April $\frac{19}{29}$ last ; the more especially as we have not the smallest information of the enemy's position, much less of their designs. But if the said fleet has come in I propose as soon as the said ships from Texel have joined us, to repair to the mouth of the Meuse and the Goree Gat, there to await the ships Brederode, Rosecrans and Princess Louise, belonging to the Admiralty Board, and the ships de Prins and den gulden Beer, both Directors' ships, which we dispatched thither on ^{April 29}_{May 9} with sick men ; and they are doubtless now lying ready, if the work has been continued with the same zeal that was active when I left. As soon as we get off the Meuse, I intend to sail up in a galliot and to visit the ships, to expedite their setting out, unless we get tidings of the position of the enemy which will necessitate some other course in order to work them harm and to do our country good service. In that case I shall act in accordance with the above-mentioned resolution of your H.M. of the April $\frac{19}{29}$. And if I am able to come myself into Goree, I should be glad if it seemed good to your H.M. for me to find some delegates there, so that I might confer with them by word of mouth, with regard to operations on the enemy's coasts ; I also beg that the reports may be sent to me which your H.M. may have received concerning the situation

of the enemy's fleet, and matters connected therewith, to serve for our information, because reliable news is of the greatest importance for the service of the country.

Herewith, &c., &c.

(Signed) M. HARPTS. TROMP.

P.S.—Shortly after writing the above, we sighted a ship. On coming up with her, she proved to be a Gothenburg vessel, which had left Texel on the $\frac{1}{2}\frac{1}{4}$ th. They told us that Blake had been off Texel on the $\frac{1}{2}\frac{0}{10}$ th or $\frac{11}{21}$ st instant with eighty ships, and that he had taken a few fishing boats, but they had not heard in what direction he had gone with his fleet. In the afternoon four merchantmen came in, harbingers of the expected fleet from which they had parted company on the $\frac{1}{2}\frac{5}{5}$ th instant off Bergen in Norway; so that, if this wind holds, the fleet ought to come up with us within twenty-four hours. We shall make every endeavour to fall in with them and bring them in in safety, and also to effect a junction with the ships still wanting to complete the fleet, so as to do the enemy an injury therewith, and render the most effectual service to our country. Please rely upon this.

On board the ship de Vreede on the Doggerbank,
9 o'clock A.M., this $\frac{1}{2}\frac{7}{7}$ th May, 1653.

1036. May $\frac{1}{2}\frac{9}{9}$, 1653.—M. A. RUIJTER TO S.G.

Noble and Powerful Lords,

My Lords,—On the $\frac{4}{14}$ th we sailed Northwards from off Texel with the fleet of over 200 sail, and 5 East Indiamen, and on the $\frac{8}{18}$ th we sighted the coast of Norway, eight miles to the North of the Naze, and sailed thence N.W. along the coast. In the

evening of the $\frac{8}{18}$ th the fire-ship Hammeken¹ sprang a leak and sank ; we saved the crew, but could not save anything else. Then we sailed on with the fleet, and in the evening of the $\frac{11^{\text{th}}}{21^{\text{st}}}$ were close under the North end of Shetland, and there parted company from it. And directly afterwards we fell in with two ships coming from France, one of them belonging to the North Quarter sailing from Bordeaux to Amsterdam,² the other, commanded by Marten Kien of Flushing, coming from Bayonne ; they said that the fleet had set off twelve days before them, so we at once used every endeavour to try and find the fleet along the coast of Norway. On the $\frac{14}{24}$ th a flute ship belonging to Schiedam, and sailing from St. Ubes, came in to us, and said that the fleet from that place was to be expected immediately. On the $\frac{16}{6}$ th instant we bore away from the Naze, the wind being North-West, until the afternoon of the $\frac{17}{7}$ th. Then we fell in with a Dutch Swede,³ coming from the Vlie, which reported that on the May $\frac{10}{9}$ the English fleet had been off Texel with eighty sail. On the same day about noon three ships came in to us, two from Dunkirk, and the other a Dutch Hamburger, sailing from France, who informed us she had parted from the French fleet⁴ off Shetland, and supposed that they could not be more than a day's sail behind us. In the evening about sundown came in three more ships and a galliot, namely, Elinch and Corn:

¹ The vessel of which Tromp had predicted this. Cf. No. 1027.

² *I.e.* R. Piltersz's ship.

³ Probably a Swedish ship trading with Holland ; Tromp (No. 1035) calls this ship a Gothenburg vessel (*cf.* de Ruijter's Journal (p. 133), where she is called a Swedish vessel). A similar expression, 'a Dutch Hamburger,' occurs in this letter ; *cf.* the use of the phrase 'the French fleet' for the Dutch merchantmen returning from France.

⁴ This, of course, is the Dutch fleet from France.

Tuere,¹ and another Zealander, with a galliot from Middleburg, who said they had left the fleet opposite Bergen in Norway, and supposed that they must be still about twenty miles to the North of them.

Herewith, &c., &c.

Your Lordships' humble servant,
(Signed) MICHIEL AD RUIJTER.

Done on board the ship *Lamb* (Lam)
the $\frac{1}{8}$ th May, 1653.

1037. May $\frac{2}{8}$ th, 1653.—*M. H. TROMP TO S.G.*

[Archives of the Hague.]

Noble and Powerful Lords.—My last letter sent off by express, was written from the Dogger-Bank on the $\frac{1}{2}$ $\frac{7}{7}$ th instant; and I therein reported to their Lordships that up to that time nothing worthy of remark had occurred in the fleet.

We continued on our way under shortened sail, with a view of keeping a look-out at sea, and attacking the enemy if we should chance to fall in with them, and also to keep a watch for the fleet coming from France. During the night of the $\frac{1}{2}$ $\frac{8}{8}$ th we let ourselves drift. On the morning of the $\frac{1}{2}$ $\frac{9}{9}$ th we saw Vlieland, as we sailed along the coast.

About noon Commodore Evert Anteunis: ran into the Vlie Gat with about 100 ships including six convoyers. Some of their ships, eighteen merchantmen, had parted company from them off the Naze in Norway, and the rest of the

¹ There is some discrepancy between the names given here in Ruijter's Journal for May $\frac{1}{2}$ $\frac{7}{7}$ th (cf. p. 133): there one man only is given as coming to the fleet in a galliot from Middleburg, that of Pieter Elych Cortuere; here the MS. (copied from the Hague Archives) has an indecipherable word before Elinch, while the other words are quite distinct—'met Corn: Tuere cr noch een Zeen.'

fleet, being about fifty sail, bound for the Meuse and the Wielings, with a convoyer belonging to Zieriksee, commanded by Captain Andries Fortuijn have come with us. This captain and Captain Cornelis Allart, commanding a Flushing privateer, and sundry of the Company's masters, I summoned on board, and laid before them the dangers of the sea, commanding them to stop with us till late that evening or early next morning; and promising, when the ships now lying ready in Texel should have come out and joined us, I would bring them all in in safety. They all agreed to this, especially as they had received strict orders from their owners to that effect. But, nevertheless, towards dusk the unarmed ships slipped away, thereby wantonly exposing both vessels and cargoes. The above-mentioned convoyer has remained with us, with the privateer and her prize. At seven o'clock in the morning of the $\frac{2}{30}$ th we saw Rear-Admiral Pieter Florisz: coming out with sixteen warships and a fire-ship, and we sailed on with them along the coast in order to meet Vice-Admiral Johan Evertsz: and the ships under his command. I intend, if we should find them in the Goree Gat, to sail up myself in a galliot, and go on board his ship and come out with him, hoping to find some of their Lordships' delegates there, so as to be able to confer with them, and also to receive such further orders as their Lordships may have thought best to give me in the present situation of affairs; because there are several points that ought to be taken into consideration. For the last advices we received from Texel report that on the $\frac{13}{23}$ rd instant the Vice-Admiral¹ was seen off the South point of the Shetlands and Fair Isle, with eighty ships, whilst on the

¹ *I.e.* the English Vice-Admiral.

^{11th}_{21st} we were parting company from the fleet off the North point. We do not know what their plans may be, whether they intend to remain cruising about there for some time, on the watch for the merchantmen, both inward and outward bound, that daily pass that way in sailing round England, with an eye also on the return fleet from the East Indies ; or whether, when they hear that both fleets have already passed that place (the outward-bound fleet under our convoy, and the above-mentioned inward-bound fleet from France), they will not descend on our coast again. Meanwhile, there are certainly over 500 ships still lying in the Vlie, bound for the Baltic and Norway, together with three East Indiamen and a number of other vessels bound for the West the long way round. I would beg humbly to submit to their Lordships, whether it would not be advisable for the protection of commerce and the good of the country for us to collect our own ships and then forthwith effect a junction with Vice-Admiral Jan Evertsz: off the Vlie, there receiving all the Baltic and Norwegian traders, and the vessels bound to the West, together with the remainder of the warships and other vessels destined for the fleet that may now be ready ; and to bring them as wind and weather should serve to the neighbourhood of Skagen, and then sail on to the Shetlands with the Westward bound fleet, leaving them to pursue their journey from that point ; and we could then cruise about there a few days to fall in with the English fleet, and attack them with every prospect of success, unless we should meet them earlier on the way North, and deal with them then, leaving the said merchant fleet to continue their voyage with a small convoy. This would seem to me advisable, unless their Lordships have other information concerning the enemy,

which would enable us to do our country better service with the fleet, and the enemy more harm. I shall look forward to receiving the favour of their Lordships' opinion and intentions in this behalf, if I meet Vice-Admiral Jan Evertsz: out at sea, and he has left the Goree Gat, and shall station myself with the fleet off Scheveningen to receive orders; for now that we shall have a goodly number, or the greater part, of the national ships collected together, it behoves us to attack the enemy, the sooner the better; and on the coming battle the glory of our country will in a great measure depend.

And now, with regard to the position of our ships. Some of them, those that have been out the longest, are running short of provisions. I have therefore had most of our small craft laden with empty casks, and shall send them in to the Meuse to fill with fresh water, with orders to come out again at once. Our fleet consists at present of ninety-two warships, five fire-ships and six small vessels, as specified in the accompanying list. But it is very vexatious to us, and possibly not less so to their Lordships, that our oft-repeated requests and their H.M.'s resolutions produce so little result, especially with regard to the fitting out of a good number of suitable fire-ships; because we are all of opinion that the expected effect of these fire-ships, and the terror with which they fill the enemy, would enable us to win the battle; and, if we are not provided with them, we may very probably lose it. Of the four-and-twenty fire-ships that were voted, only six have put in an appearance, and some of them in such ill-plight to put to sea, that one of them has already foundered in fine weather. I therefore beg their Lordships to be pleased to charge the defaulting Admiralty Boards once more to send out their contingents. Two ammunition and store ships were

likewise voted by their H.M. and we want these so badly that there are several ships in the fleet already that have not a single clamp on board to repair a mast shot through, nor any spare tackle ; and if it should happen (which God forbid) that we fell in with one another far from our shores, and came to the end of our ammunition, we should run the greatest risk of having the whole fleet destroyed for want of it, as has been proved already, and it behoves us to profit by the example. We have not received any water-ships either ; we have also but few officered musketeers on board, whilst the ships belonging to the North Quarter have none at all, with the exception of Rear-Admiral Pieter Florisz: who received thirty men from the Militia at the Helder, by order of their H.M.'s delegates there. And as it has been found by experience, whenever we have engaged with the enemy and taken any of their ships, that our own ships are left defenceless in consequence of their crews leaving them and rushing on board the prizes to plunder them, after they have been captured ; and several ships, having been left thus unprotected in the last engagement, were taken by the enemy together with their prizes. It therefore becomes a matter for consideration whether it would not be advisable, in a general engagement like that, to offer rewards for the capture and immediate firing of the enemy's ships, in order to prevent the said mischiefs and disorders. Herewith, &c. &c.

(Signed) M. HARPTS TROMP.

On board the ship de Vreede, in the longitude
of Catwick, this $\frac{3}{4}$ st May, 1653.

THE BATTLE OF THE GABBARD 49

1038. $\frac{\text{May } 25}{\text{June } 4}$, 1653.—R. CLARKE TO A.C.

[S.P. Dom. Commonwealth, xxxvi. 97.]

Right Honourable,—This day in the morning I came from Dunkirk with a convoy, and near Calais I met with a French man-of-war called the Royal of Calais ; to him I gave chase, but he made a running fight of it with me until he was rescued by the castle at Calais, which shot many guns at me and forced me to leave him, and when I came to an anchor in Dover Road about two hours after came in through the Downs the Hollanders' fleet consisting of 114 sail, which forced me to cut my cables and run ashore. Have received many broadsides from a great part of their fleet which hath done some damage to our frigate ; had I not cut as I did, three or four of their great ships had been on board me, being within less than half a cable's length, but, praised be God, having good help from the shore with boats, I got her afloat again and brought her into Dover Pier to repair her defects. They fired many broadsides into the town of Dover and have taken two merchant-ships richly laden at an anchor in Dover Road in my company. This is all at present but that our frigate is in safety and the Hollands fleet at an anchor in Dover Road.

I remain,

Your Honour's faithful servant till death,
ROBERT CLARKE.

Drake in Dover, the 25th May, 1653.

1039. $\frac{\text{May } 26}{\text{June } 5}$, 1653.—J. TOLHURST TO R. SALWEY

[S.P. Dom. Commonwealth, xxxvi. 103.]

Honourable Sir,—I being absent in Scotland your letter of the 8th of this instant came not unto me until the 24th of the same, but I perceive

that Mr. George Dawson hath certified Mr. Tayler in getting what small number of men that place hath yet afforded, there might have been more pressed but that the young men who are fittest for the service run into the country. I have caused the Justices of peace to give strict command to all constables in these parts to make diligent search for all seamen and mariners that are come into any of the towns and to bring them in close custody to Newcastle, but whether they will do it effectually I am not able to say until we see the issue. Mr. Tayler desires the Commissioners will please to appoint Mr. Major of Newcastle or Mr. Geo. Dawson to take his account of that charge he is necessarily at in getting these he hath pressed. He hath shipped men aboard several ships that are here now and some are gone to the Navy. Some Hamburgers that came into here this tide say that our Navy is now off about the [Danger]¹ Bank and between that and the Holland coast. Sir, craving your excuse for thus troubling you, I rest,

Your honours humble and faithful servant,
 JER. TOLHURST.

Newcastle, May the 26th, 1653.

Some able pilots are gone from hence aboard the Navy and some that were appointed have absented themselves.

1040. *May 26*
June 5, 1653.—*POORTMANS TO BLACKBORNE*
 [S.P. Dom. Commonwealth, xxxvi. 105.]

Sir,—Since my last from Shetland I have little to acquaint you with, only that we are plying to and again before this place and the Vlie to hinder

¹ *Sic MS.*; probably Dogger.

the conjunction of Admiral Tromp with such men-of-war as are at either of the said places, as also twenty Danish ships already fitted and manned now riding in the Sound, and as I suppose wait only for an opportunity to join with the Dutch, but this you will have more at large by the letter to the Commissioners to which I refer you. I have only this more to add, that to my apprehension what intelligence we have is so lame that we know not well which way to turn ourselves, but of this we have large experience, yet when men's wisdom and contrivements have failed the Lord hath appeared to be the only wise counsellor, and this is it which bears up my spirit or else I should muse upon it more than now I do ; but, blessed be the Lord, we have such a one for our strength and counsellor who was never heard to fail or forsake those that trusted in Him. Here inclosed you will receive the list so much expected,¹ which is not yet fully perfect, and for ought as I know of I should keep you in expectation thereof which till complete it would not be at all. Indeed, I am almost ashamed to present it as it is, but I cannot help it.

I have nothing more but committing you to the Lord, hoping you are not unmindful of us upon the deep waters, who wait only when the Lord will please to bring it to pass that we may engage with His and our enemies, which if my heart deceives me not is the earnest desire and prayers of,

Your assured friend and humble servant,
JOHN POORTMANS.

From on board the Resolution, plying to and
again off the Texel the 26th May, 1653.

¹ Cf. No. 1028.

1041. *May 27*
June 6, 1653.—T. WILSON TO T. KELSEY

[S.P. Dom. Commonwealth, xxxvi. 110.]

Dear and Honoured Sir,—The Dutch fleet weighed out of Calais Roads this morning and are now behind the Goodwin plying and turning to the Northward; probably they will get into Margate Road or the Gorè. There is no sight as yet of our fleet: I wish (if the Lord's providence would so order it) that they were near them; they have fair winds to blow them from the North. The Dutch fleet are ships (as we guess) from 50 to 30 and 26 guns. Sir, the master gunner here (Mr. Reader) earnestly desired me to write to you (and we have formerly, as now, experienced the necessity of it) about an addition of gunners and matrosses (if it could be obtained) though but the old establishment when we last reduced them; here are so few for the castle and the two forts as they are not able to ply the guns, to load and fire them; for although our endeavours against the enemy were not without visible damage to them, yet had we had more hands, it (in all probability) would have been a great deal more; because in the castle and two forts we should have been able to have made three shot for one: besides the present badness of our platforms. Sir, I hope this will provoke the Council to order you some more monies for reparations, which is of so absolute necessity: with that you would please to mind the ammunition and other particular wants for the guns: with mine, my wife's, and brother's due respects (desiring a few lines how affairs go above)

I remain, Dear Sir,

Your ever obliged friend and servant,

THOMAS WILSON.

Dover Castle the 27th May, 1653,
past 10 in the morning.

Sir, I shall not fail once a day (or oftener as occasion is) to send you word of affairs at sea so long as the Dutch are upon our coast, for I know you expect it, although I have not heard a word as yet from you. It would do well if the Council would please to check the postmasters along the road, who make it eighteen or twenty hours before a packet¹ comes hither, let the business be of never so great importance.

1042. ^{May 27}_{June 6,} 1653.—DEANE AND MONCK TO STRONG
AND PESTALL

[S.P. Dom. Commonwealth, xxxvi. 114.]

You are forthwith on sight hereof, wind and weather permitting, to set sail with the ship under your command from Humber river where you now are in company of such ships as were committed to your charge since you departed from us, as also all other ships and vessels now there in the service of the State, and they are hereby required to observe such orders and directions as they shall receive from you, and then you are with them to make your repair forthwith to the fleet, which you shall find riding at an anchor off Yarmouth on the backside of the Sands, and if the wind continue Northerly, where now it is, we shall stay for you eight and forty hours, if otherwise you are to sail for Yarmouth Road with the said ships and vessels and there continue till further order from us. By the ketch coming herewith you will be able to compute by what time we may arrive there, and so you will the better judge whether you can

¹ MS. 'packquet.'

come to us within the time limited. Be very careful in your way to us that you do what in you lies to avoid Admiral Tromp with his fleet, who is now abroad, of which you are not to fail and this shall warrant you so doing. Given under our hands and seal on board the Resolution off of the Texel the 27th of May, 1653.

RI. DEANE,
GEORGE MONCK.

To Capt. Peter Strong
and Capt. Willm. Pestall
or either of them.

1043. ^{May 27}_{June 6}, 1653.—*POORTMANS TO BLACKBORNE*
[S.P. Dom. Commonwealth, xxxvi. 115.]

Sir,—Since mine of yesterday's date it was this day resolved the whole fleet should sail for the English coast, and come to an anchor off of Yarmouth on the backside of the Sand and there to stay for such ships as shall come unto the fleet riding at anchor on the backside of the Sand aforementioned. In case the wind continue Northwardly, as now it is, we shall ride there forty-eight hours, to [which] end orders are sent aforehand by two ketches, one for Hull and another for Yarmouth road, and so up the river of Thames to repair unto us accordingly. Tromp we hear is at Goree with 120 sail of men-of-war and more are to join with him, which cannot well be avoided by our staying upon this coast, which is all at present but that I am,

Your very affectionate friend and servant,
JOHN POORTMANS.

Resolution, off the Texel, the 27th May, 1653.

1044. $\frac{\text{May } 27}{\text{June } 6}$, 1653.—NEWS FROM LONDON

[Clar. MS. 45, fol. 439b.]

We have a design to fire your fleet by sending some villains to serve you, or debauch some of your men ; they intend it by match in tin cases ; I have seen them. They have also bespoke things like a watch to fire with a spring ; they will use them in harbour, or fight in the hold. There are here some would undertake the like to the fleet of England, if money might be had to encourage them, and if Holland would declare for the King.

I am told it hath been offered to burn the magazine ships and towns of Amsterdam ; the design is managed by some that love the King ; if the Dutch declare for him it will prevent it. I pray discourse warily in this point, as you love me, do.

1045. $\frac{\text{May } 28}{\text{June } 7} - \frac{29}{8}$, 1653.—M. H. TROMP TO S.G.

[Archives of the Hague. Translated.]

High and Mighty Lords,—My last letter was written on $\frac{\text{May } 23}{\text{June } 2}$, on board the ship de Vreede, off the West headland of Goree, and dispatched by the messenger who brought me their H.M.'s letter. After it had been sent off, being under sail, we saw six boats with 150 musketeers. We made up to them, and at five o'clock in the afternoon came to an anchor, so as to prevent the fleet from passing. We distributed the men among the warships of the North Quarter, which had none at all, and by the evening they had all been embarked. About ten o'clock at night the

wind shifted to N.W. by W., and we got under sail and sailed W. by S. for the mouth of the Thames. The wind crept round gradually more to the North, and at five o'clock in the morning of the ^{May 24}_{June 3}, was blowing from the N.E. which made it probable that the ships Brederode and Prins would be able to come out of the Goree Gat. I sent a galliot back at once to meet them, with instructions to them to come after us. At nine o'clock I made a signal for all the commanding officers of the fleet to come on board, and communicated to them the contents of your H.M.'s resolution and orders of $\frac{2}{31}$ May, and of all the accompanying documents, and we also carefully studied your H.M.'s resolutions of December $\frac{1}{22}$, January $\frac{1}{24}$ and April $\frac{1}{9}$ last past, to which we were referred by the resolution of May $\frac{2}{31}$, in so far as they were applicable to the present expedition, the subject of all being the damage we can inflict on the enemy, either in the Downs, or by occupying the Thames, or in any other quarter whatsoever. We thereupon decided and resolved that we should sail in the evening up to just out of sight of the North Foreland, so that our movements should not be discovered, and that if the wind held, Commodore de Ruijter and Rear-Admiral Pieter Florissen should get outside the Goodwins on the morning tide, with their squadrons of five-and-thirty warships and two fire-ships, so as to tack into the Downs from the South, and to cut off the enemy who might be lying there and would try to escape that way, or to come and help us in the attack; whilst I, with Vice-Admiral Jan Evertsen and de With and our three squadrons, being altogether sixty-three ships of war and four fire-ships, should enter the Downs from the North, and act in the same way as the other division; and

we decided not to part company till all the scouts we had sent out in the morning should have come in, so that we might be informed of the enemy's position. That evening we announced the whole of our resolutions to all the captains, charging each one to make ready and to do his duty on whatever occasions might arise. That same evening we were joined by the ships Brederode and Prins, and I transferred myself and crew into the said Brederode, whose hull has been much strengthened, while she sails just as well as ever before. On the $\frac{2}{4}$ ⁵th, in the morning, the wind being N.E., we sailed with the wind, and at six o'clock sighted the North Foreland; and, as none of the scouts had then returned, we thought it best to separate, and for each division to take up their position so as to see what ships might be lying in the Downs. At two o'clock we passed the castles in the Downs; close underneath them, right up against the landing stage and on a lee shore, were two little merchant-ships. As we passed several balls were exchanged between the castles and our ships. I have speculated very carefully on the position of the Downs, and in my opinion, with favourable wind, weather and tide, it would be perfectly easy to destroy the enemy lying there with a smaller force than we now have, because they would run towards the land and get aground under the castles; and we could then readily send the fire-ships alongside, and set them on fire; and if they should happen to sink any of our ships by cannonading, we must put up with it, for one is liable to that in every engagement. And I therefore beg to recommend once more that fire-ships capable of going to sea with the fleet should be fitted out by those [Boards] that have not yet furnished their contingent, and should be sent to us. We do not

doubt also that the rest of the ships of war that may now be ready will now be lying off the Goree Gat, in accordance with our former requests and instructions, and those from Texel will be off the Helder, ready to weigh anchor directly they receive our summons, and to join the fleet as soon as we happen to come off the mouths of the harbours. At three o'clock we came off Dover, and there found our other two squadrons lying at anchor; we joined them and cast anchor likewise, and then sent four or five of our lightest frigates in towards the shore under the fort. A small Parliament frigate was lying there with two or three merchant-ships; the frigate ran in towards the shore, and Captain Jan Egbertsz Ooms: of Amsterdam boarded one [of the merchantmen], which carried eight guns, and had a cargo of piece goods, sugar, West Indian hides and other merchandise. Captain Lambert Bartelsz: of Flushing also took one of the little vessels with a similar cargo; and afterwards, as she had suffered in the boarding and become very leaky, he transferred the cargo into other ships. He also took at the same time a smack laden with sea-coal. We shall send them both by the first opportunity to the Admiralty Board to whom they respectively belong. At six o'clock in the afternoon we weighed anchor, and sailed with the fleet to St. John's Roads, where we anchored at ten o'clock, the wind blowing strong from the N.E. At six o'clock in the morning of the ^{May 26}/_{June 5}, we sent Fiscal de Bijé in a galliot to Calais, with a letter to Agent de Glarges, asking for information, as we had received no news of the enemy, except that on the morning of the ^{May 25}/_{June 4}, an English river fishing-boat was taken by a Middleburg privateer, and the English master told me that over a week ago he had seen the ships under

Commander Badiley, who had come from the Straits, sailing up the Thames; and, moreover, that only two hired ships were now lying in the river, and he could not say what course their warships had taken, nor how they were distributed. At the turn of the tide, we weighed anchor and tacked towards Calais. At eleven o'clock we came in between Calais Cliffs with the fag end of the tide, and dropped anchor. At seven o'clock in the evening the said Fiscal de Bije came on board from Calais, with a letter from Agent de Garges, of which I enclose a copy herewith. We can come to no conclusion from this as to where the enemy is to be met, but consider it beyond a doubt that they are to the North of us; and we do not know whether they intend to remain there. I have therefore decided, until we receive further advice, to cruise about between the Straits and [Orford Ness]¹ off the Thames, and between [Orford Ness] and the Wielings and Meuse, hoping to fall in with the enemy when they leave the North; unless your H.M. may have passed resolutions upon the considerations I laid before your H.M. in my former letter May $\frac{21}{31}$, with regard to convoying the merchant-ships bound to the Baltic, Norway and elsewhere, for the protection of commerce or any other purpose, and shall send such resolutions to me. Herewith, &c., &c.

(Signed) M. HARPTS. TROMP.

On board the ship Brederode, in the longitude
of Dover, 4 o'clock P.M., $\frac{\text{May } 27}{\text{June } 6}$, 1653.

P.S.—After writing the above, about 9 o'clock in the evening, a certain passenger boat from Flushing came alongside, having been dispatched

¹ MS. 'Olfersnes.'

express by the Admiralty Board of Zealand to bring us a deposition made before their delegates on ^{May 26}_{June 5} by Captain Laurens Vermees, commanding a Flushing privateer. This stated that at 10 o'clock in the evening of ^{May 24}_{June 3} the said Vermees had sailed in among the English fleet, 114 ships strong, six or seven miles N.W. by W. of the Island of Schelling, and had been fired into by their frigates on the morning of ^{May 25}_{June 4}, about four miles outside the Vlie. We therefore announced these tidings to all the captains of the fleet, charging them most earnestly each to hold himself ready to attack the enemy, whenever we fell in with them; and we did our best, with the wind in the N.E., to get to the North by tacking and stopping. Between seven and eight o'clock at night, the wind blowing from the S.W., we set our course for the Wielings. At six o'clock in the morning two pinks from Schevening came alongside, each bringing a message and dispatch from their Lordships the Committee of Council, sent off to us express, together with the copy of a letter addressed to their Lordships the same day by the Burgomaster of Amsterdam, and a copy of the letter written early on the morning of ^{May 25}_{June 4}, by Commissary Jacob Agges at East Vlieland to the Board of Admiralty at Amsterdam, all announcing the fact that the enemy had been off the Schelling and the Vlie on ^{May 24-25}_{June 3-4}, with a force of 100 to 120 ships. We shall therefore use all diligence in continuing our course along the coast in order to meet the enemy and to do them all the damage we can. And if we chance not to meet them we shall run up as far as the Vlie; and supposing up to that time we do not sight them, or receive any certain report of their whereabouts, it will then be a matter for fresh consideration,

whether in such case it would not be advisable for us to receive off the harbour-mouths the fleet of merchantmen and the warships that may now be ready in the Texel and the Vlie, and to convoy them as I proposed to your H.M. in my letter of May $\frac{21}{31}$; for it looks as if they were keeping an eye on the aforesaid fleet, especially as we have so far not seen them at all, with the wind in the N.E. And if your H.M. should approve this plan, a pink could be sent to us at once off Texel or the Vlie.

As I had resolved not to close the above letter, or to allow the pinks to leave us until I had got into the longitude of Schevening, at six o'clock this afternoon, quite unexpectedly, Jan Bijl, a mate belonging to the Veere, was brought up to me with his fishing-pink; and he stated that at two o'clock this morning he had been right in the midst of the English fleet, the mouth of the Veere being then, he conjectured, S. and S. by E. of them twelve miles off. They were steering a course to the West. We therefore decided to alter our course immediately, and to do our utmost to get to the West to look for them, and do them every damage we can. Please to rely upon this, and God grant us the success we long for, that the result may prove to His glory and to the honour of our beloved country, &c.

On board the ship Brederode, 8 P.M., this $\frac{29}{30}$ th $\frac{\text{May}}{\text{June}}$. West
Cappel lying S. by E. of us, 3 or 4 miles distant.

1046. *May 29*
June 8, 1653.—BAILIFFS OF YARMOUTH
TO A.C.

[S.P. Dom. Commonwealth, xxxvi. 128.]

Right Honourables,—Having this day at eleven of the clock in the forenoon received four several packets of letters from the Generals of the fleet at sea by Capt. Angel Corbin, Commander of the Mary ketch, to be posted away from hence, we presently dispatched away this messenger, William Turner with the same, who setteth out from hence at twelve of the clock this day, and the fleet is now East of this place not above five leagues off hasting away to the Southward and Captain Strong with the residue of the fleet here in the Roads under his command are ordered by the Generals, as Captain Corbin saith, to go off to the fleet. Not having else at present to acquaint your Honours withal.

We humbly rest

Your Honours' most humble servants to be
commanded,

ROBT. HARMER	} <i>Bailiffs.</i>
JOHN ARNOLD	
WILLIAM BURTON	

Yarmouth, the 29th of May, 1653.

As this letter was finished we had sight of the fleet on the backside of the Sands here.

1047. *May 30*
June 9, 1653.—R. OVERTON TO A.C.

[S.P. Dom. Commonwealth, xxxvi. 134.]

Right Honble.—Yours of May the 28th I received the 30th this morning, with intimation from the frigate I sent forth of the fleet coming

from Yarmouth Roads, which was immediately seconded by the Generals' ketch commanded by Capt. Odey who was directed by the Generals with this inclosed order ¹ to be delivered to Capt. Strong or Capt. William Pestall, neither of which are as yet come up to this port, Capt. Strong having laid for several days in Yarmouth Roads, for what ends he best understands. I have sent back the ketch with the best intimations I could. I hope all your Honour's letters with those directed to Capt. Strong will come timely to them. The ketch is limited to a time of forty-eight hours for his return to the fleet, within the compass whereof if he cannot keep he is then to sail into Yarmouth Roads and there to remain till further orders. I have also put an express per post to Tynemouth Bar for all such ships as belong to the Navy to return thereunto. The Genls. (as I understand by Capt. Odey) have sent a challenge to Tromp to come to sea and to give them an opportunity of encounter. In the interim they lie on the backside of Yarmouth Sands, but it is to be feared that there being 300 Dutch merchant men bound for the East and Tromp's design is rather to draw off our fleet to make their way than any purpose he hath of present action. I purpose by this ketch to send to the fleet the remainder of the prest men which were not put on board Capt. Acklam. I have no more at present but to remain

Your Honour's very humble servant,

Rt. OVERTON.

Hull, May 30, 1653.

¹ Cf. No. 1042.

1048. *May 31*
June 10, 1653.—DEANE AND MONCK TO A.C.

[S.P. Dom. Commonwealth, xxxvi. 143.]

Gentlemen,—Yesterday morning came unto us, being at an anchor off of Yarmouth, the Unicorn and Portland frigates with six merchant ships of war more and nine or ten victualling and waterships, and we are now between Dunwich and Aldeburgh¹ with the whole fleet, intending to ply it up as high as the Long Sand Head to expect such ships as are now in the river and Lee Road ready to sail, to whom we have sent orders to make their repair unto us this night if possible.

Even now by a ketch we are informed that Admiral Tromp with his fleet was seen last night off of the Long Sand Head, whom we shall endeavour to find out according to the best intelligence we have received, and should be glad if you know anything of his motion you would communicate the same to us for our better direction ; however our confidence is in the Lord, and do hope we have his spirit for our guide, and that he will enable us with wisdom from above to manage this great trust committed to us as will stand most for his glory and the good of this Commonwealth. We much wonder there is not sent down with the victuals a proportion of wood and candles answerable, with such like necessaries according to the late allowance or at least so much thereof as concerns the victuallers or also money to supply it at any place where we come, about which we have already written but hear nothing of it. We have also written about hamaccoes and the great want there is of them in the fleet, which you promised should be sent unto us some time since, though we have

¹ MS. 'Dunnidge,' 'Alborow.'

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them not as yet. Unless those and such like trivials be timely provided as well as the rest, the service will very much suffer. We are

Your very affectionate friends and servants

RI. DEANE,

GEORGE MONCK.

From on board the Resolution
off of Dunwich, 31st May, 1653.

1049. June $\frac{1}{11}$, 1653.—P. PETT TO A.C.

[S.P. Dom. Commonwealth, xxxvii. 2.]

Right Honourable,—This enclosed directed to the Lord General was returned in the smack which was sent from hence on Sunday last. I have a great desire to dispatch her for sea again to bring intelligence, but shall forbear sending her away till to-morrow evening, as desiring to know what service your Honours will please to command her, and humbly intreat I may receive your commands by that time if conveniently it may be. I rejoice to hear that the eight ships and frigates¹ are joined with the fleet and that there is so fair a probability of engaging the enemy being of late so near them.

. . . We are now paying the Straits fleet :² I use my best endeavours for the gaining as many of the seamen that are fit for the service to be immediately entered upon these frigates going out. At present they are the most disordered men that I think I ever had to do with, but by degrees I hope we shall be able to reduce them to a better temper, of which there will be the more hope if your Honours please to cause the ringleaders of those

¹ Cf. No. 1048.

² Badiley and his squadron had returned.

many mutinies that have happened since their going out to be brought to condign punishment. We are fitting these frigates with all convenient speed. I shall endeavour suddenly to give you a good account of them.

Your Honours' very humble servant,
PETER PETT.

Chatham, 1st June, 1653.

1050. *June* $\frac{1}{11}$, 1653.—*W. CULLEN TO T. KELSEY*

[S. P. Dom. Commonwealth, xxxvii. 5.]

Honoured Sir,—The Dutch fleet is now approaching towards us with a fair gale on the back of the sands and may be here suddenly. The troopers marched out of our town when the enemy went last off our coast towards Deal and Sandwich or Thanet, as the Dutch motion should occasion. We are now sending to them to return to our relief; the Lord is infinite good and wise, very merciful, on Him we desire to wait and repose ourselves. Yours yesterday received informs that the fleet is come into Portsmouth road.¹ The report here is by some that came by Yarmouth that here is only a squadron of fourteen sail that went out last. The Lord of Hosts is with us and will be our refuge. After thanks for letters, commit you to God. Rest your servant,

WM. CULLEN.

Dover, June 1, 1653.

1051. *June* $\frac{2}{12}$, 1653.—*W. WILDEY TO A.C.*

[S.P. Dom. Commonwealth, xxxvii. 7.]

Right Honble.—I doubt not but Major Bourne, who went from hence yesterday, hath given your

¹ This is inaccurate: possibly 'Portsmouth' is written by mistake for Yarmouth.

Honours account when General Blake in the Essex set sail with the several ships with him who were this morning no lower down than Shoeburyness, the wind being Northerly and little wind. This day being aboard of several ships which are left at Lee, find them very poorly manned as to seamen, they being taken out to man those ships that are gone, but doubt not but we shall recruit them again in some small time out of such ships and vessels as pass by us here. I shall desire your Honours to give orders for the impressing more men to be sent unto them, as also for the sending down of soldiers to the ships which have none, and about 200 hammocks which they very much want, to which effect I have written to the Commrs. of the Navy, so desire your Honours to put them in mind of it. We heard by a vessel that General Deane with his fleet were off of Harwich this morning. But for the Flemish fleet that was the day before riding off the Longsands Head cannot hear which way they are gone. I shall here attend your Honours' commands, humbly desiring a line or two from you. In the interim will endeavour what I can for the manning of those ships which is all at present from him who is

Your Honours' most humble servant,
WILLM. WILDEY.

Gravesend, the 2nd June, 1653,
at 5 at night.

	Seamen	Boys	Soldiers
The Consent	48	6	19
The Bonaventure	40	0	20
Exeter Merchant	46	7	19
James ¹	30	6	4

¹ A merchantman, not to be confused with Penn's flagship.

	Seamen	Boys	Soldiers
Josua	30	4	29
Seven Brothers	40	10	10
In the Hope			
Recovery	42	18	0

1052. June $\frac{2}{15}$, 1653.—BLAKE TO N.C.

[S.P. Dom. Commonwealth, xxxvii. 8.]

Honoured Gentlemen,—With all the diligence that wind and weather would admit, we are got so low as the middle of the Gunfleet ; having before received divers orders from the Generals abroad unto the commanders of all ships to hasten away to them, being then between the Long Sands Head and the Ness.¹ The bearer of the last I² away forthwith back unto them from the³ Grounds with an express to let them know I was in my way towards them, but that messenger is not yet returned, neither have we any sight or notice which way our fleet is gone, only the last night late there came a verbal order to the captains of the fleet's removal from the Long Sands Head, and to give them notice not to stir below Gunfleet till further order, nor indeed is it safe or rational for us so to do. I have dispatched this of purpose to give you an account of our station, and to desire you to speed away unto us such intelligence as you have received touching our fleet, that I may resolve accordingly, being desirous to put in for my share for the service of the Commonwealth in this present juncture. If it please God to call us thereunto in any short time, such as the infirmity of my body will bear, which I find increases upon me. If they shall engage before

¹ Probably Orfordness.

² MS. torn here : ? 'sent.'

³ MS. torn here : ? 'Rolling.'

we can come to make a conjunction with them. The Lord of Hosts I hope will be in the midst of them and so also the strength they have with them as that this Com[monwealth] and nation may receive comfort and benefit [is] the ardent desire and continual prayer of

Your affectionate friend and servant,
ROB. BLAKE.

Aboard the Essex, middle of the Gunfleet, 2nd June 1653.

Since writing hereof I have received the enclosed order to the captains and do intend to proceed accordingly.

1053. June $\frac{3}{13}$,¹ 1653.—M. H. TROMP TO S.G.

[Archives of the Hague. Translated.]

High and Mighty Lords,—In the forenoon of the $\frac{2nd}{12th}$ ² instant we came upon the enemy in about the longitude of Nieuport; we were ninety-eight warships and six fire-ships; they were ninety-five or a hundred sail, seventy-five or eighty of which were big, well-armed ships and frigates. About eleven o'clock we began to engage with them, and the fight lasted till nine o'clock at night, when the two fleets drew off a little distance from one another. During the day we lost Captain Joost Bulter of Groeningen, who sank with his ship and part of his crew, whilst our people saved some of them.³ This morning I summoned all the

¹ This letter is dated June $\frac{3}{13}$, which is clearly a mistake: all authorities agree in giving June $\frac{2}{13}$ as the date of the first day's fighting in the battle of the Gabbard on North Foreland, and in the Thurloe State Papers, Vol. I. (1742 edition), p. 269, a version of this same letter appears dated June $\frac{2}{13}$.

² $\frac{1st}{11th}$ MS., but this is clearly wrong.

³ The version in the Thurloe Papers adds here: 'and Captain Cornelius van Velsen was blown up with his ship, whereof only five men were saved.'

commanding officers and captains on board, and found the greater part of them so short of ammunition that we should be unable to continue the fight to-day. Vice-Admiral de With, amongst others, has so little, that it would be all exhausted in three hours, and Commodore de Ruijter has still less. I purpose, therefore, to make one more sharp attack on the enemy and we shall then be forced to retire. And should the enemy keep up with us until we get inside the Wielings, I beg your H.M. will employ every means at disposal to reinforce our fleet, and provide us with ammunition and stores, and will also send your H.M.'s delegates into Zealand to make arrangements for everything. Herewith, &c., &c.

(Signed) M. HARPTS. TROMP.

In sight of Dunkirk, at eleven o'clock this June $\frac{1}{3}$,¹ 1653, just beginning to engage, with the cannon thundering; on board the ship Brederode.

1054. June $\frac{3}{13}$, 1653.—A LETTER FROM LONDON

[Clar. MS. 45, fol. 482.]

London, June 3, 1653, st. vet.

We have this week but little news stirring. You have certainly heard how the Butterboxes² alarmed us the last week, and did us some little affront at Dover, which our noble General did so much resent in respect of the nation's honour as to profess (in more than usual passion) that those insolent neighbours should not receive such good terms of peace from him as he before intended them. But our greatest apprehension was for our ships at Portsmouth, which we thought in so much danger,

¹ MS. has June $\frac{2nd}{12th}$.

² *I.e.* the Dutch.

especially the Sovereign, as we sent them express order (in case the enemy made any attempt) to fire them, and it's the opinion of this place that it had been done if the Dutch had had either the courage or conduct to have appeared before them, but whether it was want of intelligence or diligence in them, we reckon it a great Providence. Blake was sent down on Monday to prepare and bring out that fleet,¹ as opportunity was offered: we sent posts likewise to all our ports to secure themselves against any assault on the towns or shipping, and those men-of-war which were drawing Northward are ordered back to Yarmouth, as I take it Major Browne² commands the squadron. Badiley's ships cannot be ready this pretty while. We have had several reports of our fleet's success against the Dane and Dutch, which we receive as stories to keep up the hearts of our party in these unpleasant alterations. But it is most certain they had order to visit both those coasts before their return, but returned they are and engaged with the Dutch between Dover and Calais; we are much afraid of our Portsmouth fleet,³ though the report be that they were joined with the main fleet before the engagement. On Thursday the fight began (as a fisherman relates, about four of the clock in the morning; but our express from Dover says not till nine). About that time he was dispatched from thence with advertisement to our General, but came not hither till nine this morning. Yesterday and this afternoon we hear their cannon plain to this town; and now we have our desire, for we have with great

¹ This would seem by the context to be to Portsmouth, but Blake cannot have gone there, as he was at the time in command of the reinforcements getting ready in the Thames.

² Apparently Bourne is meant.

³ There seems some confusion between the Portsmouth ships and those from the Thames.

confidence longed for this bout, and it will certainly determine something in our Government, if not the war with Holland.

1055. June $\frac{3}{18}$, 1653.—MONCK TO A.C.

[Printed in G. Penn's 'Memorials of Sir William Penn,' Vol. I. pp. 491-492, from an MS. copy of the original in Sir Wm. Penn's papers.]

Gentlemen,—Yesterday morning, being at an anchor some two miles within the South head of the Gaber ¹ early in the morning we discovered the Dutch fleet about two leagues to leeward. We made sail towards them and between eleven and twelve at noon we were engaged, and for three hours the dispute was very sharp on both sides, which continued from three till six in the evening, at which time the enemy bore right away before the wind and little more was done, only the frigates gave chase so long as there was any light to distinguish the one from the other. One of the Dutch admirals was blown up and three or four more sunk, as we are informed, but cannot hear that any of our own ships were lost in the engagement, blessed be the Lord! We are at this time very fair by them, and shall endeavour our utmost to engage, as soon as we can. It hath pleased the Lord to take away Major-General Deane in this encounter, an honest and able servant to this commonwealth: he was slain by a great shot. In this engagement we have spent the greatest part of our powder and shot, and therefore I earnestly desire you will take care that a considerable portion may be suddenly

¹ *I.e.* the Gable or Gabbard Shoal, a sandbank about 40 miles East of Harwich and about N.E. by N. of the North Foreland.

provided us and sent with such victualling and water-ships as are yet behind, to be ready in Yarmouth road upon all occasions. I have mentioned it to the Lord General that Vice-Admiral Penn may be added to make up our number,¹ of whose honesty and ability I hope you are well satisfied, and do desire it may be seconded by you, if you approve him. What ships are making ready in the river may, as soon as can, be sent into Yarmouth to attend all commands. This is the best account can be given at present.

Your most affectionate friend and servant,
GEO. MONCK.

From on board the Resolution, fourteen leagues from the North Foreland, bearing West of us. June 3rd, 1653, at six in the morning.

1056. June 1⁴,² 1653.—M. H. TROMP TO S.G.

[Archives of the Hague. Translated.]

High and Mighty Lords,—My last letter was written at eleven o'clock yesterday morning, when we were occupied in turning in order to get as much as possible to windward of the enemy, and then to make the most of our advantage, and attack them right in the centre of their fleet. But when we had tacked about the wind dropped, and the enemy, having the wind of us, seized their advantage, and bore up to attack us, and we fought till an hour after sundown. Through the carelessness or lack of experience in naval warfare of several of the captains and their officers, several of us ran one into another and were thrown into

¹ *I.e.* the vacancy among the Generals at sea created by Deane's death.

² This letter is dated June 3rd/_{13th}, but the correct date must be June 1⁴_{th}. Cf. Thurloe State Papers, i. p. 270.

confusion, and were also surrounded by some of the quickest-sailing of the enemy's frigates and captured, and some also were cut off from us ; so that, by the report of the captains who were signalled to come on board this morning whilst we were lying at anchor (Ostend S.S.E. of us), it appears that the following ships have been either taken or sunk, we do not know which—the Amsterdam Admiralty ship, commanded by Captain Jan Gidionse ; the North-Quarter Admiralty ship, Pieter Schellinger ; the Amsterdam Directors' ship, Cornelis Louwerenz : ; the Enkhuijsen Directors' ship, Jan Duijm ; the Edam Directors' ship, Hendrick Pietersz : ; and the ship Westergoo, Commander Simen Claesz :. The last-named very imprudently got in among the enemy's ships, and surrendered. I am obliged to derive my information chiefly from report, because I was constantly lying in the smoke of the cannon myself, and could see very little of what was going on. Meanwhile the captains given in this list¹ are missing in addition to the above, and we do not know whether they got parted from us during the night, and have put in to other harbours against orders ; for we hear from our advice-boat, commanded by Master Teunis Willemsz : van der Heidje, which has just come in to us with two dispatches from your H.M. of $\frac{\text{May } 30}{\text{June } 9}$, that he met seventeen ships of our fleet this morning, and that he had spoken four of them. Finding our ships are

¹ The list may be supplied from Thurloe, Vol. I, p. 271. Missing : Captain John Brackel, Captain Adrien der Ooren, Captain Isaac Coode, Captain Singeman Cats, Captain Cleyntien, Captain Abraham Vorlecht, Captain Haerkens, Captain Adrien Contyn, Captain Rietberch, Captain John Jacob Cop, Captain William Folkertie, Captain John Fananssen Shirter, Captain Barren Tiniens Sovder. Fire-ship reported sunk : Captain Dick Stroo. Fire-ship maliciously blown up : Captain Jacob Aren.

very much shattered, and that we are very short of ammunition, and the enemy, moreover, being still in sight of us, with a force of more than a hundred large ships, I have resolved, with the advice of the chief officers of the fleet, to run with the ships now with us just inside the sand banks of the Wielings, hoping there to meet the delegates of their H.M., and also of the Admiralty Boards and Directors, so as to make all arrangements necessary for the supplies required of ammunition and almost all kinds of stores ; so that the said fleet may be made ready again without loss of time, and, being effectually reinforced, may be in a position to defy the enemy. For if we are not furnished with these things, the country has nothing to expect, humanly speaking, but disgrace, with the force the enemy has at present at command. As regards the ship *Brederode* under my command, we have received several shots below the water-line, which we have stopped up as well as we can, but still she was so leaky that during the night, though all the pumps were at work, the water rose to a height of five feet in the hold, and she was kept afloat by a great number of the crew baling the water out. And we are now busy bringing her in by the same means and hope to stop the leakages ; and if it cannot be obviated, I shall be obliged to run her ashore above *Rammekens*.

Herewith, &c., &c.

(Signed) M. HARPTS. TROMP.

1057. *June* $\frac{1}{4}$, 1653.—*N. BOURNE TO N.C.*

[S.P. Dom. Commonwealth, xxxvii. 31.]

Right Honourable,—I have endeavoured since my coming down to prosecute those commands I received from your Honours. But you may please

to take notice that the Advantage frigate is yet above Erith to the disadvantage of the public affairs at this time. The neglect I doubt not but will be accounted for. I spent most of the last night in ordering a proportion of several stores at Deptford, which I hope will be sent down to me this next ebb if the like dulness do not possess them as others. The particular stores are here enclosed which for the present I thought very necessary to send, being very sensible of the great want there is like to be amongst the fleet of a far greater quantity. The Recovery being the best ship here remaining I found in Tilbury Hope which I ordered immediately to set sail, and I expect her here this next tide, which so soon as she is come I shall immediately man her, and I hope two, if not more, of the next best ships (if any considerable number of seamen come down from London), but the account you are wont to receive of the number of seamen aboard ships here I can never find it hold out by one half when I come to take a particular view of them, which although some may think to please you in, yet the service is prejudiced thereby. I shall not be wanting in what concerns my duty and improve all my power and interest in giving dispatch to what ships can possibly be sent away. I humbly beg the speeding away surgeons, &c., and that your Honours will send orders to Mr. Pett to send away some boats, topmasts, yards and fishes from Chatham, there being very few at Deptford.

As for intelligence from the fleet I have laid out by all means, and all I can as yet gather is general by some fishermen being off the North Foreland yesterday afternoon, who heard the constant peal of guns all day, they guess near the coast of Flanders and Zealand, but saw none all day long,

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which I am apt to believe because since last evening there hath nothing been heard of them. I am very willing to believe that God hath borne witness against those who have lifted up themselves against Him and His interest, and I hope you will suddenly hear that they are pursued to their holes. I shall use all possible means to gain further advice, which I shall speed away to your Honours. What men come down please to order to the Recovery, where I shall be to dispose of them to the best advantage of the present exigency.

The latter part of this flood may possibly produce some further intelligence, which if so I shall not omit to communicate the same by every opportunity. Not more at present, but that I am resolved to be,

Right Honourable,
Your very humble and faithful servant,
N. BOURNE.

Joshua, in Lee Road, June 4, 1653, past 11 forenoon.

1058. *June $\frac{4}{14}$, 1653.—PETER PETT TO N.C.*

[S.P. Dom. Commonwealth, xxxvii. 32.]

Right Honourable,—Soon after I received your packet directed to the Generals I sent away the smack and do hourly expect her return. All the intelligence that I have had of the engagement of the fleet (besides the hearing of great guns upon the hills near Chatham) has been from the Deputy Governor of Deal Castle, which I had imparted to your Honours. But yet I certainly know you have both from thence and Dover what intelligence those parts afford.

I have received your Honours' this morning of

yesternight's date. I did before it came to hand put on extra help for the immediate getting ready of the Reserve, Phoenix and Eliza, two of which I hope will be ready for sailing into Lee Road on Monday next and the other on Wednesday at farthest. The Warwick shall also be hastened. The Reserve's victuals hath been long since sent for but doth not yet appear. I wish the victuallers would take a little more care and punctually observe directions. I desire they would hasten down here the Eliza and Phoenix victuals. I have written to them to that purpose and hope they will not need quickening from your Honours. I have also sent to the Office of the Ordnance about their stores and do wish they would leave an instrument still here as well for securing as repairing carriages against ships go out, for want of which the service doth sometimes a little suffer.

I shall observe your Honours' order touching shipping away some cordage for the fleet, which I think is very convenient at present.

The gunner of the Eliza, Rich. Loane, being very ill, desires that one Joseph Anderson, who hath a long time gone mate in the ship, may supply his place till he is well. The man is a stranger to me but well recommended by others. I have put him to take care of the business at present till I shall hear further from your Honours. The Lord send you good news of the fleet. I shall not fail to let you have the first intelligence that comes to hand.

I take leave and rest,
Your Honours' most humble servant,
PETER PETT.

Chatham, 4th June, 1653.

1059. *June 1⁴, 1653.—BOURNE TO A.C.*

[S.P. Dom. Commonwealth, xxxvii. 32.]

Right Honourable,—I would not study words to make anything I can do look big, or propound difficulties where there is none, only speak this word under a favourable acceptance that I have had my hands full of this rugged work, but it's upon a public account and the motion being so swift I hope it's of no long continuance. However, I resolve against weariness as to my part.

There is come down already about 700 soldiers which I have shipped aboard such ships which I intend to send away, and have given orders to the commanders in each ship to keep a distinct list of them to the end they may be delivered according to the General's order when they come to the fleet. Here is likewise about 120 seamen the greatest part whereof are belonging to Capt. Badiley's squadron, with whom I have had no small trouble to quiet their spirits, they are so enraged that they are sent away after this manner, having tickets given to secure them for the space of six days. I have assured them that so soon as the present exigency of affairs will permit it they shall enjoy that liberty granted them and have freedom to go aboard their own frigates. The Advantage frigate is not come down as yet, neither the Recovery, the want of both which causes me great trouble at present to dispose of the men and hinders that dispatch which I should otherwise have given them. I am resolved to awaken them to-morrow morning, by which time I shall be ready also to dispatch away three, if not more, and then shall give you a particular account of what is done here.

I have nothing of intelligence that is worth your view, it amounting to nothing more than what your Honours have already received, but by all collections made it's most probable our fleet have pursued the chase of the Dutch home to the Willings.

In case I receive no further orders from your Honours as to the disposal of these ships that shall be ready to-morrow I shall give them directions to sail to the North Foreland, where I doubt not but they will have certain intelligence where our fleet is, as without danger they may endeavour to join with them or else remain in Margate Road.

I humbly beg your Honours' special order for the speeding down at least 100 hammocks and a good quantity of clothes for seamen, being forth valued and rated. I have so often speak and wrote about hammocks that I despair of prevailing unless by your authority, but am forced both to behold and also to hear the sad complaints and wants which other men are free from which makes me the more sensible. Just now is come down the Recovery but having little above one-third of her number of men. I have brought all ships outward to anchor and am searching them thoroughly and am resolved not to let a man to pass us. Here is also the powder and other ammunition come down according to your order; I shall endeavour to answer your Honours' commands therein as in all other things under my charge and in all to approve myself,

Right Honble.,

Your very faithful servant,

N. BOURNE.

Aboard the Recovery
in Lee Road, 4th June, 1653,
about 10 at night.

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If I shall receive any orders if the fleet approach to the Downs or thereabouts I shall apply myself to understand their state, and do what service therein I am capable of.

1060. *June 1⁴, 1653.—A.C. TO N.C.*

[S.P. Dom. Commonwealth, xxxvii. 33.]

4 June 1653,—By the Commissioners for the Admiralty and Navy.

Whereas we have desired Doctor Whistler to repair to Harwich or such other place where he shall have information where any of the sick and wounded men belonging to the fleet are landed to take care of them. It is ordered that the Commrs. of the Navy do forthwith cause eight or ten able and experienced surgeons immediately to attend the said Doctor Whistler to the places aforesaid with directions to follow such orders as they shall receive from him for the present service.

R. SALWEY.

JO. CAREW.

JOHN LANGLEY.

1061. *June 1⁴th.—BLAKE AND MONCK TO CROMWELL*

[Several Proceedings. June 9th.]

May it please your Excellency,—Your Lordship's of the 2nd instant, with the inclosed intelligence, was this day received and according to your Excellency's apprehensions thereupon we have engaged with the Dutch fleet. A brief account of the first day's action we have already sent unto your Lordship. The next day, being the 3rd instant, we did what we could to re-engage them, and having the wind, which was but little, about noon we came within shot. After four hours'

dispute with them, or thereabouts, they endeavoured what they could to get away from us, but having then a pretty fresh gale of wind, we pressed so hard upon them that we sunk and took many of them, as appears by the inclosed list,¹ and do suppose we should have destroyed most of them but that it grew dark, and being off Ostend among the sands we durst not be too bold, especially with the great ships, so that it was thought fit we should anchor all night, which we accordingly did about ten of the clock. This morning some of our ships descried the enemy again afar off, steering towards the Weilings between the isle of Walcheren and the coast of Flanders, whereupon we resolved to pursue them as far as with safety we might and to range along the coast till we came to the Texel, the better to improve the present victory God hath given us, unless we see cause to divert our course.

We shall not further trouble your Lordship, but suscribe ourselves,

Your Excellency's most humble servants,

ROBERT BLAKE,
GEORGE MONCK.

1082. June $\frac{1}{4}$ th, 1653.—R. LYONS TO PRESIDENT OF C.O.S.

[Printed in G. Penn, Vol. I. pp. 496-498.]

Right Honourable,—I could not omit, upon this occasion, to let your Honour understand the goodness of God in His outgoings with and for His people, by sea as well by land.

Wednesday, the first of this instant, our fleet being in Solebay and standing along our own

¹ Not quoted in *Several Proceedings*.

shore, we espied, about noon, two galliot-hoys that were upon scout from the enemy: to which several of our frigates gave chase and stood very near their whole fleet; and then returning to our own, made the usual sign upon the discovery of a fleet. So the alarm went through the whole fleet, who stood towards them; but, the weather proving hazy and dark, we lost sight of the enemy and stopped upon the tide again, expecting the coming out of those ships with General Blake. But Thursday, at day dawning, we saw the enemy's fleet to the leeward of us and weighing all hands we stood with them, but the wind failed us. By that time we drew near them and the enemy stood lashing¹ away:² yet did the George (Rear-Admiral Lawson) and his squadron very hotly engage the enemy for some hours: so Tromp declines engagement with our main body and flag, but bears up to relieve Ruijter that was hotly engaged by Rear-Admiral Lawson, who, with his second, came very well off and all his squadron (being the Blue), both with safety and honour. And now, the wind bearing about to the Eastward, the enemy takes the advantage and comes with his whole power and engages sharply for two hours, till ours had recovered the weather gage again, and then he endeavoured to keep all as close together as he could, that he might make the best of his way without loss, dreading our great ships. His design was our frigates would leave them astern and then he could deal the better with them.³ But our fleet did work in better order than heretofore,

¹ *I.e.* lasking.

² This statement is not corroborated by Tromp's own account (*cf.* Aitzema, iii. 821): he says he was 'doing our best to beat up towards them.'

³ *I.e.* the frigates.

and seconded one another ; which I am persuaded by God's providence was a terror to our enemies ; otherwise, for number and quality of ships, I am persuaded they could not but reckon themselves of an equal strength. But Tromp is loath to play that game : he would not fight, willingly, upon even terms. However, God took away their hearts at this time ; so that they fled from us this day and the next too till noon, at which we were within sight of Calais cliff and Dunkirk. Here they tried their policy another way, to make away with the great ships or make them unserviceable : viz. by engagement upon the sands and in shoal water. But herein, God disappointed them ; for all our ships were preserved and fought them gallantly most part of this day, one squadron or another, even till night : and then, the wind blowing pretty fresh, we were forced to come to an anchor, for fear of sands and shoal water in the night. The enemy will go where we cannot follow him, like the Highlanders to the mountains.

The first day, the greatest execution was done but not visible to us, further than the blowing up of one great ship of theirs and the sinking of another ; but the second day we had the harvest and gleaning of the vintage, and with less loss than any heretofore ; not one ship, not one commander of note, save our thrice worthy General Deane, who was shot into the body with a great shot the first broadside. Yet did God put a spirit of courage into the men and made them valiant and vigilant. The enemy lost that were sunk, taken and destroyed, both days' service, about twenty of his fleet, of whom were two vice-admirals, three rear-admirals.¹

¹ The loss of so many admirals is not confirmed by other narratives.

We are now in a good posture to follow the enemy and keep the sea, which we were never afore : and if he will go among the sands where we cannot follow him, I hope we shall lie so as to prevent his recruiting and keep in all their merchantmen. Our loss being only in men, and those not any in command, speaks God's great hand of providence, that hath given us such a bloodless victory comparatively ; and considering the great damage the enemy hath received with so inconsiderable a loss to us, makes me believe that God hath accepted the tenders of peace. . . .

I suscribe myself in haste,

Sir, your Honour's humble servant,

RICHARD LYONS.

Aboard the Resolution, off the Weilling (*sic*), the 4th day,
4th month, 53.

P.S.—General Blake is seasonably come into the fleet with his squadron.¹

1063. June $\frac{4}{4}$ th, 1653.—EDWARD BARNARD TO
WALTER STRICKLAND²

[Thurloe State Papers, i. 272.]

Honourable Sir,—Being by a divine hand brought with safety into these confines, I was desirous to impart unto you that relation that we have had concerning this great fight betwixt the two fleets, which shall be presented thus.

¹ According to G. Penn (i. p. 498) another letter from Lyons added some more details : that Lawson with his squadron was ordered to wheel about and fall upon Tromp, who, with all the ships he could, fell upon the Resolution and maintained a sharp fight : but Tromp was forced to retreat and go away right before the wind.

² A member of the Council of State.

Upon Thursday last about three of the clock in the morning, being at Dunkirk, we heard great shooting, the which continued all that day without ceasing, until the evening very late. The next day after the same manner the fight began, as we conjecture by the sound of the ordnance being perfectly to be heard at Dunkirk: the next day the Hollanders seemed to draw home-wards for we could perfectly see them at Nieuport, to say, both the fleets engage, the which engagement continued very sore all that day until very late at night. The next morning, being Saturday morning, about two of the clock in the forenoon, was heard much shooting by some that were then at Ostend, which appeared to be the English still in pursuit of the Hollander, since which there hath been several fishermen of Blankenburg on board of some Hollands men-of-war, who do report them to be in a lamentable tottered and distracted condition, and that of 120 sail, which they aver to be their strength before this engagement, they could not discover above sixty-five remaining, and that your Honours have not lost above five ships. These fishermen report here that some on board the Hollanders' men-of-war gave them this relation. In sum all do conclude here that you have given the Dutch a very great blow. The number of men that the Hollander seems to have lost is incredible. In case they had not sheltered themselves under the sands betwixt the banks, they had probably been utterly destroyed. Doubtless the Hollander will not suddenly attempt to fight you again upon your coast. . . .

It is strange to observe the vain conceits of the wise States of Zealand: they were very confident of overthrowing your fleet, especially

now they had no merchant ships to guard, upon which account they had strange thoughts of making some attempt on Ireland, as some of the great ones here, having had occasion of late to be in their company, have privately assured me. . . .

I am, yours in all humility to serve you,

EDWARD BARNARD.

1064. *June* $\frac{2nd-9th}{12th-19th}$, 1653.—A LIST OF DUTCH LOSSES, CASUALTIES, ETC.¹

[Several Proceedings, June 9th.]

1350 Dutch prisoners taken, whereof six captains, as is brought in by the several officers of the ships where the prisoners are. Eleven Dutch men-of-war taken, whereof one Vice-Admiral of 1200 tons and 14 guns in a tier, and two Rear-Admirals: six Dutch men-of-war sunk, whereof one Rear-Admiral: two hoys taken from the Dutch that they had to fetch them fresh water: two Dutch men-of-war blown up among their own fleet, one Dutch man-of-war also sunk that was near them, by means of that accident: two Dutch men-of-war more fired but were not spoiled: one fly-boat taken from the Dutch.

126 of the English slain, whereof General Deane one and one captain, also another, as hath been brought in by the several captains at a council of war: of which number there were sixteen slain in the Generals' ship and three in the Triumph. 236 wounded, as was brought in by the captains to the council of war, whereof eight were in the Generals' ship and two in the Triumph.

¹ This is headed 'A list of the Dutch prizes taken and sunk, with the number of prisoners, and number of men slain and wounded in our fleet also, and other particulars of the fight.'

Two or three English lost their bow-sprits and a head or two and a top-gallant mast. The Generals' sails were so shot to pieces and torn that they were constrained to take them off and bring all new sails to the yard. Some English ships shot in the hull, that need mending, but not one ship of the English lost in all the fight in any of the days.¹

The Dutch prizes are sent from the fleet to England, with those English ships that want repair, and also the Dutch prisoners and the wounded men. By one that was with Tromp's fleet is certified that they gave the men much strong water at the beginning of their going to fight, which made them for six or seven hours on Thursday very desperate; but afterwards, the strength of the drink being over, the men were abundantly cowardized, that the captains were so vexed that they tore their hair and were much troubled and thirty of them forced to fly away, and Tromp, going into a small frigate, sailed and shot after them and yet could get back but thirteen.

1065. June $\frac{4}{14}$, 1653.—A LETTER FROM THE S.G.²

[Thurloe State Papers, i. 273.]

We have thought necessary, to prevent all sinister information, to let you know by these presents, how the army of this State and that of

¹ These figures coincide with those given in some notes from Sir W. Penn's papers quoted by Granville Penn (vol. i. p. 495); they add: 'Tromp and sixteen ships fell upon the Resolution, who was at first alone'; also 'our fleet with General Blake's made up 126 men-of-war.' Blake's squadron they put at 13, who 'came in as the fight ended; one of them, commanded by Captain (Robert) Blake, being a good sailer, charged through Tromp's fleet, and came to ours before the rest but was torn.'

² Described as 'a letter sent by the States-General to their ministers abroad, after the fight with the English at sea.'

England have fought the $\frac{2^{\text{nd}}}{12^{\text{th}}}$ and $\frac{3^{\text{rd}}}{13^{\text{th}}}$ of this instant from the morning until late at night, and in the end were separated without any notable advantage to the one against the other : the misfortune of ours being that by a calm our ships could not get the wind of the enemy, otherwise they were resolved to go and attack them in the very heart of their fleet ; and the enemy, notwithstanding the great advantage they had by the wind, have only fought ours with cannon shot at a great distance ; so that in the end, by the advantage of the wind, they cut off five or six of our ships, and as it is thought, they have been sunk, blown up or taken ; as also some of the enemies are likewise said to be blown up and sunk. After the said fight our fleet is happily returned into the mouth of the seas of this State, to the end the ships impaired shall be repaired and provided with ammunition and appurtenances. We have given order that as soon as the said ships shall be so provided and furnished they shall return to sea, and find out and prosecute the enemy, and, with God's blessing, procure the greatest service which may be convenient for the country. Of all which we thought good to give notice, to the end it may serve you for information and that you may make use thereof where and when you shall think fit.

The Hague, June 14th.

1066. *June* $\frac{5}{15}$, 1653.—*J. POORTMANS TO
R. BLACKBORNE*

[S.P. Dom. Commonwealth, xxxvii. 34.]

Sir,—Since my last wherein I gave you a brief and rude account of one day's engagement with the Dutch fleet it hath pleased the Lord wonderfully to

appear for us the second day by sinking and taking divers of his ships of war as by the list¹ enclosed will appear, and we are now upon the pursuit of him, though he [be]² as far off as can well be discerned. I shall endeavour to be more particular by the next if I can. In the mean I am forced to take leave with this subscription that I am

Your very affectionate friend and humble
servant,
JOHN POORTMANS.

From on board the Resolution off of Ostend North-East of us,
the 5th June, 1653.

I have only this to add, that on the first day's engagement, having passed one broadside upon Tromp and he on us, two men fell down by me with one shot and I was preserved, whereby He hath set it upon me to live to Him and not to myself.

1067. *June* $\frac{6}{16}$, 1653.—*THOS. GREENE TO KELSEY*

[S.P. Dom. Commonwealth, xxxvii. 42.]

Right Worshipful,—My humble services in all duty to your Worship presented yours of the 30th of May I received, and therein I understand your desire of having a second survey as touching the anchors at Sandridge belonging to the East India Company, the which accordingly I have done. They have disposed of the cables, and for the anchors, they are not of the best make. And as touching the weight, I have in the small note enclosed certified their contents with their defects, and as touching the perticoll³ of rosin I intend it shall be shipped this week. Here is a parcel of

¹ This list is not forthcoming.

² Conjectured.

³ A measure.

train oil to be sold at £25 per ton. I desire to know whether I shall buy it or not.

I am bold to acquaint you with the late news of the engagement with the Dutch fleet, which was on the 1st instant, being Thursday about nine of the clock as we could justly understand, which continued all that day without any intermission. On Friday following here came a packet from the Lord General Cromwell and the Commissioners of the Admiralty by messenger directed to the General of the fleet. After the messenger had acquainted the Mayor of the town with his message he sent him to me to use the best endeavour for the gaining of a vessel to carry the said packet, the which by power of the late Act of Parliament and given me by your Worships I provided a sloop,¹ and also laid hold of all seamen belonging to the fleet and sent them away likewise to the Generals. I had some little obstruction in the business, but however I prevailed as I made them go which way about eleven o'clock in the said Friday and since is now returned on Monday the 6th instant, of which I give a true narrative of the proceeding in fight that is.

We have sunk and burned and taken about twenty sail of the Dutch fleet ; we have two Vice-Admirals and two Rear-Admirals with other of their ships in our fleet and the rest put to the flight. Our fleet on the Lord's day last were off of the Weilings on the Holland coast, which is the last true intelligence that your servant hath received, who is and shall remain,

Your ever faithful servant,

THO. GREENE.

Dover : the 6th June, 1653.

¹ MS. 'Shlope.'

1068. June $\frac{8}{16}$, 1653.—T. WILSON TO KELSEY

[S.P. Dom. Commonwealth, xxxvii. 43.]

Dear and Honoured Sir,—This morning Joseph Holland of this town (that carried the packets from the General and Council) came hither from our fleet, and both he and one Affield (one of his company) make this relation that upon Saturday morning he came to the fleet about Ostend, and being aboard the *Triumph*, Capt. Peacock (Vice-Admiral of the Red), the lieutenant of the ship with some four or five captains more of the fleet told him that about twenty of the Holland fleet, their number at first being six score sail, were taken, burned and sunk (and that Joseph Holland and his man affirms he saw from Friday night eight o'clock to Saturday morning five of the Holland fleet burning). There were three flag-ships taken, one Vice-Admiral and two Rear-Admirals, whereof one sank afterwards: one Rear-Admiral he saw the *Entrance* tow being far bigger than herself, having fourteen guns in a tier, and he judgeth her 1,200 tons at most. But 126 men slain in our fleet (as the captains of the several ships gave in at a Council of War), most in the General's ship of any one, some sixteen slain and eight wounded (*Triumph* lost but one and two wounded): he hears of no officer of note slain but General Deane and one captain; our ships remain in a fighting condition still, saw very little damage they had received, only some two or three lost bolt-sprits and a head or two and a top-gallant mast, and the General's sails so shot to pieces and torn that they were constrained to take them off and bring all new sails to the yards. We (thanks be to God) lost none of our ships. Our scouts at sea being sent to cruise before our fleet on Saturday to espy out the

enemy let fall their top-gallant sails (being their sign¹) and shot, intimating they had sight of the Holland fleet being between Ostend and Blackenburrow² (as they supposed). The seamen shouting exceedingly in our fleet thereat that they were going to engage again. Our fleet thereupon stood towards them, but it fell so calm that they were constrained to come to anchor. Yesterday morning (being Lord's day) about five or six o'clock, a boat of our fleet came towards this Joseph Holland's boat and came aboard of him ; and told him that our fleet was resolved to go to the Texel ; and informed us that General Blake came up to the fleet on Friday night and that the merchant-ships fought very stout, and upon the taking of this relation Mrs. Johnson of this town brought us in three letters from her son Edward Johnson to friends to the very same effect of what they had taken, burned and sunk, some eleven taken and the rest sunk and fired, and of the loss of our worthy old friend General Deane : which indeed is a great loss, the Lord make it up to us : I trust He will, yet it's good to eye God in such dispensations, He hath some end in it which we should hearken after : we ought to be affected with the loss of a nation's worthies. What better or more particular relation you have pray favour us with it. And the said Edward Johnson adds that they are resolved to follow the Dutch fleet till they harbour them : what other news you have to communicate pray favour me with it, it is welcome. Sir, I shall write to you again before I come up, which I intend this day three weeks, if no extraordinary occasion prevent me, and then I shall not desire it. With my

¹ Cf. Instruction VIII of the Sailing Instructions (No. 946).

² *I.e.* Blankenburg.

due respects to yourself and Lady and to Bob Gough I remain,

Dear Sir,
Your ever obliged friend and servant,
THOS. WILSON.

Dover Castle, the 6th of June, 1653, 12 noon.

Sir, pray, if the declaration of the Army be come out, send it me.

1069. *June 1⁶, 1653.—BLAKE AND MONCK TO N.C.*

[S.P. Dom. Commonwealth, xxxvii. 46.]

Gentlemen,—Since our last of the 4th¹ present (wherein we gave you an account of the goodness of God in appearing for us against the enemies of the Commonwealth) there is nothing considerable to acquaint you with, the enemy being gone into the Wielings, where the water is so shoal² that we durst not adventure after them. We are now between the Goree and the Meuse³ refitting ourselves and disposing of our lame ships and prizes, as also sending away our wounded men and prisoners to such port towns as are thought most convenient, or as wind and weather shall give liberty to fetch. This night we intend to sail to the Vlie and the Texel with the whole fleet, there to ply to and again in prosecution of our former resolves so long as our victuals shall last, unless intelligence or Providence shall otherwise divert us for further service. The proportion of powder and shot now in the fleet is not above sixteen rounds to each gun, and we do apprehend that our want will not be less

¹ *I.e.* No. 1061.

² MS. 'showle.'

³ MS. 'Maze.'

than 6 or 7,000 barrels with shot proportionable to complete our former allowance and enable us for service.

We do desire that 1,000 barrels thereof and proportionable quantities of shot, or so much as you have at present, may be sent unto us in some of the nimblest frigates you have so soon as possibly you can; they shall find us plying as aforesaid. Our greatest want is shot, which we conceive is occasioned by the not sending a like proportion of both together, which inconvenience we desire for the future may be prevented. Many of our ships are in want of the topmasts and fishes, without supply whereof the service will very much suffer, and therefore we entreat your care that they may be sent unto us with the powder and shot.

Such ships as are not at present ready to sail for Yarmouth we desire for the future may be sent into the Swinn, as also what victualling and other ships shall be thought fit to be dispatched to the fleet, whither we shall send for them as the service requires.

We think it necessary that the number of ships at present appointed to ply to and again to the Westward for guarding the coast and for protection of trade may out of those ships now fitting out of the river or elsewhere be made up [to] ten and that there be one appointed to command in chief amongst them. We have proposed Captain Martin to the Council as a fit person for that employment and to be commander of the Bristol frigate now at Portsmouth.

We desire that as soon as the lame ships now sent in shall be refitted and victualled they may be sent unto us to supply the room of those which by that time will become unserviceable.

We hear not yet of the hamaccoes nor of the

wood and candles, although you mention that Major Thompson informed you they were sent us by the ships that came along with Captain Strong. We desire they may be sent unto us very speedily, otherwise the service will suffer more than we are willing to speak of at present. We are,

Your very affectionate friends and servants,
 ROB. BLAKE,
 GEORGE MONCK.

From aboard the Resolution, at an anchor between Goree and the Meuse, 2 leagues from the shore : June 6, 1653.

1070. *June 17, 1653.—JOS. WHITING TO N.C.*

[S.P. Dom. Commonwealth, xxxvii. 50.]

Right Worshipful,—Being directed by divine providence we got sight of the Flemish fleet and with a full resolution proffered them battle. Thursday the second of June about ten of the clock in the morning we engaged them and continued fighting until nine at night. The next day about the same time we fell on again and continued until the day was fully spent. There were taken and destroyed of the enemy's ships about twenty sail, the rest making from us with what sail possibly they could and the next day harboured at the Wielings. Blessed be God, we have not sustained much loss, for there's not slain in our whole fleet above 120 men, as can possibly be gathered. As for our own particular loss we had but one man slain and another mortally wounded. This is a true and brief relation of our proceedings. I have also sent your worships two true and perfect Muster Books, wherein are still maintained the true entries, discharges, deaths, and running away of all and every person belonging to our ships. My continual care

is that I may gain credit by my employment and that your Worships may receive true and faithful service from him who is

Your Worship's most humble servant to command,
JOSEPH WHITING.

From on board the *Violet*, on the coast of Holland,
June 7, 1653.

1071. *June 7^r, 1653.*—ROWLAND BEVAN TO N.C.

[S.P. Dom. Commonwealth, xxxvii. 51.]

Right Worshipful,—After the presentation of my humble service as also deserved thanks for many exceeding favours bestowed upon me, I have presumed to write unto your Worships as well to inform you of several passages, although I suppose they are already known unto you, as also to intercede in my own behalf. You may please to understand that the second day of June about nine of the clock we came up with the Hollander fleet, then having the wind of them. But by reason of their close order and politic working they got the advantage of the wind, which yet by God's providence we regained in regard of our close¹ with their rear. We continued that night until nine of the clock and began the next morning about eleven of the clock, during all which day the Hollanders made a running fight. The loss on their part is at least twenty sail, on ours not one ship nor in our ship not one man nor any hurt, although we were deeply engaged. Our loss of men is about 150, amongst which number God hath been pleased to take away my brother Isaac Bevan, who was aboard the *Sussex*. The ticket for his wages I have sent to my wife, which I humbly desire your Worships may be

¹ *Sic.* MS. ? 'closing.'

paid unto her. I have also here enclosed to your Worships a certificate from Mr. Octon, our clerk of the cheque, for certain moneys disbursed for the State's use, as fifteen shillings for eighteen tons of ballast at Newcastle, two shillings for prest money, and twelve shillings for tallow, to tallow our ship at Shetland, in all £1 9s. I crave your Worship's favour in the delivery of both the one and the other to my wife ; thus having no more at present to trouble your Worships with but my true and humble service, I rest,

Your most humble servant,

ROWLAND BEVAN.

Dated aboard the *Sophia*, June 7, 1653.

1072. *June 7/17.*—*J. POORTMANS TO R. BLACKBORNE*

[S.P. Dom. Commonwealth, xxxvii. 52.]

Dear Sir,—I hope you have received my two letters giving you the best account I could of the late engagement with the Dutch, since which we were again in pursuit of them ; but they got into the *Wielings* before we could raise their hulls. The Dutch prizes, mentioned in my last, are coming into the River of Thames, with the twelve lame and disabled ships mentioned in the margin,¹ who do take in the prisoners to be sent, some to Chatham and the rest to London. We are so full of business refitting our ships, taking out of one to supply another, that I have little time, and are now setting sail for the *Vlie* and *Texel*, to wait there what Providence shall lead us unto. In the meantime I hope our hearts are thankful for what is done,

¹ Gilliflower (MS. *Jellaflower*), Convert, Success, Wm. and John, Mary Prize, Pelican, Pearl, Nonsuch, Convertine, Foresight, Welcome, Amity.

and do desire that the goodness of the Lord to us may engage us to Him ; that we may not only be found in the number of those that stand up for Christ and His people, but may have an interest in Him which is better than life itself, and will be a joy unto us whenever He shall call us hence. I must not spend time to enlarge, having much to do, but desire you to bless the Lord with me for my deliverance.

I am,
Your very affectionate friend and servant,
JOHN POORTMANS.

Resolution, now before Goree, under sail
June 7, 1653.

Pray send me five reams of good writing paper by the first convenience.

'Tis much wondered the £1,000 is not come to us as yet.

1073. *June* $\frac{8}{18}$, 1653.—A LETTER FROM CALAIS

[Clar. MSS. 45, fol. 466.]

Monsieur,—Un bateau vient d'arriver de Zelande, sans aucunes lettres. Mais les passagers, tant Français que Zealandis, rapportent que l'Admiral Tromp est arrivé à Flissingue avec tous ses navires qui ont esté au combat, à dix pres, qu'on ne scait pas encore qu'ils sont devenus.

Les Anglais publient du $\frac{7}{17}$ de ce mois pres d'Ostende qu'ils ont fait entrer les Hollandois dans leur rivieres de Zelande ; qu'ils ont pris huit navires de guerre et brulé deux, comme aussi coulé bas deux flutes chargées de munitions de bouche et de guerre, que du coté des Anglais il ne seroit perdu un seul navire, mais confessent que

dans le commencement du combat leur Admiral Deane auroit esté tué d'un coup de canon.

On parle que l'Admiral Hollondais n'auroit pas eu sa flotte toute jointe, mais qu'une trentaine avoit été renvoyée ou séparée de lui, allants vers le Texel, au contraire que la flotte Anglaise durant le combat auroit été renforcée par le General Blake, avec vingt et un navires.

Il faut attendre les nouvelles d'Hollande avec le prochain ordinaire.

1074. *June 1^o, 1653.—A LETTER FROM THE HAGUE.*

[*Clar. MSS. 45, fol. 470.*]

The fight between the English rebels' fleet and that of these States began on Thursday the $\frac{\text{and}}{12^{\text{th}}}$ of this month, and continued (in the height of Sluys and Dunkirk) all that day and the next. It was (for the most part) with the ordnance, the ships of either side coming seldom within musket shot of each other, for the English, having the wind and more and greater guns, made use of these advantages, playing on the Dutch only with their ordnance. And when the Dutch, finding the great disadvantage they were at, endeavoured to get the wind that they might come nearer, the English, by the favour of the wind, still prevented them, so as they could do little hurt to the rebels, who kept them still at a great distance, always battering them with their great ordnance, which was so great a terror to most of the States' fleet, as few of their ships durst bear up to or abide them, and about twenty of their men-of-war after the first day stole away in the night, pretending that they were parted by

storms. It's certain that the Dutch in this fight (by the relation and acknowledgment of Tromp's express, sent hither, with whom I spake) showed very great fear, and were in very great confusion, and the English (as he saith) fought in excellent order, so as it's most true that Tromp (notwithstanding he said when he went last to sea he had as many and as good ships and as well provided as he desired) is soundly beaten, and albeit there are very few men killed on either side, and none of note, yet the rebels have taken five or six of their men-of-war, and sunk and fired three or four others, as the Dutch themselves acknowledge. After two days' fight, Tromp, on Saturday morning, finding his own ship much torn and shattered, having five foot water in her hold, and perceiving another squadron of ten or twelve fresh ships of good burthen gathering up to reinforce the rebels' fleet, made a retreat with the remainder of his fleet by degrees, and as orderly as he could into Zealand, where he now rides (about the Wielings) with about seventy-four or seventy-six sail. As soon as he came thither he sent an express to the States with a letter, advertising thus much, and desiring that some deputies might be sent to him with all speed, to consider and advise what is necessary and best to be done.

If the English fleet had borne up close after the Dutch when they first retired, it's thought they might have endangered to have totally ruined them, but being vessels of greater draught of water than the Dutch they durst not adventure amongst the sands. The English rebels' fleet came on Sunday in the afternoon on this coast (being above 100 sail) and rode here about the mouth of the Meuse, Terhaye, and those parts, so as they were plainly discerned from the church steeple here ;

they continued there at anchor till Wednesday morning,¹ and then went to sea, some say Northwards, others that they stood Westward for England; but some of them are still roving on this coast, where, being now masters of the sea, they will (no doubt) hinder all Dutch ships and fisher-boats from going out or coming into these countries without great hazard. Some say that the English, since their defeating the Dutch fleet and driving the same into Zealand, have met with divers of the Dutch men-of-war to the number of about seventeen, which were on the coast and durst not put into any port here having formerly abandoned Tromp their Admiral. The English have here set ashore all the Dutch prisoners they took that (being common men) are wounded, and some of them report that Monck is killed with a shot from the Dutch fleet. It's believed there were not above 200 or 300 men killed on both sides; Tromp, whose ship was most shattered of any in the fleet, lost but five men killed.

I am even now told that these States have a list of twenty-seven or twenty-eight men-of-war that the English rebels have taken and destroyed in this last fight; and one of the Dutchmen who (being hurt) was aboard the Resolution (Admiral of the rebels' fleet) says he saw twenty-four or twenty-five Dutch sea captains prisoners there.

[Endorsed by the same hand]: Concerning the fight between the English rebels and the Dutch fleet the $\frac{2}{15}$ th of June, 1653.

[Note to this endorsement] Sec. Nicholas's Hand.

¹ *I.e.* June $\frac{2}{15}$ th.

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1075. June 1^o, 1653.—BLAKE AND MONCK TO N.C.

[S.P. Dom. Commonwealth, xxxvii. 63.]

Gentlemen,—Since ours of the 6th present¹ we are got between the Texel and the Vlie, where we shall endeavour to hinder any men-of-war coming out from thence to make a conjunction with the Dutch fleet now at the Wielings as well as hinder their fishing and merchandising trade so near as we can.

The ships sent for England with the Dutch prizes of which you had an account in our last, we do desire they may be refitted and sent unto us so soon as possibly you can, and that the Commissioners of the Navy may be sent unto to give order for as much victuals and water to be put on board them as they can well stow, also that so many other ships with victuals and water as can be got ready in that time may come along with them, and for those victualling and water-ships now with us we shall use our best endeavour to get it out as fast as we can and dispose of it to each ship according to their necessity so far as it will go and then send them back for recruits, whereby the charge of having more ships for that service may be saved, but as yet we have not had time.

We do desire that two or three of the best sailing frigates may be hastened to us with powder and shot which is our great want.

We have sent orders to all those ships and vessels in Yarmouth road to repair unto us with all expedition, and do desire for the future no more ships of war or others may be sent thither, but that they repair unto the Swinn, where we shall send to them and for them as the service requires.

¹ No. 1069.

We would gladly know certainly what quantity of victuals there lies now ready at Hull, Yarmouth and Harwich upon any occasion.

It is supposed as soon as the enemy is in a capacity to show his head he will endeavour to attempt somewhat upon our own coast, but we hope you will take care that he may be prevented and if he shall come again and shoot into Dover Pier that you will not be much startled at it, though we assure you there shall be nothing wanting in us to hinder him in that or anything else that may disturb the peace of this Commonwealth so far as the Lord shall enable us.

We do desire all diligence may be used to supply us with seamen and that the first ships that come may bring as many with them as they can.

We are,

Your very affectionate friends
and servants,

ROB. BLAKE,
GEORGE MONCK.

From on board the Resolution, plying it to and again between the Vlie and the Texel, June 9, 1653.

We have sent in the Diamond frigate, Captain Hill commander, that ship being unserviceable till repaired and fitted, but desire that he may be sent to us again with all expedition.

1076. *June 9^o, 1653.—WILKES TO BOURNE*

[S.P. Dom. Commonwealth, xxxvii. 58.]

Right Worshipfull,—According to order the Tenth Whelp with myself left the Generals and our fleet on Thursday night last at ten of the clock, the Generals was then on the coast of Holland before the Brill sailing to the Northward.

There is coming from our fleet ten or twelve of our own ships and as many prizes with them, which was Holland men-of-war taken in this last engagement and I hope they will be on our own coast this night. The Whelp and myself have in us about 100 wounded men, which by order we will put ashore here, it being the first port we could fetch, fit ourselves with men and return to the Northward and follow our former orders to ply betwixt this and Newcastle. Sir, Captain Bourne your brother and your brother the Capt. of the Reformation¹ are both very well. If I had come to London to rights had brought you a token from them. There is coming to you about 1300 prisoners, 260 wounded men of the Holland were sent home. Sr., if you please to move for the Constant Warwick I shall be obliged to you for it, and if yet void I pray be pleased to let me have two or three lines from you of it because I have some friends in the fleet to the General which will present it or some other, thus giving you many thanks for all former favours I rest,

Your most humble servant,
TH. WILKES.

Swan² frigate, Harwich,
ye 9th June, 1653.

1077. June $\frac{9}{19}$, 1653.—STAYNER TO A.C.

[S.P. Dom. Commonwealth, xxxvii. 61.]

Right Honourable,—These are to acquaint you that on Tuesday last I received orders from the Generals of the fleet of the Commonwealth to come into the River with twelve sail of our fleet, that

¹ Anthony Erning.

² Apparently one of the ships which came out with Blake.

were disabled in the last engagement, and eleven sail of prizes that were taken with 1350 Holland prisoners; also I have the corpse of General Deane and am ordered to come to Woolwich and there to observe such orders as I shall receive from your Honours, and in consideration that our ships that come up the River and four sail that he appointed for Chatham are very full of prisoners, I humbly entreat that there may be speedy course taken for their delivery, Genl. Deane's corpse being now on board, and I am by order to bring them to Woolwich to receive further instructions from your Honours. I have sent this packet ashore at the first place we came at, we being like to have long passage, I humbly desire your Honours' pleasure concerning our ship and where I shall carry her; having not else at present to acquaint your Honours with, I remain

Your Honours' faithful servant
to command,

RICH. STAYNER.

On board the Foresight, off
Aldfordness,¹ the 9th June, 1653.

1078. *June 19*, 1653.—*POORTMANS TO BLACKBORNE*

[S.P. Dom. Commonwealth, xxxvii. 64.²]

Sir,—We are now plying it to and again between the Texel and the Vlie to hinder all ships coming from thence to join with that part of the Dutch fleet now at the Wielings, as well as stop up their fishing and merchandising trade, wherein I hope the Lord, for mercy, will so deal as that if he have appointed that action it will bring down their lofty spirit to yield to such a peace as may

¹ *I.e.* Orfordness.

² MS. much mutilated.

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stand most to his glory in the exaltation of our Lord Christ, who must now be King though the heathen rage and the people imagine a vain thing. The time of Antichrist's glory is now expired and as he hath had a time to rise and grow, so now must the people of the Lord have their time, whose Kingdom shall never fall being built upon the son of God who was and is and shall be to all eternity. I dare not enlarge, having much business that calls me off, only my kind respects [to]¹ Mr. Creed and Mr. Field, my humble services [to Mr.]¹ Cary and the rest of the Commissioners.

Your very humble

JOHN [POORTMANS].

From on board the Resolution off the Texel, bearing East of us some four or five leagues, 9th of June, 1653.

The order for him that is to command in chief to the Westward is left blank for the Commanders to fill up, but the Generals have pitched upon Capt. Martin as by theirs of the 6th instant. Pray send me word who it is that commands in chief.

Yours,

J. P.

1079. June $\frac{9}{15}$, 1653.—STATES OF ZEALAND TO S.G.²

[Archives of the Hague. Translated.]

Saturday, June $\frac{9}{15}$, 1653.

High and Mighty Lords,—It is with sincere sorrow that we have to report that the great fleet of this State, under the flag of Lieutenant-Admiral Tromp, after an engagement with the ships of the English Government, has been obliged by various

¹ Supplied by conjecture, MS. torn.

² Extract from the Register of Secret Resolutions of their H.M. the States General of the United Netherlands.

occurrences to withdraw here, and retire inside the sand-banks of the Wielings, having been cut off from a great part of the rest of the ships. And although we feel confident that your H.M. will not omit to provide, with their (*sic*) accustomed vigilance, against all the inconveniences and dangers that may arise therefrom, and will require to be warded off, by taking such measures as shall seem most practicable; nevertheless we beg your H.M. to give effect to our recommendation for the prompt protection and preservation of the ships which are expected in these Provinces within a very few days both from the East Indies and Guinea, and from the Straits and other parts; submitting to your H.M.'s consideration whether, in this great and unavoidable need, the Directors of the East India Company ought not to be induced, or otherwise some pressure be brought to bear upon them, to place at the disposal of the country, as a loan, all such ships as they may have lying ready under the control of their several Chambers, bound for the said Indies; and if these ships are made ready quickly, they should be ordered to join the seventeen, or otherwise to assemble at the principal Chamber. And if this cannot be done, it would be advisable to send several advice-boats secretly to the North at the earliest possible moment to warn the expected ships, as they come up, of what they must do, and to see they take the safest means of retreat in case of necessity; in all which we submit ourselves to the wise judgment of your H.M., &c., &c.

Your H.M.'s good friends,
 The States of Zeeland.
 And by their order,
 (Signed) ADRIAEN VETT.

Middleburg: June 17, 1653.

1080. June $\frac{1}{2}$ th, 1653.—A LETTER FROM THE HAGUE¹

[Thurloe State Papers, i. 277.]

My Lord,—The reason why the English declined the Holland fleet upon Sunday the 8th of this month (as I mentioned in my last by this day senight's post) is now sufficiently evident, viz. Blake with twenty-four ships being since joined to them, whereby they have obtained a great victory over the Hollanders. The particulars are these: upon the Thursday following, the 12th instant,² they found the Dutch fleet in the height of Dunkirk, and when they approached them, they stayed upon a tack, having the wind, within twice cannon shot about half an hour, to put themselves in their order they intended to fight in, which was in file at half cannon shot, from whence they battered the Hollanders furiously all that day, the success whereof was the sinking two Holland ships. Towards night Tromp got the wind, but soon lost it again, and never recovered it the two following days during which the fight continued, the Dutch steering with a slow sail towards their own coast. The second day the English still battered them in file, and refusing to board them upon equal terms kept them at a bay but half cannon distance, until they found some of them disordered and foul one against another, whom they presently boarded with their frigates (appointed to watch that opportunity) and took; and this they continued to do until the Holland fleet approached the Wielings, when they left them (by reason of those sands) upon Saturday night. Tromp brought hither only seventy-four

¹ Described as 'a letter of intelligence from the Hague to my Lord Wentworth at Copenhagen.'

² *I.e.* June 2nd, o.s.

of a hundred and two he set out with, besides fire-ships and small ketches. Eight of the other ships (the residue of the hundred and two) are come safe but much battered to the Goree and the Texel, and the rest with two of their *bruleux*¹ are (for ought I can find by all the inquiry I can make) sunk and in the English hands. They after they left Tromp sailed to the mouth of the Meuse, where they appeared upon Sunday night, and again Skeveling until Tuesday, where they set on shore in a small Dutch vessel 130 wounded prisoners, and steered with a N.E. wind toward the English coast. Their relation² that the English had taken twenty-four captains and had them all aboard one ship, but whether all of them commanded several ships of this fleet, or whether some of them were upon other prizes, is variously reported here, the Dutch being unwilling to have lost (taken and sunk) above twelve or thirteen ships of war of Tromp's fleet. The prisoners say that the English confess that three of their ships are sunk and that Monck is dead; which is the more probable because for certain Ruijter did board the admiral of one of the three English squadrons (with the blue colours)³ and was possessed of the upper deck but beaten off again by the assistance of three or four frigates that came to his aid.

This victory, for it is no less, doth much disorder this people, yet they apply themselves the best they can to repair their losses and hasten a new fleet to sea. Besides the seventy-four with their admiral and the rest escaped this way they have eighteen ships ready manned at the Texel which had order to join with Tromp but could not, and

¹ *Sic, i.e.* fire-ships.

² The relation of the wounded prisoners.

³ *I.e.* Law son.

they say they shall have ready within twenty days nine new-built ships and six of their great East India ships, which when Tromp's fleet shall be repaired and new fitted out will make a good body. They have likewise sent for twenty men-of-war from the Straits, leaving only seven there, and expect the assistance of sixteen great ships with between 80 and 110 cannon in each ship from your ports,¹ which they say here are promised, the Dutch being to send as many small ones to the Sound in the others' places. How true this is, you may better know and I desire to hear from you. . . . But whilst they are about their preparations others are more busy another way, in projecting a treaty which assuredly they will endeavour all they possibly can upon tolerable terms. I told you before they had agreed to send four deputies to try if the English would be persuaded to depart from their three rigid propositions, to which they in their last as former letter restrained the overture of a treaty, which is not as yet changed, though now much opposed by many who do not believe that success will make the English better natured.

1081. June $\frac{10}{10}$, 1653.—BLAKE AND MONCK TO A.C.

[S.P. Dom. Commonwealth, xxxvii. 72.]

Gentlemen,—There being several ships now in the River of Thames which we understand are already victualled and fitted for service, and we hope by this time well manned, which if so we do desire they may be hastened unto us with what speed you can and that so much victuals and water as can be suddenly provided may be sent along with

¹ *I.e.* those of Denmark.

them in some collier ships, which we conceive to be those most commodious for such a service, or otherwise as you shall see cause : also that what powder and shot you have in a readiness may be sent unto us in some of the best sailing ships by the first opportunity, our want in that particular being very great. There are many ships now in the fleet which will not be fit to keep the sea by that time such ships you can send unto us do arrive, and indeed their complaints are already such (and not without cause) that were it not to disable the fleet we should send many of them into port, which is all at present but that we are

Your very affectionate friends
and servants,

ROBT. BLAKE,
GEORGE MONCK.

From on board the Resolution, plying to and again between the Texel and the Vlie, the 10th June, 1653.

Endd. For the Right Honourable the Commrs. for ordering and managing the affairs of the Admiralty and Navy at Whitehall.

1082. *June ½^o, 1653.—TROMP TO THE S.G.*

[Archives of the Hague. Translated.]

High and Mighty Lords,—Yesterday evening I received your H.M.'s dispatches of May $\frac{8}{18}$ and June $\frac{1}{11}$, favouring me with instructions to furnish a written reply to Generals Deane and Monck with regard to the release of the merchant-ships and fishing vessels taken from the Republic of England, and detained by this country, which I shall do conformably with your H.M.'s commands. Together with the above I received a dispatch of June $\frac{4}{14}$, for my information, and lastly one of June $\frac{5}{15}$,

ordering me not to detach any vessels from the fleet, nor to suffer them to run up the arms of the sea, except in case of great necessity, and instructing me to call for returns of stores required by the captains, to revise and sign them same as approved, and then to send them without loss of time to the several Boards of Admiralty and Chambers of Directors and of the East India Company. I beg humbly to inform your H.M. in reply that on the morning of the $\frac{5}{15}$ th instant, after having anchored here the previous evening, I gave orders that each of the captains should dispatch a person thoroughly acquainted with the situation of the ship to take demands for stores and lists of such of the wounded as were considered incurable by the doctor and the chief surgeon of the fleet, to the Admiralty Boards and Chambers of Directors upon whom they are respectively dependent, and to receive the ammunition and stores and bring them to us here. And with a view of expediting the business, we have divided the fleet, and I have undertaken to look after the Rotterdam ships belonging both to the Board and the Directors; Vice-Admiral de With undertakes the Amsterdam ships, and Rear-Admiral Pieter Florisz: those of Zeeland. And that same day, that is to say, the $\frac{5}{15}$ th instant, the people were sent off with the lists of stores wanted and of wounded men. Some of the ships, moreover, are so shattered, that it will be necessary to run them aground, and to provide some fresh masts. But I have not thought it advisable to suffer any of them to run into port, but have ordered them to do all such repairs as they can while lying here, which will occupy them still some days longer, and meanwhile to wait for the delegates of their H.M., and of the several Boards of Admiralty, and Chambers of Directors and the

East India Company, who will each visit their respective ships (the deputies of the Rotterdam Admiralty Board were here on the $\frac{8}{18}$ th instant), when the captains will carry out such orders as your H.M.'s said delegates shall think best to give. I beg to submit for your H.M.'s consideration whether it would not be well to give orders that provisions should be supplied to the ships which stand in need of them, in proportion sufficient to last for three months out of the Downs. Herewith, &c., &c.

(Signed) M. HARPTS. TROMP.

On board the ship *Brederode* just inside the sand-banks of the *Wielings*, this $\frac{1}{18}$ th June, 1653.

P.S.—Commander de Ruijter has just come on board, saying that your H.M.'s delegates have arrived in *Flushing*, and beg that I will go ashore with the chief officers of the fleet to confer with them. Nevertheless, I have thought it best to let this go to your H.M.

1083. *June* $\frac{1}{18}$, 1653.—NEWS FROM LONDON

[*Clar. MSS. 45, fol. 485b.*]

London: June 10, 1653, *st. vet.*

The true account of the fleets and fight you know much better than we; what our reports are you will find by our prints, yet we will not believe our success, but ordinarily fling stones at those that cry the news about the streets. General Deane's body is brought hither, and some say to lie in state (as *Ireton's* did) in *Somerset House*. His Excellency (with a minister or two) went to bring the sad tidings and consolation together to his lady, but before they came, by revelation or vision she was advertised of her loss.

We are sending away ten ships more out of this river, and all those we have at Portsmouth and other harbours, which together with that small squadron that plies to the Northward we reckon to be 204 sail.

We have pressed many watermen this week, and drawn some out of their beds ; we send away a great number of land-men, with 4000 spades and pick-axes, besides munition, victuals, beer and water. On Sunday last, they pressed whole church-fulls at Ratcliff. It's not impossible but this success will persuade us to some attempt on land. I am assured that was in design when Monck was first made General.

Yet for all this advantage, if the Dutch will treat (we so much understand our present interest), we will descend to reasonable terms ; and if they should think it unreasonable to send to us, we will offer it to them rather than necessitate them to join with the old common enemy. But we are unsatisfied with a late account from our present doctor, that the league offensive and defensive is concluded betwixt the Dutch, French and Dane, and the French ministers were very solicitous to have the offensive part kept private as yet ; however it is, I am confident it's here believed ; and perhaps that makes us the more forward to relieve Bordeaux and assist the Prince of Condé, which if we do not in a public way, as to an ally, and in the name of the State ; yet possibly we may disband some thousands in Ireland (perhaps those we are not well assured of) and permit such officers as are most ours to capitulate in their own name for them with that Prince, or the Deputies of Bordeaux.

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1084. June $\frac{1}{2}$ th, 1653.—A LETTER OF INTELLIGENCE
FROM HOLLAND

[Thurloe State Papers, i. 278.]

Sir,—My last was the 13th of this month, and since is come to our ears the divers reports concerning the late fight between the Dutch and the English fleet. Their numbers, as near as we can hear, differed not much. The Dutch were about 107 sail and the English about 110 sail, all men-of-war, besides ships and boats of attendance. But some say the English were but ninety-seven before Blake came in, and others report they were 110 before Blake came in at the end of the fight, of which you have more certainty than we can have here. But it seems Blake came in as seasonable as if he had come at the beginning; for before the fight Admiral Tromp had taken divers boats upon the English coast, by whom he understood that Blake was ready to come out with between thirty and forty men-of-war above the English fleet which were at sea already: but the Dutch were hardened and hoped they would not come out time enough; and therefore resolved upon this fight, which we understand began the 11th of this month¹ and by best intelligence reported thus.

At the beginning the English having the wind of the Dutch fleet did approach towards them, and being that day but little wind there was a violent fight on both sides with great ordnance, but came not so near to one another to discharge their muskets. The English kept the wind to their advantage the next day also, being the 12th

¹ This is inaccurate; *cf.* note to No. 1053: the days are wrong throughout.

present, and fought very manfully, but the Dutch not having wind could not assault the English fleet to their advantage, as they desired : but in this fight one of the Dutch ships were sunk into the bottom of the sea, to the discouragement of the rest, though the captain of that ship being come home reports that he saw two English ships sink by his side, which is here doubted of, being but his own report. But in sum, it seems, one more of the Dutch ships being on fire and thereby destroyed and sunk (of which few of the men escaped) and the Dutch seeing the squadron of Admiral Blake come into the English fleet with a new supply towards the evening, were discouraged and fled : nay some of the Dutch captains could not be stayed by all the endeavour Tromp could use : for which 'tis thought divers of them will be called to an account.

But many of the Dutch men-of-war stood manfully to the fight, who being left of their fellows were so far above the wind among the English fleet could not be seconded ; whereby it came to pass that twenty-three of the Dutch fleet were taken and sunk, to the great discouragement of the rest. The 13th Admiral Tromp called a council of war, the result whereof was that seeing they had lost many ships, the rest being discouraged and the English having a new supply with Admiral Blake and still the advantage of the wind, they resolved to retire towards the Wielings, and so they fled accordingly with all the sails they could make, where Tromp does still remain and still is near Flushing with seventy-four sail of men-of-war, landing his sick and wounded men and recruiting their men, ship's tackle and provisions, with all possible speed. But it seems both Tromp himself and his ship were

so battered that both must be repaired, the one by the surgeon, the other by the carpenter, for his ship, when he came in, had seven feet water in the hold, and he himself was hurt in the face and keeps very private, so as some suspect he is dead, but is kept secret because the hopes of the whole country depend so much on his experience. But here it is given out as if the Dutch had lost but 150 men and that General Monck were slain in the fight.

The English fleet, about 110 sail, have shown themselves three days long before the Meuse and all along this coast so that many went from the Hague and all parts to the seaside to see them. And the 18th present they went to sea from before the Hague and that coast, betimes in the morning, but whither the time will learn. From here there are sent divers commanders to the fleet in Zealand to dispatch them to sea again, also many boats with ammunition and provisions. And the report is that twenty-eight of the best Dutch men-of-war, that are in the Straits, are sent for and here expected shortly, and that the King of Denmark will also assist with a considerable number of his ships. There are four named to be sent as ambassadors to England, namely Beverling and Nieuport for Holland, van de Paar for Zealand, and Jongstal for Friesland.

At Rotterdam is arrived an English boat with some 130 of the wounded Dutchmen, who reports that Admiral Blake hath about twenty Dutch captains on board his ship.

This morning (the 20th) were seen fifteen ships from the steeple at Catwyck approaching the shore, which are hoped to be ships come out of the Texel to join with Admiral Tromp.

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1085. June $\frac{1}{8}$ th, 1653.—A LETTER OF INTELLIGENCE
FROM HOLLAND

[Thurloe State Papers, i. 279.]

Sir,—With this unexpected news of the beating of our fleet here is great amazement ; and the more because the great fleet at the Vlie for Eastland and other parts are sent for up, which caused the corn to rise yesterday four pounds upon a last, and feared may rise more if no ships may go to sea, and if the busses cannot go out neither to get herrings here will be desolate time. All the mariners of the Eastland fleet shall be pressed and put aboard the men-of-war ; and soldiers also shall be pressed out of every company to supply every ship with twenty new soldiers, so that the garrisons are made so bare of soldiers that we fear the citizens must be forced to march to the frontier towns to preserve them. At Amsterdam are five or six men-of-war ready to go down to the Texel and seven or eight more are hasted to be shortly ready, which are lusty ships ; and from thence go two commissioners to Zealand to haste out their ships all that are fit for war. For if we cannot prevent the English from lying upon our coast this land will be quickly undone, which will not be endured ; and therefore 'tis taken deeply to heart and every stone will be moved to prevent such an evil. For in three or four weeks we here expect five Straits ships, with two men-of-war for a convoy, which we have writing set sail some three or four weeks ago from Livorne : and in a few days after were ten men-of-war to follow to go to Holland, being there strong enough besides, seeing the English have abandoned the Straits : all which and many

other will be taken by the English, if they may lie upon our coasts. But here 'tis not doubted of but we shall quickly have a mighty fleet at sea to bear head against the English. Here is also much fear that our East India ships, expected this year, may fall into the English hands; to prevent which the East India Company are resolved to send out fifty men-of-war at their own charge, if they can possibly get them.

The six East India ships, that were laden and below ready to go out with the fleet, are sent for up to be unladen, to be made men-of-war; for now all our welfare hangs upon it. . . .

Here is a general arrest of all ships, no ships or boats so small that may go to sea; and the more for fear any mariners should go away, for they go not now greedily against the English, seeing they get nothing but blows.

'Tis here pitiful to see the amazement amongst all sorts of people: yea the merchant never looked with such a countenance, which is sad to see upon the exchange.

Another writes that seeing we are now blocked up in our havens, all our hopes is of a good peace; to which end deputies are a-sending for England.

1086. *June 1st/₆th, 1653.—A LETTER OF INTELLIGENCE FROM HOLLAND*

[Thurloe State Papers, i. 281.]

Sir,—On Saturday last, being the 14th instant, there came a galliot from the Admiral Tromp, who wrote that fleets about two days before encountered each other not far from Gravelines; that the ship of Captain Bulter was sunk and

that the ship of Captain Velsen was blown up in the air and but five men saved. . . .

The galliot's man, the lieutenant of Bulter, said he also saw two English sunk and five others of them burnt; but he said withal Tromp with his fleet was coming towards the Wielings and the Meuse, which is no sign of advantage.

It is likewise muttered that in Tromp's fleet was no great store of powder, which it seems they spent all too liberally at the Downs and Dover to no other purpose but in braving. It had been better to have spared it then for this more necessary occasion. . . .

The English have sent in 150 wounded men which they had taken: they put them in a galliot and sent them up the Meuse. These report that in the English fleet are twenty-two or twenty-three Dutch captains prisoners, whom they keep by them with other sound prisoners without releasing them.

The aforesaid wounded men relate also that Monck, one of the English admirals, was shot and killed, also that two of the English ships were sunk and two burned: that likewise they heard them speak aboard the English ships that now they would go towards the Sound, at least one squadron, another squadron to go towards Hitland¹ to attend the East India ships coming home out of the Indies much about this time. But we presume those ships are forewarned to come home later, or that they will steer their course into the Sound or into Norway, till they be fetched home with a sufficient convoy. . . .

It is collected by all reports made that this fight was only performed with the cannon and that the ships came not so near as to charge

¹ *I.e.* Shetland.

each other with musket shot, and that the English had greater guns than the Hollanders and therefore had the advantage and prevailed. . . .

Men labour here to extenuate the retreat of the Holland fleet (none daring to call it a beating) as much as is possible to do. It was a misfortune that the English had always the wind of them, which gives a very great advantage, and if the Hollanders should have had this advantage against the English they had totally routed and ruined them: and they are confident here, if there happen another encounter and the Dutch get the wind of the English, that they will either take, or burn, or sink the English wholly. Also that the Hollanders and Zealanders will prevail in point of boarding and entering, because the English have no mind to work, being diffident and fearful of themselves. They report that de Ruijter had once boarded Admiral Monck and had already driven and chased all Monck's men under deck and out of sight, and that he had undoubtedly taken him, had he not been succoured and seconded with five or six frigates, by which means Ruijter was forced to leave him. They say the English have no defence on deck, but that the soldiers and mariners are compelled to stand here naked.

They speak also of the gunport holes in the English ships that they are too narrow, by which their ordnance cannot play but forth outright: whereas on the contrary those of the Hollanders are wide and large, by which means their guns have liberty to turn more ways than one.

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1087. *June 13th, 1653.—A LETTER OF INTELLIGENCE
FROM HOLLAND*

[Thurloe State Papers, i. 284.]

Excellentissime Domine,—Quindec. hujusce mensis nunciatum hic est, classes duas Anglicam et Hollandicam inter Ostendam et Dunquerquam conflixisse dies duos. Illa constabat navibus rostratis 108, Anglica plus minus 90. Hollandi alacriter Anglos invadere quod valerent numero, et Trompius jactaret velle se cum expedita classe, non uti antea cum impedita onerariis, Anglos adoriri, et justis viribus dimicare: verum spem fortuna fefellit, ram Trompius in Zelandiam se cum 70 tantum navibus recepit et Guream tenuit. Aliae quaedam naves Texel pervenerunt. Fugam excusavit eo praetextu, quod diceret vesperi secundi conflictus diei naves 36 classi Anglicae auxilio venisse. Id constat Anglos in mare victores dominari. Heri ad Hagam in ora Escavellini anchoras jecerunt centum, uti aiunt, naves et triginta. Hodie fama est oram maris tamam usque Flitum adnavigari: nec creditur classe Anglicae subsidiarias naves accessisse. Alterutrius partis jactura in incerto adhuc est. Nuntiatum hisce proximis diebus Hollandos sex rostratas, partim incensas, partim depressas, amississe; Anglos quinque jacturam fecisse. Verum cum hi victores extiterint rumor hic adversus falsas putatur. Ex classe Hollandice naves non paucae dijectae lacerataeque in portus se suos receperunt. Vulneratorum magna vis in hanc urbem confluit, ac fatentur 800 homines cecidisse, et navem praetoriam imperatoris sui paene captam oppressam fuisse, ac e medio classis Anglicae aegre a sociis navibus ereptam imperatorem in aliam se navem recepisse: quod praetoria aquae vim

ingentam septem pedes altae admississet. Sunt qui eum ictu fuisti lignei saucium confirment. Spectato numero earum, quae desiderentur, navium, majorem quam quae circumfertur colligimus jacturam fuisse. . . .

1088. June $\frac{1}{2}$, 1653.—NEWS FROM HOLLAND¹

[Clar. MSS. 45, fol. 492.]

Le matin du 12 de ce mois de juin, la flotte Hollandaise forte de quatre vingt dixhuit navires, découvrit celle des Anglais, en nombre de quatre vingt quinze a cent grands navires de guerre, étant celle ci a l'ancre entre la Riviere de Londres et Dunquerque, a deux tiers du chemin d'Angleterre. Eux ayant l'avantage du vent, levèrent les ancres et se mirent aussi sous les voiles, et allerent rencontrer leur ennemi, qui les attendoit les voiles bessées sur les masts. Ce fut onze heures de midi lors que le combat commença ; qui dura tout ce jour là, à l'avantage des Hollandais, qui y perdirent un seul navire, coulé bas par les Anglais ; et lesdits Hollandais prirent ce jour là et mirent le feu dans un navire Anglais, et coulèrent à fond encore un autre. Il arriva aussi ce jour la, que par megarde le feu se mit aux poudres d'un navire Hollandais, qui sauta et se perdit.

Le 13, vers onze heures du matin, le combat recommença entre les deux flottes à la veue de la ville de Dunquerque avec un vent d'aval ; et lors du combat commence survient aux secours des Anglais leur General Blake, avec dixsept grands et trois moyens navires ; sur quoi quinze navires Hollandais ayant pris l'épouvante deserterent et quittèrent le combat ; qui fut néanmoins coura-

¹ Vide *infra*.

geusement continué et sòustenu tout ce jour là par leur Admiral et resté des a flotte jusques à une heure apres soleil couché, combien que fort inégal, le vent Oeust les portant au long des côtes de Flandres. Et dans cest melée, la confusion étant fort grande, six navires Hollandais ne se reconoisants pas, et se prennant pour ennemis, s'allèrent aborder et combattre l'un l'autre, et s'endommagerent de sorte qu'ils furent après invertis et pris par les Anglais, qui en eurent fort bon marché.

En toute cette bataille qui a duré deux jours, les Hollandais, (comme on apprend par les lettres meme de leur Admiral) y ont eu environ cent de morts et trois à quatre cents de blessés dans toute leur flotte. La perte des Anglais se doit attendre d'Angleterre ; d'où ils conste deja, que leur General Deane y a été tué d'un coup de canon le premier jour du combat.

Le 14 la flotte Hollandaise se trouva dez le soir precedent à l'ancre devant Ostende : et l'Anglaise gaigna mer, faisant voile vers l'Angleterre, ce que voyants les Hollandais, ils leverent l'ancre et sur les six heures du soir mouillerent a l'entrée des bancs de la Zélande, devant Willingue ; pour racomoder quelque peu leurs navires endommagés et remplacer les munitions des guerre, ou il seroit de besoin.

C'est tout ce qu'on a de certain, de la Hollande, jusques a present, ce 24 de juin 1653 à Paris.

This letter is endorsed : 'Admiral Tromp's letter to the States of the fight of the 13th June, 1653.' A later hand has added : 'It is not the Admiral's letter ; but only an account from Holland, which as appears was sent to Paris.'

1089. *April* $\frac{1}{2}$ ⁹—*June*.—EXTRACTS FROM RUIJTER'S
JOURNAL

[Archives of the Hague. Translated.]

Item. Here follows the journal of Commander Michiel Adriaensils Ruijter, in the service of their H.M., on board the ship de Gecroende Lyfde of Middleburg, Markus Hartman captain, carrying 36 guns and 145 men.

Tuesday, April $\frac{1}{2}$ ⁹.—In the morning of *April* $\frac{1}{2}$ ⁹, we got under sail from off Flushing, the wind in the North, blowing a stiff breeze, . . . and arrived in the evening in the Schooneveldt, where we found Vice-Admiral Witte Cor: de With, with forty ships, and these, with the three with us, made a total of forty-three. I went on board and greeted the Vice-Admiral. . . .

April $\frac{2}{3}$ ⁰.—On the $\frac{2}{3}$ ⁰th instant I went on board the Vice-Admiral; he flew a white flag to summon all the captains on board, and charged them earnestly to acquit themselves of their duty under penalty of heavy punishment, and then sent letters to their H.M. and to the States of Zealand to send us all the ships they could, as quickly as possible. . . .¹

April $\frac{22}{22}$ ²².— . . . In the afternoon, we sailed with the fleet S.W. by W. and W.S.W. towards Ostend, and sighted five sail, with which we came up in the evening; they were Jan Sijdracken from Flushing and Jan Sentsey from Middleburg, with two Flemish vessels and a Hamburger, bound for Ostend; and we turned back again Eastwards towards home so as to meet the rest of our ships. The wind, N.N.E. Fine weather till dark, when we anchored through the night. . . .

¹ *April* $\frac{21}{21}$ ²¹
May $\frac{1}{1}$ ¹ omitted.

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$\frac{\text{April } 23}{\text{May } 3}$. — . . . On the $\frac{2}{3}$ rd, we got under sail early in the morning; the wind N.N.W. with a good breeze. In the morning, Captain Jan Matysen, with Captain Dingman Cats and Captain Jacob Pense, joined the fleet. . . . In the evening we saw Schouwen four miles S.E. of us, and lay over to the N.N.W., the wind, N.E. by E., until midnight, when we turned towards the shore again. . . .

$\frac{\text{April } 24}{\text{May } 4}$. — . . . About seven o'clock we saw the spires of 's Gravenzande, S.S.E. of us, and saw six or seven ships off the Meuse and lying further out. It was Captain Jan Willem Arensen with two more fire-ships from Rotterdam, the rest were merchantmen. Continued thus throughout the day. . . .

$\frac{\text{April } 25}{\text{May } 5}$. — Item, in the morning of the $\frac{2}{5}$ th Captain Jan Oliverisen came into us with Pijeter Cruijse of Middelburg, who was bound for the Straits. May the Lord God protect him! Towards noon Captain Kerchoven came from Rotterdam. Continued to keep watch according to orders. . . .

$\frac{\text{April } 26}{\text{May } 6}$. — . . . Towards noon the Vice-Admiral hoisted the white flag, and ordered all the captains to keep a good look-out on their squadrons. Today three ships of war came from the Meuse, and brought word that the Admiral would follow to-morrow. The fire-ship Hamken became very leaky to-day. . . .

$\frac{\text{April } 27}{\text{May } 7}$. — . . . In the morning of the $\frac{2}{7}$ th fair weather; wind E.N.E. We got under sail and ran to off the Meuse until towards evening, and dropped anchor and lay there through the night. . . .

$\frac{\text{April } 28}{\text{May } 8}$. — . . . In the morning . . . we got under sail and sailed up to off the Meuse, and then stood off and on. At noon we were close up with the uttermost buoy of the Meuse, and turned out to sea

again. This evening the Admiral came out to sea in a calm. Vice-Admiral de With and I went on board of him to greet him. The said Admiral was on the younger Boer's frigate. We stood for the Texel and made every effort, but the calm continued. . . .

April 29
May 9 — . . . About nine o'clock a mist came up, and we dropped anchor about one o'clock. The weather then cleared and we got under sail, with the wind in the E.N.E., and sailed to the North. Then Admiral Tromp sent Vice-Admiral de With with a frigate to Texel, to urge the ships there out to sea as quickly as possible. To-day the Admiral hoisted the white flag for all the captains to come on board, and appointed a temporary rendezvous off Texel, two miles out at sea, off the Maars Deep. The wind continued E.N.E., blowing a soft breeze, and we held off and on. . . .

April 30
May 10 — . . . Item, in the morning of the $\frac{30}{10}$ th, about seven o'clock, we sighted four ships to the N.W. of us; they were four flutes. Afterwards we saw fourteen more ships to the North of us, and at once gave chase and came up with them; they were twelve Hamburgers and two Lubeck ships, sailing from Hamburg to Spain and Portugal with cargoes of staves, grain, deals and some piece-goods, and two smacks bound for Havre, so they said, one with piece-goods and the other with seventy-two tons of pitch and tar, and twenty-seven bales of hemp and flax and two barrels of linseed, which were dispatched by Captain Vych to the Meuse. In the evening we dropped anchor, with the wind in the N.N.E. till midnight, when we got under sail in a mist.

Sunday, May 11. — . . . About eight o'clock we dropped anchor in misty weather, the wind N.E. blowing a light breeze. About ten o'clock it cleared

up ; we then saw about 140 ships lying off Texel, two miles out at sea ; we came up with them about four o'clock in the afternoon and found twenty-one ships of war among them. . . . We lay through the night with a steady breeze from the West. . . .

May $\frac{2}{12}$.— . . . About seven o'clock the Admiral hoisted his blue flag for us to get under sail, and towards evening we dropped anchor again ; the wind in the S.W. . . .

May $\frac{3}{13}$.— . . . In the morning . . . we saw two large ships coming from the south ; it was the Prins Willem with the ship Orangen, both East Indiamen from Zealand, who came in to us, and lay all day until towards evening. One of our advice-yachts came in, which the Admiral had sent to the Downs on $\frac{\text{April } 30}{\text{May } 10}$, to get news of the English, and they said that the English had sailed to the West with eighty ships of war,¹ and that three more were lying in the Downs. They had had this news from a Rotterdam privateer, which had seen the English fleet sailing to the West. . . .

May $\frac{4}{14}$.— . . . About noon Vice-Admiral de With came out of the Texel. We immediately got under sail with a S.E. wind, blowing a gentle breeze, until the evening ; then we sailed North through the night, making but little progress. . . . This day we heard sundry shots² to the South of us.

May $\frac{5}{15}$.— . . . Fine weather, wind S.W., ordinary breeze ; sailed a course N. by E. till the evening, conjectured Texel to be seventeen or eighteen miles N. of us. . . .

May $\frac{6}{16}$.— . . . Towards evening the Admiral hoisted his small flag ; then I went on board,

¹ This refers to Penn's move down Channel to join Monck and Deane : eighty is an exaggeration (*cf.* vol. iv. p. 206).

² These may have been Monck and Deane falling on the fishing craft (*cf.* Jordan's Journal for May 9th).

and we took counsel as to the best way of falling in with the fleet coming¹ from France; continued sailing due N. by E. through the night; made good progress, the wind in the S.E. . . .

May $\frac{7}{17}$.— . . . A good breeze from the S.E.; course as before; towards noon I went on board the Admiral, and he made five squadrons, viz.:

1. Admiral Tromp; his Vice-Admiral, Gydejoers de Wylde; his Rear-Admiral, Father Abel.

2. Vice-Admiral Jan Evertsen; his Vice-Admiral, Cor: Evertsen; his Rear-Admiral, Captain Kempe.

3. Vice-Admiral de Wijtte; his Vice-Admiral, Captain Lapper; his Rear-Admiral, Captain Jacob Cleydyck.

4. Commodore de Ruijter; his Vice-Admiral, Captain den Oven; his Rear-Admiral, Captain Markus Hartman.

5. Rear-Admiral Pieter Florissen; his Vice-Admiral Captain Campen; his Rear-Admiral, Captain Jaersvelt.

The rest of the captains were then divided into five squadrons. Continued the course N. by E.; made tolerable progress; wind S.S.E. . . .

May $\frac{8}{18}$.— . . . Towards noon, very changeable weather, with thunder, lightning and rain; course, N.N.E. The fire-ship Hammeken² was very leaky, and called for help; we kept them in sight. About four o'clock in the afternoon we saw the coast of Norway, West of the Naze, then we sailed gently to the N.N.W., under our fore-sails only. Conjectured we were about five miles from land. The Captain of the Hamken signalled he was sinking, and the Admiral sent him to me,

¹ Coming 'North-about.'

² or Hamken.

to save him and the crew ; between seven and eight o'clock we got the crew off in quiet weather, and before they quitted the ship the pump was full of sand, and between three or four feet of water in the ballast, and it was still rising, so they were obliged to leave her. The wind continued S.E., a stiff breeze, a course N.W. by N. and N.W. . . .

May $\frac{9}{19}$.— . . . At noon we were in latitude $59^{\circ} 10'$, about eight miles from land, as we conjectured, from the Norway coast. Then the wind, W. by N., course S.S.W. ; towards evening the wind changed to W.S.W., and we sailed N.W. by N. During the night the wind changed to due South, with a stiff breeze ; course N.W. . . .

May $\frac{10}{20}$.— . . . On the morning of the $\frac{10}{20}$ th, our fleet of merchantmen was a good two miles ahead of us to the N.W., and we made sail, course N.N.W., and N.W. by N. At noon we conjectured Bergen in Norway to be ten miles E.N.E. of us ; continued sailing N.W. by N. . . .

May $\frac{11}{21}$.— . . . In the morning of the $\frac{11}{21}$ th, course N.W. and N.W. by W., a good breeze, wind S.S.E. The Admiral signalled to us to give chase ; about an hour afterwards we saw ten to twelve sail to the N.W. of us ; the weather then cleared up and we saw twenty-six sail, also sailing W.N.W. At noon we were in latitude $60^{\circ} 45'$. We then sighted Shetland seven miles W. by N. of us. Continued to chase the afore-said ships ; wind South, course N.W. by N., a good sailing breeze. When we came up with them, they proved to be ships belonging to the vanguard of our fleet, and we brought up with the said ships, the North point of the Shetlands four miles W. by N. of us ; then we parted company from them, and lay over again to the E.S.E., wind South. In the evening two traders to France came

in to us, one a North Hollander from Bordeaux, the other, commanded by Martin Kien of Flushing, from Bayonne. They stated that they had sailed from France on April $\frac{1}{2}7$, and that the fleet had left France twelve days before them. In the evening the breeze began to freshen, and we had to take the topsails in; continued sailing through the night, S.S.E., S. by E., and S.E. by S. . . .

May $\frac{1}{2}3$.— . . . About seven o'clock in the evening, we hoisted our foresail; we then conjectured we had sailed fourteen miles to the East. Bergen in Norway was by calculation twelve miles to the East of us; and we stood off and on thus. . . .

May $\frac{1}{2}4$.— . . . At noon we were in latitude $59^{\circ} 40'$, and sighted land ten miles off. To-day the Admiral made five squadrons. Weather continued fair, wind S.W. by W. . . .

May $\frac{1}{2}5$.— . . . We came right up to the small islands called the Outlooks, a mile distant, and then tacked again N.N.W.; then the wind suddenly changed to the W.N.W., and we turned to the S.W. and sailed all together before it. Towards evening the breeze began to increase, wind W.N.W. . . .

May $\frac{1}{2}6$.— . . . In the morning of the $\frac{1}{2}6$ th we sailed S.E.; a stiff breeze, wind N.W. We were about seven miles from land, and at noon in latitude $57^{\circ} 30'$. We saw land at the Naze, about eight to nine miles N.E. of us, and we continued sailing S.E. for five glasses, four miles. . . . We then stood to the S.S.W. with our mainsail; a stiff breeze, wind N.W. by N. In the evening we found eighteen to nineteen fathoms on the reef, and sailed S.W. by S. During the night we made good progress; by the $\frac{1}{2}7$ th had made about twenty miles S.S.W.; continued on the same course.

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May $\frac{17}{27}$.— . . . To-day we spoke a Swedish vessel ; they told us the English had been off the Texel, with eighty ships on May $\frac{10}{20}$. To-day the Admiral held a Council of War. Shortly afterwards we saw two ships on our lee ; they were ships coming from Bordeaux. In the evening Pieter Elijch Cortuere came to us in a galliot from Middleburg ; he said the fleet was about twenty miles higher, to the North of us. . . .

May $\frac{18}{28}$.— . . . The Admiral sent a galliot to Texel to hurry out all the ships immediately. . . . We sailed on, with little canvas spread, to the South.

May $\frac{19}{29}$.— . . . Early in the morning we arrived off Texel, and stood off and on through the day, waiting for the ships that were lying in the Texel to come out. Then in the evening the merchantmen sailed down towards the Meuse and Zeeland.

May $\frac{20}{30}$.— . . . About 8 o'clock in the morning of the $\frac{20}{30}$ th, Rear-Admiral Pieter Florissen joined us out of the Texel, with seventeen ships of war and one fire-ship ; we then sailed S.S.W. towards the Meuse, the wind N.E., a good breeze. . . .

May $\frac{21}{31}$.—Item, in the morning of the $\frac{21}{31}$ st we met Vice-Admiral Jan Evertsen on board de Leuinne of Middelburg, commanded by Captain Claes Jansen, with one fire-ship. To-day we dropped anchor off the Meuse. The Admiral then went to Goree in a galliot to urge his ship out. . . .

May 23
June 2 — . . . Towards noon Admiral Tromp came to the fleet in his galliot, and we got under sail immediately, the wind in the West. About five o'clock we dropped anchor again with the fleet. Then five smacks came out of the Meuse with 150 soldiers for the ships belonging to the North Quarter, and a galliot from Texel also, with

twenty-seven [sailors for the Amsterdam ships. About eleven o'clock at night we got under sail, wind N.W. by W., misty weather, course W. by S. . . .

Tuesday, $\frac{\text{May } 24}{\text{June } 3}$.—Item, in the morning of the $\frac{24^{\text{th}}}{3^{\text{rd}}}$ the wind was E.N.E., a good breeze, course as before, W. by S. This morning the Admiral held a secret council, and fixed our course right to the North, off the coast. God grant we may accomplish some good service! In the afternoon the Admiral hoisted the white flag, and charged all the captains to keep a good watch on their squadrons, and to behave as honourable men, and it was decided, if any ships were lying in the Downs, to attack them from the North and from the South in the following manner:—

. . . From the North, Vice-Admiral Jan Evertsen with his squadron, and also Admiral Tromp and his squadron, and also Vice-Admiral Witte Corde With, each with his squadron, from the North; and from the South Commodore Michiel Adr. Ruijter and Rear-Admiral Pieter Florissen, each with his squadron, and by this means to attack the enemy simultaneously between them, and to do them as much damage as possible. This evening the Admiral's ship came up with us, and also Captain Kleydyck. Then this evening we lay over to the N.N.W. under shortened sail until before dawn on $\frac{\text{May } 25}{\text{June } 4}$, the wind blowing a stiff breeze from the N.E.

Wednesday, $\frac{\text{May } 25}{\text{June } 4}$.— . . . In the morning of the $\frac{25^{\text{th}}}{4}$, we sailed S.S.W. Shortly afterwards we saw the North Foreland S.W. by S. of us. The Admiral then signalled, and I went on board his ship with the commanding officers, and it was decided that we should sail forthwith to the South of the Downs with Rear-Admiral Pieter Florissen and both our

squadrons, so as to enter the Downs from the South. But when we came close to the Goodwins, we saw only one ship and one small vessel, so we sailed to Dover Roads, and there saw five small ships lying, among which was a frigate; they all cut their cables, and sailed in close under Dover, and two went on shore there; we then dropped anchor; about two hours afterwards Admiral Tromp joined us with his main body, and he ordered two or three ships to sail in shore to fetch the said small English vessels off the shore, which they did. But the frigate had taken up her position close under the West Fort. This evening we got under sail, with the wind in the N.E., blowing a strong breeze, and ran over to Cape Gris-Nez, where we anchored about midnight with the whole fleet. . . .

May 26
June 5.—Item, at four o'clock in the morning we got under sail again with the wind E.N.E., a stiff breeze; outside the cliffs the wind blew N.E. by E., and we sailed N. by W. over towards the South Foreland, till nine o'clock, when we tacked again S.E. by E. to right over Calais Cliff, which was two miles E.S.E. of us, and anchored about noon in nineteen fathoms of water, the wind N.E. by E., a stiff breeze, and remained lying there. . . .

May 27
June 6.—In the morning . . . we got under sail with the fleet, wind N.E., blowing a good sailing breeze; about seven o'clock we sailed N.N.W. over from Calais till about ten o'clock, when we tacked again E.S.E., till about noon, when we dropped anchor level with the Hoeijgen half-way across.

Then the Admiral sent an advice-yacht to Cape Gris-Nez, directing Captain Jan Eckersen and Captain Lambrecht Bartelsen and a frigate, commanded by Cor: Evertsen junior, to join the fleet

at once with their prize, and not to fail therein. To-day about six o'clock Jacob Paris, master of a ship belonging to Flushing, came in, having sailed out the same day bound for Nantes. He reports that the English fleet were off the Vlie on $\frac{\text{May } 25}{\text{June } 4}$ about 100 strong. Later in the evening the Admiral hoisted the white flag to warn all the captains of the approach of the English. In the evening, as darkness fell, a rowing boat from Flushing came alongside of us, with letters from the Zealand Admiralty; the boatsmen's names were Jan Gijsen, Jan Masen and Jan Krijnsen. The letters stated that the English had been off the Vlie on $\frac{\text{May } 24}{\text{June } 3}$, with 114 ships. This evening we got under sail and sailed S.E. as far as level with Gravelines; at ten o'clock we turned Northwards away from the coast. Then the Admiral sent the rowing-boat back with letters to Zealand; and we sailed till about midnight, when we anchored. . . .

$\frac{\text{May } 28}{\text{June } 7}$. — . . . On the morning of the $\frac{28}{7}$ th, the wind was E.S.E.; we saw the North Foreland four miles West of us. About seven o'clock we got under sail, and stood off and on till towards noon, when we anchored level with the Polders, being about two miles distant, and lay at anchor with an over-cast sky and mist. In the evening, about eight o'clock, got under sail again, wind E.S.E., course N.E. . . .

$\frac{\text{May } 29}{\text{June } 8}$. — . . . This morning fishing-boats came up on both sides, with letters from their H.M., and brought intelligence that the English fleet were off Texel or the Vlie. Upon this we determined at once to go in search of them. About nine o'clock we saw land near Nieuport, four miles off, and sailed E.N.E., wind W.S.W., a good breeze, until towards evening we saw Walcheren, three and a half miles distant. Then a fishing-boat belonging to

Zierikzee commanded by Jacop Bijl, came up, which had been with the English fleet this morning; they thought they were ten miles due W.N.W. of us. Upon this we immediately resolved to head towards them, and the Lord God sent us a little breeze from the S.E., and we sailed W. and W. by S. straight for the Thames, so as to intercept them, and sailed through the night. . . .

Monday, $\frac{\text{May } 30}{\text{June } 9}$.—Towards evening we sighted the North Foreland, five miles S.W. of us, then we anchored and the whole fleet lay there. . . .

$\frac{\text{May } 31}{\text{June } 10}$.— . . . Early in the morning . . . we got under sail; wind S. by W. during the day, a stiff breeze towards noon; then we tacked again W.N.W., wind S.W., and anchored about three o'clock with the North Foreland four miles S.W. of us, but still we got no intelligence of the enemy. . . .

June $\frac{1}{11}$.—At six o'clock in the morning . . . the Admiral hoisted the blue flag for us to get under sail, and we got under sail about seven o'clock with a stiff breeze. The wind shifted round to the N.W., and we came close under the North Foreland, and saw a good thirty fishing-boats that were sailing past Ramsgate; we then stood off, and sailed N.E. by E., the wind N. by W., a stiff breeze; at noon continued sailing N.E. by E. and E.N.E. until evening, when we turned again off the sand-banks, wind N. . . .

June $\frac{2}{12}$.—Item, early in the morning of the $\frac{2^{\text{nd}}}{12^{\text{th}}}$ we saw the English fleet to the N.N.E. of us, with ninety-six ships and five or six small vessels, and we headed towards them, until about noon, when we got into fight with them, and about three o'clock we bore down upon them, and made them fly, but, by great disorganisation, they got the wind of us again, and we did each other much damage. At sundown Captain Cor: Van Velsen's

ship was blown up, through the explosion of his gunpowder, and only five men were saved. We then separated, and I went on board the Admiral's ship, and learnt that a fire-ship had sunk under fire; her captain,¹ . . . was also drowned, and only¹ . . . men saved. During the night we drifted in a calm. . . .

June $\frac{3}{13}$.—Item, early in the morning of the $\frac{3^{\text{rd}}}{13^{\text{th}}}$ our fleet and the English lay about a mile from one another. We got the wind S.W., and sailed S.E. The English fleet followed us under shortened sail. The Admiral summoned all the captains on board, and charged every man to pay great attention to his duty; and it was resolved to stand on the defensive against the enemy, because our supplies of powder were low; the new ships, also, were very ill-manned and had a number of sick on board. About eleven o'clock the Admiral headed towards them, and about noon got into engagement with them off Dunkirk, four miles S.S.E. of us. Then we sailed E.N.E. under shortened sail, wind S.W. About seven o'clock the English took the ship commanded by Captain Schellijnger of Hoorn. Shortly afterwards four of our ships ran foul of one another and got entangled, and were captured by the enemy's fleet. This evening a Rotterdam fire-ship caught fire. About ten o'clock the English stood off.

[The Journal ceases here, and is not resumed until Jy. 23rd/Aug. 2nd.]

¹ Blank in MS.

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1090. *May* $\frac{1^{\text{st}}}{11^{\text{th}}}$ —*June* $\frac{1}{2}^{\text{o}}\text{th}$.—JOURNAL ON THE
VANGUARD

[From the MS. of Sir Joseph Jordan, found among the papers of Sir William Penn, printed by Granville Penn. Vol. I. 526-532.]

May $\frac{1}{11}$.—Wind Easterly, with small rain: anchored off the Ness¹ in seventeen fathoms. . . .²

May $\frac{2}{12}$.—Wind at S.W. Weighed in the morn at 5 and stood towards the Downs, off Dover. . . .² Council was called aboard the General; the result thereof to take the opportunity to fight the enemy.

May $\frac{3}{13}$.—Little wind, variable Westerly: stood over for Holland's coast.

May $\frac{4}{14}$.—Little wind, Easterly. In the morn, at daylight, divers fishing vessels were espied: all chased: being very little wind sent boats after them, which took about forty. In the afternoon went aboard the General to council; the result was for many reasons the fishermen should have their liberty upon their engagement not to take arms against the Commonwealth of England.

May $\frac{5}{15}$.—Wind W. At eight in the morn Camperdown bore E. by S., about three leagues distant. Some small vessels with a pilot boat were taken, which occasioned the Generals to call all the flag-officers aboard, to communicate the intelligence of the Dutch fleet sailing from before the Texel yesterday, at five in the afternoon, with about seventy men-of-war and 200 merchant ships to convoy, as probably Northward: it was resolved to follow them through the North Channel.

¹ Dungeness.

² Passage omitted.

May $\frac{6}{16}$.—Wind at S.E., steered N.W. Went aboard the General to council: the result was in answer to a proposition made to send twenty frigates to get between Admiral Tromp and the fleet coming from France to intercept their coming to Tromp: not to send them but to keep in a body together: most voices for this latter. Some provisions we took in this day to complete two months'. Steered away this night with an easy gale N.N.W.¹

May $\frac{10}{20}$.—Wind Southerly. Went aboard the General to council: the result was to send on all the fisher-vessels, taken formerly, into Aberdeen, from which place we, with the fleet, were about three or four leagues distant. . . . About four in the afternoon anchored in eighteen fathoms, it falling calm: to the Northward of Aberdeen three leagues.

May $\frac{11}{21}$.—Wind W. Sent our boat to Carlington for a ton of water. Set sail about four in the afternoon: steered for the Isles of Orkney.

May $\frac{12}{22}$.—Wind variable, Westerly. About four in the afternoon nigh the Isles of Orkney: this night steered away thence for Shetland.

May $\frac{13}{23}$.—Wind N.W. and N.N.W. About four in the afternoon were near Fairy Isle.

May $\frac{14}{24}$.—At two in the morn heard some guns shot in our fleet which was to give notice of vessels passing through: we also fired two guns to give notice. . . .² Some of our fleet chased and took a small Flemish private man-of-war: arrived to Breesound (Bressa Bay) in Shetland. Went aboard the General to council (flag-officers only) to resolve what course to bend

¹ May $\frac{17}{17}$ to $\frac{18}{18}$ inclusive omitted.

² Passage omitted.

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in case no news of Tromp or of any of the merchant ships to come from France : then to hasten to get water, ballast, &c., and to direct our course towards the Sound to gain intelligence, and so for Holland with intention to meet him. . . .

May $\frac{1}{2} \frac{5}{5}$.—Wind W.N.W. At daylight weighed and ran with all the great ships to the entrance of the harbour, the small ships further in that we might dispatch our water aboard. Anchored in thirteen fathom. . . .¹

May $\frac{1}{2} \frac{7}{7}$.—Wind at N.W. quarter. Set sail, about nine at night, from Breesound harbour. A council aboard the General, what course should be thought most advisable at present for the advancement of the service : resolved, wind and weather permitting, the whole fleet should bend their course for the Riff, so to gain intelligence, and for the Texel, not finding anything might prevent that resolution to meet the enemy.

May $\frac{1}{2} \frac{8}{8}$.—Wind Northerly : steered E. and by S., and E.S.E. . . .²

May $\frac{2}{3} \frac{0}{0}$.—About eight in the morn saw Shetland, wind Northerly. Went aboard the General's ship for council, about trial of some officers belonging to the Raven, &c., for misdemeanour : who were cashiered, the check³ ducked.

May $\frac{2}{3} \frac{1}{1}$.—Wind at N.W. Went aboard the General to council (only flag-officers) : the result was to hold on our course for the Riff, to send scout to gain intelligence : without just occasion otherwise to proceed as formerly for the Texel.⁴

May 24
June 3.—Wind Northerly : steered on S.S.E.

¹ May $\frac{1}{2} \frac{6}{6}$ omitted.

² May $\frac{1}{2} \frac{9}{9}$ omitted.

³ *I.e.* the clerk of the check, the purser.

⁴ May 22
June 1 and May 23
June 2 omitted.

and S.E. by S. Sounded several times: in the morning had twenty-four fathoms; about noon, eighteen; after, sixteen, fourteen, twelve: then saw the land about six at night, the beacon or branda of the Scheldt bearing S.E. by E. Stood off this night, till four next morning.

$\frac{\text{May } 25}{\text{June } 4}$.—Wind at N.N.E.: tacked at four this morning and stood on East for the shore. About noon fell in with the Schelling island; the great fire-beacon S., or S. and by E., about three leagues distant: after, steered along the shore, near the entrance to the Vlie. About two in the afternoon went to council: the result, to lie before the Texel to prevent a conjunction with those twenty ships of war joining Admiral Tromp supposed (by all the probable intelligence could be gained) to the Southward of our fleet, about Wielings or Goree.

$\frac{\text{May } 26}{\text{June } 5}$.—Wind Northerly. About eight in the morning fair by the Texel. . . .

$\frac{\text{May } 27}{\text{June } 6}$.—Wind N.N.E. Went aboard to council to the General (only flag-officers): the result was, that the whole fleet should stand over to Yarmouth to join with about twenty sail of our men-of-war supposed to be thereabouts: to leave scouts off the Texel and Meuse, to take notice of the enemy's motion that we might pursue.

$\frac{\text{May } 28}{\text{June } 7}$.—Wind variable, Easterly with calms: steered over for Yarmouth.

$\frac{\text{May } 29}{\text{June } 8}$.—Wind variable, Westerly. About noon made the land about Leostoff¹ six leagues off. Anchored about two in the afternoon, in twenty fathoms: after, the wind at S.S.W.

$\frac{\text{May } 30}{\text{June } 9}$.—Wind variable, Easterly and Westerly. The flag-officers went aboard the General;

¹ *I.e.* Lowestoft.

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the result was that we should ply two or three tides, to gain a conjunction with those ships ready about Lee Road, or the Swin, and then attend the motion of Admiral Tromp : he having been on our coast lately and no certain intelligence of his departure. This day Captain Strong in the Unicorn came and joined with this fleet : tided up in the night-time and anchored (being calm) with ebb.

^{May 31}
^{June 10}.—Wind at S.W., S.S.W. and Southerly. Weighed with the tide serving at four in the morning and plied to Solebay : there anchored at noon (tide down) in thirteen fathoms : after, it proved blustering at S.W.

June $\frac{1}{11}$.—This morning about daylight the wind came to the N.W. and Northerly, blustering. Weighed anchor from Solebay about six in the morning : laid by the Lee about eight for the fleet astern to come up. Espying two galliot-hoys, scouts of the enemy's, divers frigates chased to leeward upon them. The General with the rest of the fleet anchored in twenty fathoms, without the Shipway. Our frigates plying made signs they discovered a fleet. Admiral Lawson answered the said signs to give notice to the General, who shortly after gave the signal to weigh, which the whole fleet did, and pursued them, and had sight of their whole fleet to leeward of us, four leagues distant. About two hours after, which was about four in the afternoon, sailed by my admiral and that part of his squadron which were the headmost, stayed awhile for the General's coming up and many astern of him : which done and the leeward tide come the General anchored and the whole fleet, in about thirty fathoms.

June $\frac{2}{12}$.—Wind at N.N.W., N. and N.E. ; little wind all the day. At daylight espied the

enemy's fleet consisting of about ninety sail; they kept the wind: we made all haste by getting anchors up and sailing to them. Proving little wind it was eleven in the morning ere we came to engagement at a distance; two or three hours after more closely. My admiral (the Blue), Lawson, with myself and Rear-Admiral were closely engaged (with some others), after that, the General and Admiral of the White came to a close engagement. Sunk three or four. All the night little wind: we kept fair by them.

June $\frac{3}{13}$.—Wind, this morning at four, came to the S.W. Went to council aboard the General (Gen. Deane slain): the result was that we should pursue the enemy as far as the shoals would permit. They stood away close by the wind, to the Southward; made a running fight along by Blankenburg and intended to have gone for the Wielings: but the wind veering to W.S.W., and not tide beside, we beat them along the coast (till ten at night) towards the Meuse this day. The fight began about noon: about four, a fresh gale sprang, so that our frigates came up with and plied them so hard that those whose masts and sails were torn were soon seized on. Five of them in a huddle, being foul together, well defended themselves, though Admiral Tromp had left them; one was a Vice-Admiral, another a Rear: at my passing a broadside into them they cried for quarter which was given. About thirteen this day were sunk and taken. The Rear-Admiral above mentioned confessed our broadside sunk him. We anchored in thirteen fathoms, about midnight.

June $\frac{4}{14}$.—Wind at W.S.W. Went aboard the General to council: the result was that the

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whole fleet should stand in to the shore and so stand along to the Texel. Tromp with his fleet, we suppose, got into the Wielings, or the Meuse, this morning. General Blake came yesterday in the Essex, seven or eight ships in company with him: this night steered towards the shore.

June $\frac{5}{15}$.—Wind W. and N.N.W.: steered along the coast towards the Texel. This day took notice of my division's defects, wants, &c.: anchored at eight at night off the Brill, about three leagues distant.

June $\frac{6}{16}$.—Wind Northerly. Went aboard the General to council: the result was to send ten or eleven ships which were most unserviceable to convoy eleven of the Dutch ships of war seized in the fight, and about 1400 prisoners.

June $\frac{7}{17}$.—Little wind, Easterly: weighed anchor in the morning and put the Dutch prisoners aboard our ships appointed to conduct them. I sent Captain Bartimaeus Sudan, formerly commander of the Golden Pelican (lately taken in the battle) aboard the Nonsuch. We got aboard from one of the Rear-Admirals of Holland two demi-cannons of brass and two iron pieces.

June $\frac{8}{18}$.—Wind Southerly: rain and blustering till noon, after that, fair weather. Steered along the coast (fifteen and sixteen fathoms water).

June $\frac{9}{19}$.—Calms and wind Southerly. Went aboard divers of my division, by order from the General, to survey what powder and shot they had aboard.

June $\frac{10}{20}$.—Wind Southerly. Went aboard the General to a general council of war and the result was, with the whole fleet to ply to and

again near the Texel, and to send some ten frigates or ships which are foul to clean at Harwich and to return with all possible speed to the fleet. Were this evening within two leagues of the land (the island called Ireland) a little to the Northward of the Texel Isle.



PART XII

THE BLOCKADE AND TROMP'S LAST BATTLE

I. THE BLOCKADE AND ITS MAINTENANCE

SKILFULLY as Tromp had fought the battle which had begun off the Gabbard Shoal on June 1, there was no disguising from friends or foes the extent of the reverse which the Dutch had suffered in that hard-fought encounter. De With's celebrated declaration to the States-General did not go beyond the truth. 'Why should I keep silence any longer?' he is reported to have said; 'I am here before my sovereigns and am free to speak, and I can say that the English are at present masters both of us and of the seas.' While the Dutch fleet had been forced to take refuge in its harbours, the larger part being in the Wielings though a few ships had made their way to the Texel, the victorious English had found themselves able to remain on their enemies' coast and, in the words of Cornelis Tromp's biographer¹ they 'held the coast of Holland as 'twere besieged.' The selections from Jordan's Journal (No. 1214) give some idea of the blockade carried on by the English fleet, and from the news-letters from Holland (*e.g.* Nos. 1114, 1130, 1131, 1154) and Tromp's correspondence a certain

¹ *Life of C. Tromp* (1692 edition), p. 131.

amount can be learnt as to the effects it produced. For a full month after the battle Blake and Monck succeeded in maintaining their position on the Dutch coast, an achievement of no slight difficulty and requiring a good deal of care and skill not only in seamanship but on the part of the administrative authorities. Blake had already shown off Lisbon that it was possible to maintain an effective blockade for a considerable time, but if Holland was nearer than Portugal the force employed was much larger.

The letters of the two 'Generals at sea' are much more concerned with the arrangements for the due supply of all the stores needed than with giving a narrative of the blockade (*cf.* Nos. 1105, 1108, 1112). Thus in their letter of June 20 (No. 1105) they want a more definite system of acquainting them with the nature and amount of the stores that are sent out: that of June 28 (No. 1108) is mainly occupied with the lack of wood and candles and special provisions for the sick, the need of which coupled with the loss of cables and tackle in general occasioned by 'this wild road' (*cf.* No. 1108) and 'blowing weather' (*cf.* Nos. 1096, 1105, 1129) may force them, they say, to quit the coast. Another interesting letter is that from John Poortmans, written on June 16 (No. 1097); it deals with the methods adopted to secure the safety of the provision and store-ships, which had to be carefully organised lest the freedom of movement so essential to the fleet should be diminished by the necessity of covering the store-ships from attack.

That the blockade proved effective is pretty clear from the news-letters and Dutch accounts generally, even if there are not very many captures of prizes reported in the English papers. One does, of course, read of a certain number. Thus four Dutchmen from the West Indies are reported as having been taken off the *Vlie* on June 19, two more being destroyed at the same time (No. 1108). A larger haul was made three days later, eleven sail being captured, two of which from Sweden were specially valuable as having ordnance as their cargo. Two days later again there is a report of the

capture of eight Baltic merchantmen with 380 guns on board (No. 1116), on July 1 'two Straitsmen and one West Indiaman' are reported as taken. One has not, of course, sufficiently exact details as to the different vessels taken to draw up a definite list or to be certain that one has not got two or three accounts of the capture of the same ship, but it may be regarded as well established that a large number of homeward-bound Dutch merchantmen fell into the hands of Blake and Monck, and that the outward-bound vessels were unable to put out to sea (No. 1116, *cf.* the *Life of C. Tromp* already quoted). One reads (No. 1091) of advice-boats being sent to warn the East Indiamen and 'Straits fleet,' who were coming home 'North about' and for whom so much alarm was felt (No. 1114), to make for the coast of Norway and the Sound, 'there to remain till the seas are open' (No. 1096). 'Three or four hundred sail of merchantmen bound for the Eastland' (*i.e.* Baltic) are reported to have been detained so long in the Vlie 'that they have almost eat themselves out' (No. 1101), and the sufferings inflicted on the 'commonalty' by the stoppage of the herring fishery (No. 1131) seem to have caused much discontent and even to have given rise to a tumult at Enchuijsen (No. 1096). No. 1154 gives some idea of the effect produced by the blockade on the trade and credit of the country; 'our banks begin to be blank and lose their credit. . . . Our East India actions fall to nothing and nothing of encouragement there is. Want of money is extreme much.' Trading at Walcheren is 'dead as elsewhere' (No. 1101), the 'sole and only navigation towards the Elbe and Weser' is through the islands (No. 1130), and the English are spreading 'a great part of the sea Northward.' If then no very great number of prizes were made, that is not to be regarded as any proof that the blockade was not severely felt in Holland; it is indeed rather an indication of the extent to which the dislocation of Dutch trade had been carried: as 'J. P.' wrote (No. 1130) 'little worth your notice hath happened as regards trade, for indeed the English lie so all along our

coast that we can get no ships out nor very few in.' (cf. No. 1097.)

Rather interesting letters dealing with one part of this work are those of Owen Cox (No. 1121), Martin (No. 1138), Sparling (No. 1144), and Plumleigh (No. 1146), all in command of ships detailed for service in the Channel, where Dutch privateers and even freebooters of other nations appear to have been active (cf. also No. 1105). Cox's letter refers to the prospect of the return of the Dutch from the Mediterranean, including some of Van Galen's squadron by whom Appleton and Badiley had been defeated and the Leopard taken. Cox had commanded the Constant Warwick in the action of Aug. 26, 1652, and had been the leader of the dashing cutting-out expedition which had recovered the Phoenix from Cornelis Tromp, so one can well understand the feelings which made him write: 'It would be a great trouble to me to see the Leopard pass by.' Sparling's remark: 'It is not the General's warrants to call ships to my assistance will do the work except I can tell where to find them,' indicates some want of system in the arrangements for the protection of commerce.

But if the blockade was proving effective, the very pressure it was exercising made the Dutch all the keener to be at sea again and to drive the English off their coasts, and so open the seas to their merchantmen. One has plenty of accounts of what they were doing. Tromp's letters are frequent and lengthy, and show him as resolute, as energetic, and as anxious for battle as ever, but there is an occasional note of something like despondency at the indifferent way in which he was being supported, and clearly he was none too sanguine as to the prospects of success (e.g. No. 1109). In one letter (No. 1104) his dissatisfaction with the quality of his ships is most apparent—some thirty of those which he has ought to be left behind if only better ones could be obtained. But numbers are also essential: at least another twenty-five are wanted to give them any chance of success, and the thirty are to be retained 'because they would show themselves at sea with a considerable

number' (No. 1130). The most important feature of the strategical situation was the division of the Dutch fleet between the Meuse and the Texel. After the defeat of June 2 and 3 (o.s.) the bulk of the Dutch had taken refuge in the Wielings, to the number of sixty or so. Some few, however, had made their way to the Texel, where they had found several vessels which had not been ready for sea at the time Tromp had put out. The detachment in the Texel was thus quite a considerable portion of the force available. A junction between these two squadrons was absolutely essential (*cf.* No. 1109), but to effect it with the English on the coast was a dangerous and difficult operation.

No effort was spared by Tromp to get together a really efficient force. The ships in the Wielings are reported by Theodorus on June $\frac{1}{2}$ ⁶ (No. 1098) as only fifty-eight in number, by Peterson (No. 1101) as sixty-seven. Tromp's letter of June $\frac{1}{2}$ ⁷ (No. 1100) puts them at seventy-seven, but he includes several which were not fit for sea and by July 20 (*cf.* No. 1149) he had only eighty-four all told, including fire-ships. In No. 1140 he complains bitterly that 'fine new ships' are 'lying useless all over the country, half completed' which might have been made ready had every man done his best, but that for lack of them he must take unsuitable ships to sea. With such a force it was clearly impossible to fight Monck unless Tromp could obtain the assistance of the Texel squadron. This had originally been about seventeen strong (No. 1091) and on June 28 it is stated at eighteen, including four fire-ships (No. 1109). It does not seem to have grown at a very rapid rate, for though Tromp had talked on June $\frac{1}{2}$ ⁸ (No. 1094) of 'twenty-five to thirty additional ships' being prepared to sail out from the Texel and the Vlie, by the middle of July he expresses himself as very much dissatisfied (No. 1149) not to hear of more than twenty-one warships and four fire-ships as then ready. In the end the Texel squadron, fire-ships included, was just about thirty sail.

It is hardly necessary to dwell on the details of the

administrative troubles by which Tromp was confronted. Apparently Holland was energetic enough in contributing her contingent, but the other provinces lagged behind and lacked zeal (No. 1130). Shortness of men was, as usual, a serious difficulty (*cf.* Nos. 1109, 1140). Few recruits were forthcoming to replace the losses in battle and by sickness and desertion, of which there had been a good deal (No. 1108), and the offer of higher pay to attract men, though it helped to bring in recruits (*cf.* No. 1131), led to discontent and even mutiny among the older hands (*cf.* No. 1109). The difficulty was to some extent met, as in England, by shipping soldiers (*cf.* No. 1118), but one of the news-letters (No. 1114) says 'do what they can, they will want men,' and Tromp's letter of July $\frac{2}{12}$ (No. 1118) speaks of everything being done as regards 're-masting, repairing, and cleaning,' but the fleet is still short of its proper complement by 800 men, and on July $\frac{14}{4}$ he is finding it necessary to embark several hundreds of soldiers (No. 1140). The provision of ammunition, victuals and all kinds of supplies is hardly as prominent in the Dutch correspondence as it is in the English, and there are not very many references to the repairing of the ships damaged in the late battle; but even though the English were forced to quit the coast for a short time at the beginning of July, the Dutch fleets were not ready then to take advantage of their departure and put to sea. Tromp had at first talked as if he would be fit for action again by the end of June (*cf.* No. 1099), but this was much too sanguine; his letter of June 28 (No. 1109) shows that little progress had been made, and in the end it was not till nearly eight weeks after the battle off the Gabbard that he could venture out to what was to prove his last fight. He was determined not to put out prematurely, and there is an interesting letter (No. 1110) in which he discusses a proposal to send out a squadron of ten or twelve fast-sailing frigates to try to drive off the English vessels cruising in the Channel and to attack the small craft employed in bringing supplies from the Thames and the East Anglian ports to the fleet cruising

on the Dutch coasts. Tromp expresses himself very clearly on this proposed *guerre de course*, pointing out that it involved considerable risks and offered little prospect of success, the true course being to devote all energies to a vigorous effort against the enemy's main fleet. Another somewhat similar letter is that of July $\frac{2}{12}$ (No. 1118), in which Tromp makes certain proposals about the procedure to be adopted when the fleets are ready to put to sea; he contemplates avoiding a battle at first, at any rate until he can join the Texel ships, and he adds that even in the event of success, it might be necessary to return to harbour to repair damages, in which case quite a small number of the enemy's ships might suffice to 'paralyse our commerce.' In the event of the English having left the coast through bad weather or lack of supplies, it was not his idea to seek an action until he could have escorted the outward-bound merchantmen in safety to the Norwegian coast, from whence their course would lie across the open ocean. That he, who was usually so very anxious for an encounter with his enemy, should propose this course of action shows how vitally important to the United Provinces freedom of navigation was and how very seriously the blockade and interruption of navigation was affecting the Dutch.

Another point of considerable interest, about which one reads a good deal in the Dutch papers, is the punishment of the captains who had misconducted themselves in the last battle. Directly Tromp was driven back into harbour, he had set about bringing the misdemeanants to justice, and as early as June $\frac{8}{18}$ three defaulting officers had been sentenced to deprivation, fines, and imprisonment (No. 1094, postscript). The letter of June $\frac{17}{17}$ (No. 1102) contains a request that similar measures may be adopted for the punishment of such defaulters as had taken refuge in the Texel, and it is evident from No. 1107 that Tromp's determination to 'administer good, short, and sharp justice' was backed up by his superiors, while it was, moreover, generally approved (No. 1131). The Minutes of the Court Martial held on July $\frac{1}{11}$ (No. 1119) give some idea of the charges brought against the offenders

and afford some interesting evidence as to the battle off the Gabbard; this document should be compared with Tromp's letter of July $\frac{2}{12}$ (No. 1118), in which he gives his account of the Court Martial. That all was not well with the discipline and internal economy of the Dutch fleet is suggested by the proposal, to which Tromp refers on July $\frac{1}{4}$, to form the Directors' ships into a separate squadron for fear of jealousies arising between their captains and the commanders of the 'national ships.' But it must be noted that the old faults were evidently too deeply rooted to be cured even by fairly severe measures: in the battle of ^{July 29-31}_{Aug. 8-10} there were again disgraceful instances of ships leaving the fighting-line practically unhurt, of captains who, through cowardice or disaffection, fled and left their comrades in the lurch. De With's denunciation of the poltroons whose desertion had cost the Dutch the day show how great the evil continued to be.

Meanwhile, the English fleet had been keeping its position off the Dutch coast, despite the very considerable difficulties which this involved. It was found necessary to send home for repairs some dozen vessels or more which had been somewhat severely damaged off the Texel (*cf.* No. 1098), but their places seem to have been filled before very long. Pointer, writing on June $\frac{1}{8}$ (No. 1095), reports that some seventeen sail had joined Monck's flag on the $\frac{1}{11}$, but it would seem from No. 1093 that only seven of these were warships, the rest being victuallers and water-ships. Glarges, writing on June $\frac{1}{9}$, represents some twenty vessels as ready or nearly ready to reinforce the fleet at sea (No. 1104), and though 140, at which figure the English fleet was put by one of Tromp's scouting vessels (No. 1109), or 120 to 130, at which de With reports it (No. 1116), are probably exaggerated estimates (*cf.* No. 1113, where Glarges puts it as 'the same within eight or ten as in the last engagement'), it is evident that the strength of the fleet was well maintained and that the Dutch were in no position to dispute its presence off their shores. It is rather remarkable that during this period no attempt should have

been made to try a disembarkation on the Dutch coast. Clearly the Dutch were in great dread of it, and were taking measures to prepare against anything of the sort. On June $\frac{1}{8}$ one reads of troops being sent from the Hague to the Texel (No. 1096), and of 'the best engineer in the land' being sent down to see to the fortification of the island, which was soon likely to be too strong for an attempt to have much chance, though had something been done at once success might have been achieved. More details of the military precautions are given in No. 1114 where, however, the stationing of troops in the sea-board districts is ascribed as partly due to the need of suppressing tumults. There is hardly any indication in the English documents of any intention of attempting a landing; a statement in the letter from Theodorus to Conway (No. 1098) alludes to a rumour that 5,000 men are to be thrown ashore on the Dutch coast, and Glarges reports the embarkation of spades, axes, and other tools and of an uncertain number of soldiers which, if true, might seem evidence of such an intention. The dispatch of envoys from Holland to try to arrange terms of peace—Beverning, the first of them to arrive, reached London on June $\frac{1}{7}$ (*cf.* No. 1107)—may possibly have deterred Cromwell from attempting an attack on Dutch territory. Be that as it may, it is clear that whatever the motive for abstaining from anything of the sort, without landing troops the English fleet could do nothing vital to interfere with the refitting of the Dutch squadrons: it could of course hamper the arrival of such stores and supplies as might have to be imported by sea, but, apart from that, it could only wait until its enemies had completed their preparations and should choose to come out.

Before this happened, which was not till the end of July, the English had been forced to quit the coast but had returned and resumed the blockade. It is in their letter of $\frac{\text{June } 30}{\text{July } 10}$ (No. 1108) that Blake and Monck announce their resolve to put across to Solebay to land their sick, who had become very numerous, to carry out some of the very necessary repairs, to obtain provisions,

and generally put the fleet into a condition to carry on its arduous work. No. 1129 from off Winterton in Norfolk describes how they had been driven almost as far North as Flamborough Head by the 'blowing weather,' and by July 5 the fleet was in Solebay and the work of refitting was being pushed forward vigorously (*cf.* Nos. 1127, 1128).

Among the numerous sick, for whose sake the fleet had left the Dutch coast, was one of the two 'Generals at sea.' Blake had never really recovered from the effects of the wound he had received in the Three Days' Battle, and on reaching Solebay he had to go ashore. The letter of July $\frac{5}{18}$ (No. 1124) is signed by Monck alone, and speaks of 'my partner Blake' as being 'gone sick ashore,' and therefore unable to sign the letter. Though apparently well enough to sign the joint-letter of July $\frac{6}{18}$ (No. 1125), Blake seems to have gone ashore again that evening (*cf.* No. 1128), and there are no more letters signed by him. The account of his condition given in Blackborne's letter of July $\frac{6}{18}$ (No. 1126) is most unfavourable, and though Monck on July $\frac{8}{18}$ (No. 1125) speaks of him as giving 'hope of amendment,' his condition was then 'very dubious and uncertain.' Anyhow, when the fleet did put to sea, on July $\frac{11}{11}$ (No. 1134, *cf.* Jordan), Blake had to be left behind. The letter of $\frac{\text{July } 23}{\text{August } 1}$ (No. 1152) is very interesting in this connection, though its authority is not of the best. It speaks of Blake as recovering and likely to go to sea again, and adds 'this puts out Monck's nose who gaped after the absolute command.' This hint of disagreement between the commanders, or, at any rate, of anxiety on Monck's part to be rid of his colleague, is a little curious. It is not supported by any other evidence, nor does it seem quite in keeping with what one knows of Monck, though he is a person whose letters are abominably impersonal and whose motives and feelings it is very hard to discover.

That the fleet should have been able to get out to sea within a week of its arrival in Solebay speaks pretty well for the administration, even if Monck had hoped (*cf.* No. 1129) to be off two days earlier. But at the same

time there were serious administrative shortcomings, and complaints are frequent. Perhaps the strongest and most urgent deal with the beer. So bad indeed was it, that in some ships the men positively preferred water (Nos. 1124 and 1135). If the brewer was actually only paid 3s. 6d. a cask (No. 1135) one can hardly wonder if the quality was not too high. A most interesting document dealing with this topic is the letter of Alderne and Andrews (No. 1139), in which it is pointed out that sea-beer is not as potent as 'strong beer,' two tuns of strong beer and one of water being regarded as equivalent to three of the weaker variety. This is a most interesting letter on the subject of the supply of liquid refreshment. The suggestion is there put forward that a combination of wine and water, known by the indefinite but hardly attractive term of 'beverage,' may be provided as an alternative. One has no means of judging whether this was or was not popular, but it is fully clear that to provide water and offer a money compensation in lieu of alcohol was far from acceptable to the crews. The passage certainly does not suggest that the water supplied can have been either particularly palatable or particularly wholesome. The badness of beer is a topic which is dwelt upon in several other documents (*e.g.* Nos. 1132, 1133, 1138, 1155, 1194), while No. 1126 complains of the lack of fresh meat, and the 'unwholesome and stinking victuals' form one of the three great grievances to which No. 1137 bears such notable evidence. Bad food is alleged (No. 1135) as one of the reasons why the crews will not do their fair share of work when their ships are in dockyard hands, beer, bread and butter being the items specially selected for complaint, and one may unhesitatingly ascribe no small part of the sickness by which the fleet was scourged to the indifferent character of the victuals and more especially of the beer.

That this sickness was serious is quite clear. No. 1127 speaks of the great sickness in the fleet as so reducing the crews, that 'we shall be very weakly manned to do service answerable to what is expected of us,' and it was, as has been stated, mainly on account of the sick that the

Generals returned to the English coast at the beginning of July. The number of sick landed at Solebay on the fleet's arrival is put at the very high figure of 1,500 (No. 1132), and it is hinted that there is plague on board. That the mortality among the soldiers should have been specially high is only natural; unused to the sea, they would be likely to suffer most. All the letters from Solebay are full of references to the ravages of disease and the steps to be taken for the accommodation and maintenance of the sick and wounded (*e.g.* No. 1123), and there are constant requests that measures should be taken to keep up the numbers of the crews. Thus it is pointed out (No. 1155) that recovered sick and wounded, among whom there are many able seamen, should be ordered to the fleet upon discharge from hospital. The deficiency in the crews was indeed most serious, for what with runaways, deaths and sick, it is put at a total of 2,500 (No. 1152), and the natural consequence of this great need of men is the report of a very hot press (*ibid.* *cf.* No. 1142). One hears a good deal about recruiting: there are several documents which throw very valuable light on the difficulties of keeping up the strength of the crews and on the methods adopted (Nos. 1166, 1185, 1204). Mill's complaints of the obstruction of the J.P.'s of Devon and Cornwall are specially interesting, and bear out the statements of Hewitt and Penny (*cf.* No. 1034 in Part XI.). In one of his letters (No. 1126) Blackburne speaks of meeting large numbers of men en route to London who claimed to have been discharged but could not produce any papers to prove it: he makes the suggestion that the Mayors of the neighbouring towns should be ordered to apprehend all runaways to be found in the district. One can gather something as to the feelings of the men from No. 1137, in which, in addition to the bad quality of the provisions, the chief topics of complaint are the withholding of wages and the pressing of men whose families are thereby left destitute. In one letter (No. 1143) Bourne reports an outbreak of disorder at Harwich, due apparently mainly to drunkenness. So serious was this disturbance that it was only by calling in

the soldiers that it was repressed and the sailors forced to go on board.

Probably the main cause of this trouble, as indeed of nearly all the other problems which perplexed the naval authorities, was the perennial lack of money. Bourne writes urgently for money (No. 1143), explaining that he has been forced to borrow to carry on his work. In No. 1115 it is pointed out that 20% may be saved if cash could only be forthcoming for ready money payments; Elizabeth Alkin, the celebrated 'Parliament Joan,' makes a most piteous appeal for money for the wounded (No. 1119), declaring that she has been constrained to spend her own money to relieve their sufferings. The Mayor of Dover and his colleagues make a somewhat similar appeal (No. 1106), pointing out that the rate allowed for the maintenance of the wounded (7s. a week) is hardly sufficient for those who are seriously ill when there is no hospital and they have to be placed in private houses. A letter of great interest is that in which Whistler gives his views on the treatment of the sick and wounded (No. 1103): he expresses himself very unfavourably on Harwich as a place to which to bring the sick, condemning both the air and the water as unhealthy, and urging the removal of the hospital to the more salubrious Ipswich. It is interesting to notice in No. 1173 that the wounded are said to have been extremely well treated and looked after by the country people, while Pett speaks of the very great zeal and care of the Bailiffs of Yarmouth (No. 1123).

Other letters of an administrative character include one from the Navy Commissioners to the Admiralty Committee (No. 1165), which is important as indicating the development of discipline and organisation by laying down more precise regulations as to the duties of the different officers; another of great interest is the very remarkable tribute paid by Monck to the merits of Bourne (No. 1147). The General declares that thanks to Bourne's energy and resource the work done at Harwich has been much more promptly and effectively carried out than that at Chatham, although in the latter place the dockyard authorities are far better supplied with every kind of

appliance. Bourne's own letters (*e.g.* Nos. 1143, 1173) do give an impression of vigour and energy and readiness to take responsibility, and are evidently the work of a much stronger man than Taylor (*cf.* No. 1135) or Kendall (*cf.* No. 1137), the men in charge at Chatham and Deptford. Another point of some interest is the reference to the possibility of Ayscue (No. 1171) being again employed, it being pointed out that his great popularity with the seamen and Cromwell's distrust of him are the chief obstacles to his re-employment. Of the attitude of the officers and men of the fleet towards the constitutional changes which were taking place these papers give one hardly any indication, nor do they tell one much of the negotiations for peace which had been begun by the States General in June and towards which the newly established Protectorate was not unfavourably disposed.

2. THE BATTLE

MONCK'S absence from the Dutch coast, hard as he had striven to make it as short as possible, had given Tromp an opportunity such as the Dutchman had been longing for but which, unfortunately for him, he found himself altogether unable to use. Neither his own division nor that in the Texel was ready for sea. He was experiencing very great difficulty in manning his ships, and his letter of July $\frac{1}{4}$ (No. 1140) describes how there were neither ammunition ships nor ships for water, victuals or stores ready at the Texel, where most of the best ships were (No. 1154). He was thoroughly aware that it would be folly to put out prematurely before the squadrons were thoroughly ready for sea, and that the chances of success depended mainly on effecting the junction with the vessels in the Texel before either of the two divisions could be brought to action alone and unsupported. Thus during the three weeks for which Monck was absent nothing could be done. English vessels had been left on the coast to keep the Dutch under observation (No. 1122, *cf.* 1181), and Tromp's letters written during this period contain no indications of his knowing what an opportunity he was missing (*cf.* No. 1140). Indeed it is only in No. 1141 that any mention is made of the departure of the English, and by that time—July $\frac{1}{4}$ —Monck was on his way back. It is evident from No. 1148 that the activity of the English light craft made it almost impossible for the Dutch galliots to gain intelligence. Poortmans declares that the enemy have 'hardly a peeping hole' and are forced in as soon as they come out. It seems as if the observation squadron which Monck had left behind must have concealed the absence of the main body as effectually as, a century and a half later, Duncan and his two ships were to hide the fact that the North Sea fleet was in a state of mutiny at the Nore. At any rate, the Dutch made no effort to profit by the departure of their enemies, either for military or commercial purposes: no

big homeward-bound convoy got in, and on July $\frac{1}{2}$ Monck and his ships were able to weigh anchors and start back for the Dutch coast. Contrary winds from the North Eastward (No. 1136, *cf.* Jordan, pp. 424-425) delayed them somewhat, but on the $\frac{1}{8}$ th Egmont was sighted. On July $\frac{2}{8}$ Monck writes from off the Texel (No. 1147), and the fleet had resumed its practice of plying up and down the coast between that point and the Vlie, although somewhat impeded by 'contrary winds and blowing weather' (No. 1155), a very severe gale on the $\frac{2}{8}$ th and $\frac{2}{6}$ th putting several vessels in grave peril by driving them from their anchors, though no actual losses occurred (No. 1164).

Tromp's inactivity, however, was not destined to be of much longer duration. He had been much troubled by the deficiency of men, Evertsen's ships in particular being very short-handed, and indeed it was this which had kept him from being at sea earlier, but by July 25, o.s., the deficit had been sufficiently made up, though even then the ships were none too well supplied with crews, nor were the vessels themselves all he could have desired. As No. 1154 says, some were 'but slight and little things,' but they were 'the best they can make and indeed are all.' It is clear from No. 1149 that Tromp was well aware of the odds against him, but that he saw that little was to be gained by postponing the contest further. He was fully alive to the character of the task before him (No. 1156), that the junction would be difficult to effect (No. 1160), and that even when it had been achieved victory would be far from certain, but even though anything but sanguine he was determined to make his effort.

It was on $\frac{\text{July } 25}{\text{August } 4}$ that Tromp at last quitted the Wielings for what was to prove his last battle. Very careful directions had been sent to the Texel squadron as to the procedure they were to adopt (No. 1149), and after an effort to start on the $\frac{23\text{rd}}{2\text{nd}}$ had been foiled by a sudden squall (No. 1156) he started with some hundred sail in company. As this is the number which he himself

gives (No. 1160) it is to be accepted, though other estimates put his force rather lower.¹ Against this force Monck could put an approximately equal number; Cubitt gives 100 to 110 as the figure, some being off the Vlie and not in action. A Dutch report (No. 1157) gives the English as '102 war-ships, of which eight or ten are first-raters together with sixteen small craft.' Both de With (No. 1163) and Tromp (No. 1172) put the English at 120 sail²; somewhat more than they had had in the previous action. A good many vessels were present which had not been in the previous battle (*cf.* No. 1155 and App. I. to Part XI.), but others had been detached, the balance being about even.

The 26th found Tromp some five or six miles to the N.W. of the mouth of the Meuse (No. 1160), in which position he still was when he wrote his letter of the 27th (No. 1167), having been detained by contrary winds and bad weather. By 8 P.M. on the evening of the ^{28th}/_{7th} he was off Scheveningen (No. 1169), keeping as close in shore as he could, the better to effect a junction with de With and the Texel squadron (No. 1170). These, meanwhile, had received their instructions, and in accordance with them had taken station just outside the Helder (No. 1162), ready to put to sea directly Tromp's approach should distract Monck's attention. At the same time they did not venture out too far, but avoided exposing themselves to a sudden blow from Monck by keeping within easy reach of the harbour (*cf.* No. 1168).³ De With's letter of ^{July 27}/_{August 6} (No. 1165) shows that he was

¹ On July $\frac{3}{8}$ he had reported his force eighty men of war, with four fire-ships, and two small vessels to carry ammunition (No. 1149), and this corresponds to the estimate of Cubitt (No. 1181), who puts Tromp at eighty-four and de With at twenty-eight. Cox's figures (No. 1180) are 110 fighting ships, thirty of which belonged to 'the Amsterdam squadron' (*i.e.* de With). Sacheverell (No. 1182) gives Tromp as eighty and de With's reinforcement as thirty or forty. Tarrant (No. 1197) speaks of the enemy as '110 at least.'

² De Ruijter (p. 419) puts them at 118.

³ 'Onder de Vliete' seems to mean just outside the harbour, on the edge of the shallows.

far from sanguine about the prospects of the coming battle, and fully alive to the difficulty of executing the manœuvre Tromp was proposing to attempt.

The narrative of what happened on ^{July 29} August 8 is best gathered by putting together the accounts given by Tromp in the last letter he wrote (No. 1172), by Monck (Nos. 1174, 1176), by Owen Cox (No. 1180) and by Sacheverell (No. 1182), while Jordan's Journal (No. 1212) adds some useful details. The movements of the ships in the Texel had already put the English on the alert and they were plying just off the Texel, 'as near as with safety,' when a little before noon Tromp's fleet was sighted to the Southward. Both sides seem to have realised the value of reconnoissance, for Monck speaks of his scouts as discovering the Dutch two hours before they came into sight (No. 1174), while Tromp had apparently become aware of his enemy's presence off the Texel from his scouts some time earlier, and as long as the wind held from the S.W. he kept his course for the Texel (No. 1172). However, about eleven o'clock a shift of wind to the N.W. gave Monck the advantage. Jordan declares that the Dutch might have gained the wind had they continued to stand on, but that they tacked and stood away South. Tromp's object was simple enough, to draw Monck off from the Texel so as to leave de With free to come out. Monck might perhaps have been better advised not to give chase, for had he remained where he was he would have held de With in check, and Tromp, if he were to achieve anything, must, despite all risks, have come to a close engagement. But Monck was always anxious for battle, and there was an additional reason for him not to put off the encounter. He remarks in his letter of Aug. ³/₁₃ (No. 1184) that it was well the Dutch came out when they did, for had they delayed much longer lack of stores might have forced him to raise the blockade. If this chance were to be allowed to pass he might not get another. And there was, of course, a chance that a prompt pursuit might end in Tromp being brought to action before de With could come up and join in. Anyhow, whatever his motive, as the Dutch drew off Monck gave chase,

'fitting our ships in the meantime for an engagement,' and before 5 P.M. the faster of the English frigates had caught up Tromp's most sluggish vessels and brought them to action. Jordan distinguishes between the time at which the leading frigates got into action—5 P.M., and that at which the Generals did—6 P.M. Tromp himself puts this at 4.30, but Sacheverell (No. 1182) makes it as late as 6. The 'Relation of the Fight' (No. 1190) says 5.30, while Cox speaks of the Dutch as being overtaken and 'forced into a defensible position' about 3 o'clock. This last may perhaps point to the Dutch having adopted some kind of definite formation to avoid being caught and overpowered one by one, but the phrase is too vague to serve as the basis for any definite assertion.

The action thus joined proved pretty hot, as the casualties incurred by the Resolution—sixteen killed and twenty-five wounded—testify; and, indeed, the accounts speak of a sharpish encounter. Only the van of the English—some thirty sail according to Monck, not more than twenty if Sacheverell is to be believed—were engaged, for the Dutch continued to make off to the Southward. The action lasted till after nightfall, and when about 8.30 (No. 1172) or nine o'clock the gathering darkness caused it to be stopped, Tromp had to some extent achieved his purpose: he had drawn Monck away from the Texel—his letter (No. 1172) is written from about level with Katwyck—and he had not been caught and beaten in detail. Whether next morning he could again have avoided being brought to close action before de With could join him is an open question—as things turned out the conditions were too stormy for a renewal of the engagement; indeed, both fleets seem to have had their energies fully occupied in keeping off the lee-shore. Monck speaks of the weather as 'thick and dirty' and 'blowing hard' (No. 1174), Jordan (*cf.* p. 427) says the wind, which was Westerly, was blowing so hard in gusts that he could scarcely keep his top-sails, while Cox (No. 1180), who says that when they had left off fighting on the previous evening they had intended 'to give him a

breakfast the next morning,' puts it that 'much wind and a great sea prevented our coming together.' It is curious to find that de Ruijter differs from all the other versions by saying that the weather was quiet (*cf.* p. 420), but this can hardly be accepted against the unanimity of the other accounts, which represent the weather as responsible for there having been next to no fighting all day (*e.g.* Sacheverell, No. 1182).

During the night Tromp had gained one important advantage. When the action had ceased at nightfall both fleets were standing to the Southward, but whereas Monck continued to hold this course all night the Dutch tacked, without being detected in doing so, and stood away North, thus slipping in between Monck and the Texel (*cf.* No. 1174). Thus in the morning they were 'much to windward.' This is confirmed by No. 1197, which says the Dutch had the wind, but is not quite in agreement with Cubitt, who says the Dutch were nearer the shore, in other words more Easterly and to leeward (No. 1181), the wind being from the W. (*cf.* Jordan, p. 427). Sacheverell (No. 1182) also speaks of Tromp as being in the lee of our fleet, and he describes how on Monck tacking, in which he was followed by the whole fleet, the Dutch also 'tacked and stood away from us, and outsailed the body of our fleet.' Before this, however, there had taken place the little skirmish described by Jordan and de Ruijter. Tromp seems to have been somewhat nearer the English than the bulk of his fleet were, and to have begun by exchanging a few shots with his enemies, but when Monck tacked and stood towards him, in which the Resolution was followed by the Vanguard and some others, he 'stood about to the Northward and bore towards his own fleet to leeward of him,' finding that, if unsupported by his followers, he could not venture on a closer engagement. It is not very easy to reconcile the discrepancies in these accounts, but one may perhaps accept Monck's story as to Tromp's change of course during the night and picture the two fleets as having stood off together from the lee-shore, the Dutch being perhaps a little nearer in shore than the English but Northward of them, while

owing to the weather there was not more than a very partial action. Tarrant tells how the Dutch did 'a little scrimmage with some part of our ships for the space of an hour and then left off' (No. 1197), the John and Katherine having some four casualties as the result. Anyhow, the chief result of the day was that some time in the afternoon¹ Tromp was able to bring off the long-desired junction with de With and the Texel squadron. At the time this happened de With was inshore (No. 1178), Tromp being to seaward, while the English, who were about a mile and a half farther away, were more to windward (*i.e.* West).

Next morning (^{July 31}/_{Aug. 10}) the wind, which was now Southerly, had abated, there was much less sea running, and there was nothing to postpone a decisive encounter any longer, so at quite an early hour the great conflict opened. The 'Relation of the Fight' (No. 1190) declares that the English seemed disinclined to engage and that the Dutch therefore attacked, Tromp and Evertsen 'falling upon the van and the right wing,' de Ruijter upon the left wing and de With the rear (*cf.* de Ruijter, p. 420). a phrase which implies a squadronal organisation on the part of the English but is far from being a clear indication of their formation. But if the Dutch had the wind, as both Monck and Cox state, it would have been difficult for the English to begin the attack. Anyhow, Cubitt is quite explicit (*cf.* No. 1181) that in the opening phase of the action both fleets were standing out to sea on more or less parallel courses, the Dutch apparently being to the Southward. As to the formations one cannot speak with any certainty. The statement in Hoste (*Evolutions Navales*, p. 78) that the English were drawn up in one long line, four miles long, is to some extent discredited by the notorious inaccuracy of his version on some other points. But if Hoste is not a very satisfactory witness his statement cannot be set aside as

¹ In his Journal, No. 1178, de With speaks of the junction being effected when the sun was in the S.S.W., from which one might put the time as the early afternoon.

absolutely worthless; the fact that a writer whose authority is suspected has stated categorically that a definite formation was actually adopted is not to be treated as proof positive that nothing of the sort occurred. In de Ruijter's Journal (No. 1211, p. 418) it is definitely said that all the Dutch vessels had definite places assigned to them, and the orders he issued (No. 1159) do point to something of the sort. Hoste's statement that the Dutch were in line parallel to that of the English is again not to be taken as proved, but it may be said that there is nothing whatever in the different accounts of the battle published in this collection which is incompatible with the theory that the English were in line ahead. That it must have been more or less rudimentary is not to be denied, nor is it to be supposed that it can have been rigidly maintained throughout the fight. The line was still too new for its maintenance to have usurped the place of its proper utilisation. Jordan speaks of each division following the action of his General, which may be taken as pointing to the existence of some degree of co-operation and cohesion. But the remarkable thing is that for this battle we possess an account by an eye-witness of approved character and credibility which is very different indeed to the majority of the contemporary documents. Where they are vague and indistinct, it is definite and detailed. This evidence is the really remarkably precise account given by Cubitt of the Tulip, himself the captain of a ship which took a creditable part in the action. The manœuvres he describes point to a very different thing from the confused *melée* into which a battle fought by fleets in no order at all must soon have degenerated. One may certainly say that if such manœuvres could have been carried out the English must have fought in very excellent order.

Cubitt's version of the battle represents the action as beginning with the two fleets standing out to sea together (*i.e.* steering about W.) till about 7 o'clock (*cf.* Bamford, No. 1188), when the English tacked and went through the whole Dutch fleet, 'leaving part on one side and part on the other of us.' This agrees on the whole with the

story given by de With (No. 1178) and with Monck's statement that 'the Resolution and the Worcester led the English fleet in a gallant and desperate charge through the whole Dutch fleet,' nor is it incompatible with Jordan's account. Jordan (*cf.* p. 427) says that about 7 o'clock 'my General tacking to meet' the enemy,¹ 'each division followed.' The result of the move was that 'most of the enemy weathered us, the rest were scattered' (Jordan), or, as de With says, 'in the first onslaught more than half our ships got to windward of the enemy, whilst we and the rest remained to leeward.' These statements all seem to amount to very much the same, and are confirmed by Sacheverell, who says, 'we charged through them and cut off many of their ships.' Cubitt goes on to relate how on the English tacking a second time the Dutch did the same, and the two fleets 'passed by each other very near,' when, as Orton (No. 1187) puts it, 'we fought board and board with our enemies.' In this passage Cubitt claims that we 'did very good execution' on them, so that some of them actually struck and hoisted the white flag. One may compare with these accounts the phrase used by de With, 'after this we bore down upon one another several times, our forces crossing one another.' Sacheverell relates that we tacked and charged through them a second time and then a third, herein agreeing with Cubitt, who narrates a third and yet a fourth passage. In the third the Hollanders still had the wind, but 'we keeping close by passed very near and did great execution upon each other.' Several of the Dutch fleet were cut off, and being unable to weather the English, either sought safety in flight or were sunk. De Ruijter speaks of breaking through their fleet four times altogether (*cf.* p. 420), and he also adds that in these passages 'several ships on both sides lost their masts overboard and some caught fire; an English ship blew up.' This must have been the Oak, one of the only two ships lost on the English side. She fell a victim to a Dutch fire-ship, and her destruction proves that Sacheverell is a little

¹ According to No. 1190 the Dutch were pressing down to the attack.

inaccurate in declaring that though the Dutch let loose their fire-ships they proved of no use at all. Cubitt narrates her loss as having been one of the incidents of the third 'pass.' Fierce as the action had been up to this point, the fourth pass was even more hotly contested: 'this bout was most desperately fought by either almost at push of pike.' A Flushing was sunk close by the Victory just as her crew were endeavouring to board, two Dutch flagships which came close up to the Resolution 'had much ado to weather her' and 'the very heavens were obscured by smoke, the air rent with the thundering noise, the sea all in a breach with the shot that fell, the ships even trembling and we hearing everywhere the messengers of death flying.'

By this time the fierceness of the fight was beginning to prove too much for the more faint-hearted among the Dutchmen, and some eight or ten of them, being cut off and unable to weather the English fleet, forsook their friends. This would seem to have been somewhere between noon and 2 P.M. Sacheverell gives the latter hour as the time by which the battle having gone definitely against the Dutch they took to flight; de With puts it earlier, saying that by noon the losses were beginning to be felt among the Dutch, many of whom had now fallen to leeward and declined to respond to his efforts to rally them. Finding these efforts useless and Tromp having already fallen, de With had no alternative but to retreat, and about 3 P.M., according to Cox, the Dutch 'put themselves in a running posture' and began to draw off. 'We tacked upon them again,' says Cubitt, 'but they having had enough of it and their heads looking to fathers-landward, thought it not safe to tack any more.' The 'passes' which he describes would apparently have left the Dutch heading E. and the English well to the W., so that there may have been something of a gap between the two fleets. In this position another tack by the English would have brought them upon the same tack as the Dutch and in a position to pursue them if, instead of trying yet another encounter, they should make off for the ever-ready shelter of their sandbanks. Orton regrets the refusal of the Dutch to

stand another 'passage,' declaring that if we could have 'got up on them' for a fifth charge it would have finished them off altogether, which bears out the conclusion as to the relative positions which may be drawn from Cubitt's version. Jordan's statement is that 'at last God gave us the wind, upon which advantage the enemy run, and we pursued and continued the fight till about eight at night.' Bamford of the *Recovery* (No. 1188) speaks of getting left behind in the pursuit; his ship, which had twenty-five casualties, was much damaged, having lost its mainmast and being thereby crippled. Monck puts the retreat a little earlier, about 1 o'clock, Bamford giving 2 P.M.: the exact hour, however, is immaterial, what is important is that after a stubborn contest the superiority of the English was well established and the Dutch admitted defeat by abandoning the struggle.

Long before the retreat began, however, the Dutch had suffered the crushing disaster of the fall of Tromp. The 'Relation of the Fight' puts his death about 11 o'clock, three hours or so after the fight began, but its version of the day's proceedings stands rather by itself and does not gain such credibility as comes from being corroborated by other accounts. It relates how, after the Dutch had broken through the English fleet and back again, the chief officers were summoned on board Tromp's flagship to find him dead. According to the *Life of Cornelis Tromp*, it was agreed to keep Tromp's flag flying lest the news of his death should discourage his men, and it would seem from Monck's letters (*cf.* Nos. 1174 and 1176) that he had not yet heard of his great adversary's fall when he wrote to the President of the Council of State, though in a letter of the same date to Cromwell he is said to have mentioned Tromp's fall (*cf.* G. Penn, I. 503). Jordan's *Journal* throws no light on the subject, for there is no allusion to the death of the Dutch commander.

On Tromp's fall Evertsen succeeded to the command, but though it is evident from the account of the shattered condition of his ship and of the heavy losses in his crew—

some fifty casualties all told—that he did his best and was hotly engaged, no one man could have turned the tide, not even Tromp himself. The old faults again manifested themselves, and captain after captain, leaving his comrades in the lurch, sought safety in flight. De With rages against the ‘ poltroons ’ whose flight had left the burthen of the fight to a small number and had thrown away all chance of victory; and the ‘ Relation of the Fight ’ speaks of some twenty-four or more captains who had disgraced themselves in this way. With this number of defaulters it was impossible to maintain the contest, and it would seem that after the final pass the whole Dutch fleet made the best of its way to the Texel. Monck speaks of the best sailing frigates as having nearly got up to the sternmost of the Dutch, which certainly looks as if, as has been suggested above, the Dutch had started to make off at a time when the two fleets were not in close contact. About 4 P.M., according to Cubitt, they sighted ’s Gravensande steeple, and by 6 P.M. they were getting into comparatively shallow water, for on a Dutch vice-admiral which had struck sinking alongside her conqueror her top-masts remained out of water. Monck, as he says in his letter of August 11 (No. 1176), found night drawing on and several of his ships much disabled and, knowing that it was ‘ not fit to be bold on that shore,’ decided to draw off. From Jordan’s account one would gather that the pursuit had been kept up rather longer than Monck and Cubitt would lead one to suppose. He speaks of the fight being continued till eight at night, and the fleet following the Dutch till nearly midnight, when a shift of wind and rain and thick weather made it necessary to keep off from the lee-shore. Cubitt speaks as if the Dutch had at first sought to get into Goree or the Meuse, but had been prevented by the closeness of the pursuit. Anyhow, it was to the Texel that the bulk of them made their way (*cf.* de With’s account, No. 1178), though de Ruijter, his flagship very badly damaged, Jan Evertsen, and some few others managed to make their way to Goree.

Monck’s victory had not been achieved without

considerable cost. In addition to the Oak, the Worcester is reported as having been lost ; but as No. 1210 includes the Worcester in the list of vessels to be ready to leave Aldeburgh on August 29 this may be doubted. According to one account (Colliber, p. 132) she had closed with the Garland, one of the two prizes taken by Tromp off Dungeness in November, and the two had been burnt together. A fire-ship, the Hunter, seems also to have been expended. A letter in the Penn MSS., quoted by Granville Penn (*cf.* footnote 2 to No. 1193), puts the loss in men at 250 killed, including Graves of the Andrew, the Rear-Admiral of the White, Chapman of the Golden Cock, John Taylor of the William, and Crisp of the Prosperous. Owen Cox is also included in this list of killed, but No. 1180 is in itself proof of the inaccuracy of this item. In No. 1206 the Dutch envoys then in England report on their enemy's casualties, but declare that it has been impossible to get accurate information ; they put the killed as between 300 and 1,100, the wounded as about 1,200 or 1,300 ; the latter is probable enough, but 1,100 is obviously much too high for the killed. Another estimate given by Heath (p. 348) puts the killed at 500, and the wounded at 800, as against 700 in the report in the Penn MSS. Sacheverell puts killed and wounded alike as between 500 and 600, which seems a little unlikely. By putting together the losses reported by those ships from whose officers one has accounts of the battle, one arrives at a total of thirty-seven killed and eighty-six wounded, out of a complement of about 1,600, about $7\frac{1}{2}$ per cent., but this does not include the Resolution's casualties on the 31st, which can hardly have been less than those of the 29th, so that one can hardly base any estimate on this evidence.

One is on surer ground when one finds Monck on August $\frac{3}{13}$ (No. 1184) asking for 900 men to fill the gaps in his crews, and adding that he has requested the Bailiffs of Yarmouth to provide for the reception of 600 wounded. No. 1192 puts the number in hospital or in receipt of treatment at Ipswich at about 500, in addition to those injured in the earlier battle. Those at Harwich he puts

at eighty-four, with about as many sick. No. 1207 says 140, which may represent sick and wounded. At Aldeburgh and in the adjacent villages Whistler reports some 600 patients, a fair proportion of whom must have been drawn from the casualties of the battle off the Gabbard. One would not be very much out in estimating the total casualties at anything between 1,000 and 1,200—a heavy cost enough, but one altogether put into the shade by the far heavier losses of the defeated side. But where the victors had suffered was in their masts and spars and hulls. All the accounts bear witness to the extensive damage inflicted on the ships. The Recovery, Sophia, Phoenix, Exeter Merchant, Rainbow, and Portsmouth are all reported as much damaged aloft and having many shots in the hull, some between wind and water of a very dangerous character. Cubitt reports thirty great shots in the Tulip's hull, his sails much torn, rigging cut and a dozen shot between wind and water, and narrates how the pump had to be kept constantly going on account of leaks. Monck is so busy reporting damages and making arrangements for their speedy repair that he can spare no space in his letters to give particulars of how he had gained his victory (*cf.* Nos. 1184, 1189). The worst damaged ships seem to have been sent into Harwich, where No. 1206 reports that there were no less than thirty-five 'much torn and shattered,' twelve without any masts. It was indeed very largely because of the shattered state of his ships that it was decided to leave the Dutch coast and return to Solebay to refit. The council held on the Resolution the day after the battle (*cf.* Jordan for August $\frac{1}{11}$) was followed by a speedy departure. By the $\frac{3^{\text{rd}}}{13^{\text{th}}}$ Monck was within fifteen leagues of Lowestoft (No. 1184), and on the $\frac{5^{\text{th}}}{15}$ the fleet dropped anchor in Solebay, where vigorous measures were immediately taken to refit for service as large a proportion of the ships as possible (No. 1194). It was not of course solely on account of the damages and casualties suffered in the battle that Monck had found it impossible to do what he had done after the battle off the Gabbard and remain

on the enemy's coast, blockading their harbours and stopping their trade. As his letter of August $\frac{3}{8}$ (No. 1184) says, he had very nearly been forced to return without a battle on account of the defects in the victualling, more especially the badness of the beer, and the expenditure of ammunition had been enormous (Nos. 1194, 1200), several vessels being practically at an end of their powder and shot. It was, therefore, the soundest policy to return home at once and hasten on the work of repair, in order to get back as soon as possible and resume the blockade. There was no useful purpose to be served by staying on the coast, for the Dutch were safe in their harbours and in a condition which made it most improbable that they would be able to attempt anything for some time to come. The disappearance of Monck's fleet no doubt opened the Dutch ports to trade, but its prompt departure was the only royal road to a speedy return, and, even as it was, vessels seem to have been left behind in sufficient numbers to interfere appreciably with Dutch commerce (Nos. 1196 and 1210), forcing homeward-bound vessels from the East Indies and Mediterranean to put into the Sound for refuge (*cf.* also No. 1206).

The state of the Dutch fleet was indeed very bad. Their losses as usual are extremely hard to ascertain; English accounts probably exaggerate them greatly, Dutch reports are certainly well under the mark. De With had at first put the loss of ships at fourteen (No. 1201), but it is claimed that of these five had since come in safe. The return on the condition of the ships which had taken refuge at the Texel (No. 1179) acknowledges a total of 400 casualties among twenty-five ships, and leaves an impression that the damages received had been very severe. This impression is confirmed by No. 1201, which speaks of the ships which had escaped as 'much torn,' so that quite apart from the vessels actually lost the survivors seem to have been very roughly handled. One reads, for example, that de Ruijter's ship alone had forty-three killed and thirty-eight wounded out of a crew of 150 (p. 420, *cf.* No. 1190). Similarly Evertsen's losses

are put at fifty, and this in a return (No. 1190) which certainly does not err on the side of exaggeration, for it endeavours to bring down the number of vessels lost to four. So low a figure seems hardly probable: Sacheverell speaks of at least twenty Dutchmen taken or destroyed; Monck in his first letter claims that the Dutch were reduced to some sixty sail by the end of the action, and even if the fugitives are to be deducted from the missing fifty, that leaves some twenty or thirty lost. In No. 1178 de With admits that about nineteen vessels are missing. Cox hazards no figure, but remarks that they were 'very thin before the sun went down.' Cubitt puts the Dutch loss at fourteen, and as he says that special care had been taken that 'two should not report of one ship and a report was not regarded without proof of the truth thereof,' one might take this figure as the minimum, the more so as it agrees approximately with the thirteen said by John de Witt to be still missing in his letter of August $\frac{1}{2}$ (No. 1202). Among the vessels destroyed were two whose fate evidently gave special satisfaction to the English, the *Garland* and the *Bonaventure*, the two prizes taken from Blake off Dungeness in the previous autumn—not summer as Sacheverell calls it. Colliher's story of Monck's ordering 'no quarter' to be given does not appear in these documents, though Cubitt's account of his refusing to let his crew secure the vessels which struck early in the action points to the same idea, that all had to be subordinated to the destruction of the enemy's fighting power, and that as his disabled and crippled ships were powerless for harm it was waste of time to stay to secure them, valuable as they might be to their captors, while there were still unbeaten enemies carrying on the fight. Even in the improbable event of such an order having been issued it is clear from the various mentions of numerous prisoners—Sacheverell speaks of 700, Tarrant has thirty on board the *John* and *Katherine*—that it was not obeyed. At the same time one hears hardly anything of prizes, the bulk of the Dutchmen lost were sunk or burnt (*cf.* No. 1202), and it is quite probable that Sacheverell's figure of 2,000 men drowned is not far

out. The list in the Penn MSS. (*cf.* G. Penn, I. 507) says 2,500 wounded, 1,500 drowned, 1,200 slain and 1,000 prisoners, or 6,200 in all, while Heath's¹ version is 4,500 Dutch slain and wounded. Another estimate in the same collection (*cf.* G. Penn, I. 504) speaks of 1,000 prisoners, of thirty men-of-war sunk and a total Dutch loss of 3,000, and their casualties can hardly be put lower than this and were quite probably a good deal higher.

Whatever the exact figure it is clear that the Dutch had received a crushing blow, not the least part of which was the loss of Tromp. As No. 1201 says, 'If they should cast twenty John Evertsens and twenty de Ruijters into one they could not make one Tromp.' To replace him was felt to be impossible. De With was unpopular (No. 1201) and neither Evertsen nor de Ruijter would serve under him. Ultimately de Ruijter proved a successor worthy even of Tromp, but at this time he had still to establish his position. Of Tromp's services to the United Netherlands those who have read these volumes will have little difficulty in forming an estimate. Suspended for a brief period though he had been, owing to the popular resentment at Blake's destruction of the fishing-fleet, his restoration to the command had been followed by the chief success which the Dutch arms had gained in the war, and if in February his return journey up the Channel had seen the tables turned and Dungeness revenged it had been due mainly to Tromp's skill and steadfastness that the Three Days' Battle had not resulted in complete disaster to the Dutch. Off the Gabbard he had done all that one man could do, and if the superior discipline and gun-power of the English had been too much for him, he had again conducted the retreat with wonderful skill, and it had been largely due to his zeal and energy and administrative skill that the Dutch had been once more able to contest the supremacy of the English at sea. In the manœuvres which had

¹ *Chronicle of the Late Intestine War in the Three Kingdoms* (ed. 1676), p. 348.

preceded his last battle he had shown his old skill in navigation, his old readiness to run risks, his old fighting-spirit and desire for battle. That but for his death the fortunes of the fight would have gone otherwise is not to be maintained. The superiority of the English in action had been clearly established off the Gabbard, and if Tromp had succumbed to it there, he could hardly have done more off the Texel. The weakness of the Dutch in ships and crews, and, above all, in discipline and fighting-spirit, was too pronounced and constant a factor to be balanced even by Tromp's skill. A tactician of resource and ability, he is not, however, entitled to be regarded as the author of the line-ahead. It has already been established by Mr. Julian Corbett [*cf. Fighting Instructions, 1530-1816, vol. xxix. of these publications, pp. 93-98*] that the line-ahead was an English innovation and not of Dutch origin. To the evidence and arguments produced by Mr. Corbett these papers do not, it must be admitted, add anything very definite or positive. Such evidence, however, as they do afford, mainly negative it is true, goes to support his views and to confirm the rejection of the claim which has been put forward on Tromp's behalf. As a strategist Tromp does seem to have grasped the importance of subordinating secondary to primary objects, of obtaining the upper hand by the direct method of striking at the enemy's main fleet, of neglecting minor ends, of avoiding unnecessary detachments (*cf. No. 1110 in this volume*) and of concentrating all available force for the all-important main operation. But at the same time it is not as a tactician or a strategist that he was really appreciably superior to his greatest opponent, Monck. The evidence as to Monck's work is inadequate and incomplete, but judging by the results of their conflicts the English 'General at sea' can stand comparison with the Dutch Admiral on both these grounds; it is only as a navigator and a seaman that Tromp stands well ahead. The causes of the failure of Tromp's efforts have been already indicated. They lay mainly outside his control, in the constitution of the United Netherlands and in the cumbrous

and unsatisfactory method by which her navy was produced. A country as a rule gets the defensive forces it deserves; the United Netherlands certainly hardly deserved an admiral of Tromp's calibre, seeing how the inefficiency of the naval administration, the weakness of the squadrons and, above all, the hopeless indiscipline so regularly displayed by the subordinate commanders nullified the efforts of the great admiral.

3. AFTER THE BATTLE

MONCK'S shattered vessels had hardly dropped anchor in Solebay than their indefatigable commander was hard at work endeavouring to equip as strong a squadron as possible for sea, that the Dutch coast might once again be held in a grip of iron and the resisting power of the United Provinces throttled by the suspension of their trade. His letters written during this period deal with two topics only—the arrangements for the sick and wounded, of which enough has already been said, and the refitting of the damaged ships. Before he reached Solebay he had written to the Admiralty Committee to ask for ammunition with canvas for cartridges, canvas to mend sails, and old junk (No. 1184); the next day's letter (No. 1189) asks for masts of all kinds, ammunition, sails and rigging, and suggests that some of the Admiralty Committee should come down to consult with Monck and his chief officers about the measures to be adopted, a proposal with which they seem to have fallen in (*cf.* Jordan for Aug. $\frac{1}{11}$). In No. 1194 he presses for 'ground masts' (*i.e.* lower masts) for the frigates, it being his special wish to get the frigates refitted first, as a party of frigates 'will do more execution upon the enemy than the whole fleet might, having respect to the season of the year.' Similar requests occur in practically every letter written by him (*e.g.* Nos. 1119, 1209), and Jordan's Journal shows that the work was vigorously pushed on, although as Carew and Kelsey informed the Admiralty Commissioners (No. 1200) the damage sustained by the fleet proved 'far greater than was apprehended.' A severe storm on the $\frac{1}{8}$ th somewhat retarded the process of refitting (No. 1205), but it was most creditable to all concerned that by the $\frac{1}{9}$ th a squadron of some size should have been ready for sea. This was placed under Lawson, while Monck then hoped to have the rest of the fleet ready by the latter end of next week (*i.e.* about $\frac{\text{Aug. } 27}{\text{Sept. } 6}$). A detailed list of this squadron (No. 1210) shows it to have amounted to

some forty-five sail, including several ships of some force. There were already some eight ships on the coast of Holland, whose presence had been alarming the Dutch for the safety of their valuable homeward-bound traders (*cf.* No. 1196), while a reinforcement of nine more vessels was dispatched shortly after Lawson sailed, and nearly thirty more were to be ready to sail by the end of the month.

On the other side of the North Sea there was scarcely less vigour and energy being expended in refitting the vessels shattered in the encounter. No. 1191 gives the report of the deputies appointed by the Rotterdam Admiralty Board to inspect the ships at the Helder: it is not couched in very cheerful terms, and represents the ships as for the most part much damaged and in serious need of repair and the crews as in a rather discontented and demoralised condition. A similar document (No. 1196) is rather more hopeful, reporting that there are a good number of ships in the Texel fit for sea from which a squadron might be organised to go out and escort in the homeward-bound vessels which had taken refuge in the Sound and drive off those English frigates (probably the Bristol, Essex and others, *cf.* No. 1210) which had appeared off the Vlie and off Heligoland. The letter from the Hague (No. 1201) gives a good picture of the state of things in Holland, describing Tromp's funeral arrangements, the outcry against the defaulting captains at whose doors the defeat was being laid, the difficulty of refitting a fresh fleet without more money, which with 'trade failing' the country found it hard to furnish. Here also one reads of the difficulty of finding a successor to Tromp, and the net impression is not encouraging. Indeed, as the letter says, 'If the English do show themselves again before the Texel before that our fleet get out, that will very much abate the courage of the Hollanders.' Nor is John de Witt's letter (No. 1202) much more cheerful. He speaks of nearly forty ships being ready to go out, but as most of these had been 'hardly touched' it is natural to infer that they had been among those who had left their comrades in the lurch. The letter tries to make much of the English

losses, but clearly it was written with the definite purpose of putting before the Dutch envoy in England as hopeful a picture as possible, lest the negotiations entrusted to him should suffer by his being much discouraged : de Witt speaks of showing ' the whole world that the English are beaten home from off our coasts,' but that is a very one-sided presentation of the true condition of affairs. A few more details are added by Bisdommer in his letter to the Deputies in England (No. 1208) : he mentions Opdam as a possible successor to Tromp but adds that de With is to carry the flag in the meantime ; but though he speaks of the Lord Commissioners at the Helder being urged to get their fleet out with all possible speed, in the end, when Lawson sailed on August $\frac{2}{3}$ the Dutch had not yet been able to get to sea again in any force. Tromp had driven Monck off the Dutch coast, but only for a time, the victory had lain with the English, their command of the sea had been assured by the result of the battle, and if perhaps they made less use of the victory than might have been the case, this was in part due to the fact that the main purpose of obtaining command of the sea, namely, to assist and facilitate operations on land, seems to have been overlooked or deliberately disregarded by those responsible for the policy of England.

1091. June $\frac{1}{2}$, 1653.—EXTRACT FROM REGISTER
OF S.G.

Extract from the Register of Secret Resolutions of their H.M. the States General of the United Netherlands.

[Archives of the Hague. Translated.]

Saturday, June $\frac{1}{2}$, 1653.

[Reciting the following letter of June $\frac{9}{10}$ from the States of Zeeland, and referring it for report to the Committee of the States General for Naval Affairs.]

High and Mighty Lords,—It is with sincere sorrow that we have to report that the great fleet of this State, under the flag of Lieutenant-Admiral Tromp, after an engagement with the ships of the English Government, has been obliged by various occurrences to withdraw here, and retire inside the sand-banks of the Wielings, having been cut off from a great part of the rest of the ships. And although we feel confident that your H.M. will not omit to provide, with their (*sic*) accustomed vigilance, against all the inconveniences and dangers that may arise therefrom, and will require to be warded off, by taking such measures as shall seem most practicable; nevertheless we beg your H.M. to give effect to our recommendation for the prompt protection and preservation of the ships which are expected in these Provinces within a very few days both from the East Indies and Guinea, and from the Straits and other parts; submitting to your H.M.'s consideration whether, in this great and unavoidable need, the Directors of the East India Company ought not to be

induced, or otherwise some pressure be brought to bear upon them, to place at the disposal of the country, as a loan, all such ships as they may have lying ready under the control of their several Chambers, bound for the said Indies; and if these ships are made ready quickly, they should be ordered to join the seventeen,¹ or otherwise to assemble at the principal Chamber. And if this cannot be done, it would be advisable to send several advice-boats secretly to the North at the earliest possible moment to warn the expected ships, as they come up, of what they must do, and to see they take the safest means of retreat in case of necessity; in all which we submit ourselves to the wise judgment of your H.M., &c., &c.

Your H.M.'s good friends,
The States of Zeeland.
And by their order,
(Signed) ADRIAEN VETT.

Middleburg: June ²⁹/₁₅, 1653.

1092. June ¹³/₂.—ADMIRALTY OF AMSTERDAM TO S.G.

[Thurloe State Papers, i. 287.]

High and Mighty Lords,—Herewith we do send a list of the ships of war, fire-ships and galliots which are now near the Texel, as well as of those that are ready, as of those that are not, to the end that your Highnesses may make use of them as you shall think best, and to-morrow we shall send a perfect list of the ships which are ready before this town and may be commodiously employed in the war.

¹ Apparently those left in the Texel.

Ships of the College of Admiralty at Amsterdam.

- * The ship
Overissel, captain John van Camden.
- * The ship Pelican, „ Ovescamp.
- * The Angel Gabriel, „ Vander Basch.
- † The ship called
Holland, „ Ewert Anthonissen,
has yet but eighty-
six men.
- † The ship
Groningen, „ Brakel, is a repairing.
- † The Bromel, „ Thyssen Campen, is
in balk.
- * The Real of Gold, „ Andrew von Loenon.
- * The little frigate
Winthout, „ Heertiens.
- * The little frigate
of Brack, „ John Admiral.

Ships of the Directors of Amsterdam.

- * The ship Elector of Cullen with 34 guns.
- † The Ganapan, captain Gerard Munt, has
yet but sixty men.
- * The ship Radebold of Medendicht, captain
John Rootiers.
- † The Unicorn, captain John Heckas, he has
yet but eighty men.
- * The Shepperd, captain John Bonkier.
- * The Shepherdess of Enchuysen, captain
Dirick.

* Ready.

† Not ready.

Ships of the College of Friesland and Groningen.

* The ship Sevenwoolden, Lieutenant-Commander Hellingwerff.

* The Brede, captain Bruynseret.

* Count Henry, captain Wagenaer.

* The Waterdog, captain Oosteroon.

† The Sarah, Lieutenant Hasselgants, has yet but fifty men and wants nothing but men.

† Captain Clentie, his ship is in ill order.

Fire-ships of the Admiralty of Amsterdam.

* The ship Cleyne.

* The Great Hope.

* The Fortune.

* The Sun.

Galliot.

The galliot of Leyer, Cornelis de Vlietant. The Drum. The galliot of John Mostart.

1093. June $\frac{1}{2}$, 1653.—BLAKE AND MONCK TO N.C.

[S.P. Dom. Commonwealth, vol. xxxvii. 79.]

Gentlemen,—The 11th present came many letters of yours to hand ; several of them bearing date in May last are duplicates of some we formerly received and have already answered as to the material things therein. The same day also came Col. Goff, Major Bourne and Captain Hatsell, and seven ships of war with eleven victuallers and water ships in their company. What their loading particularly is we cannot at present give you an account, but so soon as it comes into our hands we shall communicate it unto you, which we hope will

* Ready.

† Not ready.

be by the next. Only this we have in general that there are 140 barrels of powder in the Samuel merchant and 172 in the John and Katherine, besides a quantity of shot over and above their proportion. Also 700 soldiers which might have been serviceable unto us had care been taken to have sent bedding and clothes along with them according to your resolutions at Chatham in that particular, which we hoped would have been adhered to, for want whereof they are likely to occasion much sickness amongst us instead of answering your expectations.

As soon as we have disposed of the victuals now come to us we shall send the ships that brought it back again with what speed we can, that they may be recruited and returned to us ; and we hope you will use all diligence for the hastening back the ships we sent into the river as a convoy to the Dutch prizes ; we having many ships here will be unfit for service before they get to us, let them make what haste they can. We sent the other day eleven and frigates to Harwich to water and tallow and then to complete three months victuals, as also to take in the ammunition remaining at Yarmouth for the fleet and so to return with all speed.

For those ships and frigates of Colonel Badiley's squadron which we understand are in a capacity for service, wanting some men, we desire they may be supplied and hastened to us, the rather because we are informed there are eleven or twelve great frigates nearly launched at Amsterdam, Enchuy-sen, and thereabouts, which carry 50 guns apiece besides the ten men-of-war, which came home with the French fleet. We understand some hammocks are come in a hoy to Harwich for which we have sent, but hear not of the other necessaries of wood and candles so often mentioned unto you of which

the fleet wants a proportion of six weeks to even with our present victualling. The £1000 is now come, in the John and Katherine, and John Poortmans intends to get it aboard to-day, which we hope will yet be serviceable.

For the Cock and Bryer, which you mention are on their way towards us, the latter of them we conceive may be very useful in her station on the Western coast and therefore do not desire her here. We have desired Major Bourne to remain about Harwich and Yarmouth, the better to dispatch to us the ships and frigates that are or shall be sent thither, and such other vessels with provisions as are necessary for the fleet, and also to maintain a constant and mutual correspondence between the Council of State and yourselves with us. The supply of ammunition you have made unto us, especially of shot, will not answer our present wants in that behalf, wherefore we desire the continuance of your care therein that what further quantity can be suddenly provided, may be sent unto us accordingly. We are,

Your very affectionate friends and servants,

ROB. BLAKE,
GEORGE MONCK.

From aboard the Resolution, plying between the Vlie and the Texel, 12th June, 1653.

1094. June $\frac{13}{8}$, 1653.—*TROMP TO THE S.G.*

[Archives of the Hague. Translated.]

High and Mighty Lords,—My last letter was dated the $\frac{10}{20}$ th instant, on which day I landed from my ship, and with the officers of the fleet went before the delegates of your H.M., and gave them our verbal report of the last engagement, which

they ordered us to set down shortly in writing, and also to call for copies of the returns sent in by all the captains here present of stores remaining, together with a statement of the calibre and number of their guns, the numbers of their crews, and for how many weeks they are still victualled ; they ordered us also to let the sailors go on shore by watches to refresh, and also to prevent desertion [which would occur] if they are to be kept like prisoners on board ; and this we have done yesterday and to-day. There are only a few store returns still wanting, and as soon as these are duly entered in their place, which I trust will be to-night, I shall give orders to the ships to come in a little closer in order to be re-masted.

[I intend] to run ashore off Rammekens, because it is not practicable off Flushing, and those ships that do not need to remast or to undergo much repairs must lie further out, so that the fleet will be lying stretched out along the coast from Flushing to Rammekens inclusive, and such repairs as can be done on board with the materials they have are being carried on. Nothing beyond this has been done except with regard to the Rotterdam ships belonging to the Admiralty Board ; on the $\frac{8}{18}$ th instant two delegates came from that Board to make arrangements with regard to their ships ; and notwithstanding that to-day is the ninth day that we have been anchored inside the sand-banks, no one has come from any of the Boards of Admiralty, or Chambers of Directors, or from the East India Company to make arrangements for the ships dependent upon them (for it is necessary and incumbent on every one to prepare their own ships), and the precious time is thus passing and nothing much is done, to the great expense, damage, and disgrace of the country. There are also several

ships which do not require repairs, or are obliged to put into harbour ; among them was a Directors' ship belonging to Flushing, which the Directors had fetched in privately, and which could very easily have been made ready there by now, but which remains lying [in harbour].

On my arrival here I had sent out advice-boats to the West, to Calais and Dover, and also to the East, up as far as the Vlie, to reconnoitre the position of the enemy's fleet, and to bring us back information thereof.

One has come in to-day from the West bringing a letter from Agent de Glarges, of which I enclose a copy herewith. They say they were in the Downs and off Dover yesterday, and did not see one large Parliament ship. They report that a galley had come into the Downs from their fleet, mounting twelve or fourteen guns and bringing in over four hundred severely wounded men, and they confirm the death of General Deane. Those we dispatched to the Eastward have not yet put in an appearance. I trust we may confidently every hour expect the arrival of the above-mentioned delegates from the several Admiralty Boards and Chambers of Directors, whose ships are with the fleet, in order to use all diligence in providing them with the necessaries they stand in need of ; and that, moreover, in every district throughout the country all the ships fit for war are being made ready, together with fire-ships, ammunition, beer, and water-ships, so that the fleet may be greatly and materially reinforced, and that on our sailing out we may find the ships from the Meuse, the Texel, and the Vlie ready to join us in accordance with your H.M.'s resolution, so that, after we have effected a junction with them, we can act in pursuance of the resolutions already passed and such

orders as we may further receive from your H.M. And as we understand that the large ship built for the Republic of Genoa is being made ready for Vice-Admiral de With, and that twenty-five to thirty additional ships are being prepared in the said districts to sail out from the Texel and the Vlie, I beg to submit to your H.M.'s consideration whether it would not be advisable for Vice-Admiral de With to proceed thither in person, to assist in pressing forward not only his own ship but all the others as well. I send with this copies of the sentences on the captains in detention, who were accused of disobedience and unofficer-like conduct, pronounced by the Court Martial on the $\frac{8}{18}$ th and $\frac{9}{19}$ th instant.

Herewith, &c., &c.

(Signed) M. HARPTS. TROMP.

In Flushing, this $\frac{13^{\text{th}}}{23^{\text{rd}}}$ June, 1653.

P.S.—After writing the above I have seen Messrs. Heinrich Roitters and Coenraet van Heussen, both Amsterdam Directors, and also Messrs. van Lier, Marseveen and Secretary de Wilde, delegates from the Amsterdam Board, also from Amsterdam, who have come to have the ships under their jurisdiction repaired and furnished with all necessaries, and we are very anxiously expecting the other [delegates].

June $\frac{8}{18}$, 1653, at a Court Martial held on board the ship Brederode, lying inside the sand-banks in the Wielings, to try the officers accused of disobedience, &c., in the engagement with the English under Tromp, the following sentences were given :—Lt. Commander Uldinich de Jager of Amsterdam, to be deprived of his rank, and made incapable of ever re-entering it ; the pay due to him to be

confiscated ; he to pay costs and expenses, and be imprisoned until he shall have carried out the terms of the sentence, which shall be read to him with a halter round his neck.

Captain Andries Douwes of Harlengen ; the same sentence.

Captain Cornelis Nanooch of Amsterdam ; the same sentence.

June $\frac{9}{19}$, Captain Jan Fredericksz. Hoeckboot of Edam ; found not guilty.

1095. June $\frac{13}{23}$, 1653.—T. POINTER TO N.C.

[S.P. Dom. Commonwealth, xxxviii. 90.]

Right Worshipful,—Since my last to your Worships there hath been of action nothing memorable, save only our fleets coursing to and again upon the coast of Holland ; no news of Tromp's coming forth. As for the ship Resolution she is in very good posture ; we have upon her at present 630 men as I find by the muster roll this day. The fleet is also in very good condition to engage when the Lord shall please to call them thereunto. Saturday last ¹ Col. Goffe with Commissioners Bourne and Hatsell ² came to our fleet and brought with them about seventeen sail, the last week were several frigates sent into wash and tallow and were ordered to be with us this week.

Great expense there hath been of the boat-swains, gunners and carpenters stores, the gunners

¹ *I.e.* June $\frac{11th}{21st}$.

² MS. Hatswell.

stores in relation to powder and shot hath been somewhat recruited since the engagement. We have at present on board 168 barrels of powder. The carpenters stores almost quite expended I have nothing else at present to trouble your worships with save only that I am

Your worships poor and unworthy servant,
THO. POINTER.

From aboard the Resolution, 13 June, 1653.

1096. *June* $\frac{14}{24}$ — $\frac{17}{27}$.—EXTRACTS FROM LETTERS OF
INTELLIGENCE FROM HOLLAND

[Thurloe State Papers, i. 292.]

June $\frac{14}{24}$.—Young Tromp is expected home with his fleet suddenly. Advice-boats are gone not only to him, but to the East India fleet and the Straits merchantmen. They are to steer their course on the coast of Norway and so for the Sound, and there to remain till the seas are open. . . .

June $\frac{16}{26}$.—The English fleet still appears before the Texel and the Vlie, by reason whereof orders are sent for five or six companies to come and quarter about the Hague and along the shore to the Texel.

They are now busy to make a thorough reformation in the fleet, and much time and labour there is spent upon it. It is said the fleet is already eighty or ninety ships strong. Within the Texel and Vlie lie five East India ships and sixteen other men-of-war; in the Meuse four or five. Those ten ships that came last out of France are

to be added to them : some new ships that were built by Amsterdam are likewise to be set out to sea ; so that the fleet in one fortnight more will be recruited to 120 ships, and it is also to be hoped that the King of Denmark will join his biggest and best ships.

It is also hoped that this present storm will do some mischief to the English fleet and cause some of their ships to be stranded.

By reason the English fleet doth hinder all manner of trade and navigation for East and North, and especially the herring fishing, it seemeth that the commonalty who thereby got their livelihoods and subsistence are much discontented and it hath been the occasion of a tumult at Enchuysen, where the house of one of the Admiralty hath been plundered. . . .

June $\frac{16}{26}$.—The Texel is fortifying and 500 men sent down thither. Many of the inhabitants of the Vlie have fled from their houses with their goods for fear of you, but now they begin to be something confident that you will not land, by reason that you had not done it when you first had beaten our fleet. They have not above 400 soldiers there, and they say you cannot land, but you must come within the haven, which they wonder you have not done already, it being so feasible. Unless you do something on the Texel speedily, I believe it will be difficult. There hath been the best engineer in the land sent down to fortify it.

June $\frac{17}{27}$.—Toutefois la victoire que les Anglais ont eu on l'impute au vent, qui un autrefois pourra favoriser à nous, et à le grandeur du canon des Anglais tirant plus loin et plus fort : la plus part du canon de Hollande estant de 6 et 12 livres, peu de 18, et presque nul de 25 livres. . . .

1097. *June* $\frac{16th}{26th}$, 1653.—*POORTMANS TO BLACKBORNE*

[S.P. Dom. Commonwealth, xxxvii. 104.]

Dear Sir,—We are now very barren of news, our enemy as yet not showing his head, though I do suppose he must suddenly appear or else I know not what will become of them, who live altogether by their trading at sea which is endeavoured to be stopped up by us so much as may be, having our smaller frigates before the Texel and the Vlie plying it before the harbour's mouth as near as they can with safety. Yesterday the *Martin* and *Nonsuch* Ketch brought in a prize come from Lisbon having fourteen guns, her lading is salt and chests of sugar, he was bound for the Meuse or thereabouts. There were four more of them but they escaped to Ameland in Friesland but orders are issued for the frigates mentioned in the margin¹ to go thither and endeavour by one means or other to surprise or destroy them.

Even now came yours of the 11th inst. to my hands and there inclosed a list of the new representatives, for which I kindly thank you, and for what you write about large demands it was to complete our former store, but if it come by little and little it will, I hope, answer our end and do not question but if there were not but ten barrels of powder in the whole fleet yet God will carry on his work begun if no more were to be had ; but where means is set before us we are to make use of it, though the Lord it may be will work without means at the last. For the rendezvous in the Swin it was intended upon this account that ships with provision and the like should not run a hazard

¹ Portland, Dragon, Assurance, Hound, Waterhound, Merlin, Mermaid, Martin, Gimna (? Guinea).

by coming to us, but upon notice given of such ships being there care might be taken for a competent strength to convoy them to us, and do verily believe it was not intended upon any thought of retiring with the fleet, but, for ought as I discern at present, it is the intention of the Generals to stay here to the time mentioned in your letter, if the victuals sent and to be sent do not call us off sooner or the Lord by his wise Providence otherwise dispose of us, which if so I am persuaded will be for the best and therefore shall leave the issue of it wholly to it. Your continual and instant supply of us with powder, shot and victuals with some men of war bespeaks your unwearied care of us, and I think they are below the principle of men that can think of removing from this place if the glory of God and the good of this Commonwealth may be promoted by staying here, and if there be anything may further this work which lies in one so unworthy as myself I hope the Lord may give me heart to be active therein. I received the £1000 two days since from Capt. Morgan, commander of the John and Katherine. Yesterday and to-day came into the fleet the Seven Brothers, Little Charity and Portsmouth frigate with some vessels with provisions. Not more at present but to assure you that I am

Your very affectionate friend
and humble servant,

JOHN POORTMANS.

Resolution off of the Texel the 16 June, 1653.

Pray send good store of news books if it be not too great trouble.

We have soldiers good store lately come to the

fleet and able men, but no clothes nor bedding which will soon disable them and others if care be not take for timely supply.

1098. *June* $\frac{16^{th}}{26^{th}}$, 1653.—*THEODORUS TO LORD CONWAY*

[S. P. Dom. Commonwealth, xxxvii. 105.]

A little before this late great sea fight the States of Holland were upon sending the Lord Nieupoort and three other agents with him over hither to treat with us, where now they are stayed with a resolution, as I hear, to condescend to far lower terms than formerly they stood upon or else not to send over to us at all, who having taken a view of their fleet since they returned do find some thirty-six of them wanting, and those which are left we have pursued into several harbours, but their greatest number, being fifty-eight in one body, we have blocked up in the Wielings not far from Ostend. We daily watch for their East India fleet's return home, which consisteth of twelve or fourteen sail of ships whom they infallibly expect home the latter end of this month, and moreover it is said that we either have already or do intend very shortly to land five or six thousand of our best veteran soldiers of our army within the very bowels of their own country to disturb and puzzle them, and all these mischiefs do most meritoriously fall upon them for that the French, Dane or any other of their confederates could ever prevail with them to take on the Scots King's interest, no, not so much as once to put out a flag for him, upon which very account as I hear the Danes (their best friends) deserted them, nor they being neither unanimous amongst themselves. At the

very first engagement about three score sail of their men of war fell off and left Tromp but forty odd ships to engage all our Navy which consisted of 120 sail, yet upon second thoughts some twenty of those sixty ships returned, but when once our Admiral Blake came in to our aid with his thirteen or fourteen sail of frigate ships he soon routed and put them to flight, and about twelve or thirteen of our ships have brought so many of the Dutch prisoners and landed them, as I hear, at Harwich in Essex with a resolution doubtless to bring them up hither and to have them shown through our streets.

Thus, Sir, taking my leave of you I am
THEODORUS.

London, June the 16th.

1099. *June 17, 1653.—TROMP TO S.G.*

[Archives of the Hague. Translated.]

Noble and Powerful Lords,—We are lying here with seventy-seven ships of war, and hope to be reinforced by three or four others from Goree. We do not doubt we shall be able to put to sea with them in twelve to fourteen days, unless some of the ships that are unfit should be struck off the list, which would lessen our force by that number; we then hope to take the first favourable opportunity of wind and weather to effect a junction with the warships now lying in the Texel, and with such others as may come to reinforce them there. We shall then proceed in accordance with their H.M.'s instructions already received, or hereafter to be received; wherefore I beg that the said warships, fire-ships, and other craft may be held in readiness,

supplied with everything, and fully manned, so as to be ready to put out and join us without delay on our summons, or on orders from their H.M. And in order that I may be assured of this, I beg you on receipt hereof to write back to me by a galliot which is on a cruise to reconnoitre the sea, informing me of the state of the ships lying there, and of those that are on their way thither, so that I may form an idea of what I have to rely upon.

Herewith, &c.

(Signed) M. HARPERSZ: TROMP.

Addressed to their Lordships the delegates of their H.M. or to the Lords of the Board of Admiralty, or in their absence to the officer commanding the national fleet lying in Texel.

1100. *June 17*, 1653.—ORDERS BY TROMP

[Archives of the Hague. Translated.]

Maerten Harpertsz: Tromp, Knight, Lieutenant-Admiral of Holland and West Friesland.

Herewith commands Master Jan Pietersz: Turck to put to sea with his galliot without a moment's delay, and to cruise along the coast from the Meuse, past Texel and the Vlie, up to and including Ems, to keep a look-out at sea, and for the enemy's fleet ; and if he falls in with the whole body or a part of them, he is to return at once to the flag either here or wherever he shall be informed it is to be found ; if we shall have left this place, to report to us the strength of the enemy, what course they may have taken, and anything further he may have heard or been able to find out. When he comes off Texel he shall also put in there just to deliver the letter given him with this, according to the address thereon ; and having done this, shall put to sea again at once to carry out these instructions, or such

further orders as may be given him by the Lords Deputies he may find there. He is also to bear in mind that he will have to give in, on his return, a written journal recording where he has spent his time. And if it chance (which God forbid) that he should be taken by the enemy he is to throw this document and letter overboard, and sink them with a weight, omitting no point of these instructions.

(Signed) M. HARPTS. TROMP.

Done on board the ship Brederode off Rammekens, this June 17, 1653.

1101. *June 17, 1653.—A LETTER OF INTELLIGENCE FROM MIDDLEBURG*

[Thurloe State Papers, i. 298.]

Sir,—Since my last from Dunkirk I am arrived in Walcheren, where I find trading as dead as elsewhere. However, I had not only the honour that I saw Tromp, but that he saw me. Here are also his Vice-Admirals, de Witt, de Ruijter, Jan Evertsen and Floris. The ships they escaped with were sixty-seven in number, who now ride between Rammekens and Flushing. They will not confess above eight or nine lost, pretending the rest went for Goree and Texel; yet the more ingenious confess thirty, which yet they wonder not so much at as that any were saved, and stick not to say that if they had been in the place of the English not one should have escaped; but terror possessed them, so that happy was he that could get in first, and as if they had not received hurt enough from their enemy some for haste run aground, others on board one of another and one fancy captain broke Tromp's head,¹ at which the old man was angry, looking upon it as a bad omen.

¹ *I.e.* the stem of his ship.

However, they hasten what they can to equip this fleet out again, to which end commissioners from the Admiralty of Holland sit in consultation at Flushing with those of this island. What the result will be time will show. In the meantime three or four ships are patching up in the haven and more to come in, but that which is worst of all money seems to be scarce, which with the discouragements in the late action hath made many seamen go their ways without taking leave, some taking the ship's boat for their better accommodation. However, Tromp is very busy and, to please both masters and servants, is resolved to go out again: happily having been renowned at sea, his ambition is that it shall be his grave. In my judgement the best of these ships are not to compare with some frigates you have in England. What assistance will come from the Meuse and Texel is yet uncertain, though 'tis feared here your fleet will hinder their coming out, as also three or four hundred sail of merchantmen bound for the Eastland, who have lain so long in the Vlie that they have almost eat themselves out. Though this fleet received not so much damage as was supposed, yet they will not be able to get out again in a month's time at soonest. . . .

Your most affectionate friend and servant,

J. PETERSON.

Middleburg, June 17th, 1653.

P.S.—Eight days hence it is to be a general muster of all above fifteen years through this land, and all shippers are forbidden the carrying out of any seamen without special warrant from Tromp or his officers.

1102. June $\frac{17 \text{ \& } 18}{27 \text{ \& } 28}$, 1653.—TROMP TO THE S.G.

[Archives of the Hague. Translated.]

High and Mighty Lords,—In the morning of the $\frac{1}{2}^{\text{5th}}$ instant, I received your H.M.'s dispatch and resolution of the $\frac{11^{\text{th}}}{21^{\text{st}}}$ instant, notifying me that the English fleet had been taking soundings from two of their frigates ; and that your H.M.'s delegates on the spot here and myself were to report without loss of time the state and condition of the fleet here, and to make every effort and use every means in our power to make the fleet ready to put to sea again as quickly as possible ; and that your H.M.'s said delegates were to confer with me as to how the ships now lying in the Texel and the Goree Gat could most conveniently join the fleet, and by what means and on what carefully-laid plan the enemy could be surrounded and attacked by the said fleet at sea, acting in conjunction with the Texel ships from the land side.

In reply I beg humbly to inform your H.M. that your H.M.'s said delegates, on the morning of the said $\frac{1}{2}^{\text{5th}}$ instant, summoned the delegates of the Admiralty Boards of Rotterdam, Amsterdam, and Zeeland (delegates not having arrived from any of the other colleges), together with five of the chief naval officers, and held a meeting, and gave audience to the delegates of the Amsterdam Directors. Information was given of the condition of the ships under the respective jurisdictions, to the effect that some of them would be obliged to put into the harbour for repairs and cleaning ; others could be run ashore above Rammekens to be cleaned ; and several ships, which were not very

foul, could be remasted as they floated ; but the latter would also be obliged to make their preparations, and to embark the ammunition, stores and provisions they had written for, so as to be able to keep the sea for three months after leaving the Downs.

A list was also drawn up of all the ships lying here, and of those available and already in the service in the *Veer*, the *Goree Gat* and *Texel*, which were found to be about 100 in number ; a good thirty of these ought to be struck off the list if better ones could be had in their place. To these were added the *East India Company's* ships, which have already shipped their cargoes, and other vessels which may be obtained from private persons, making altogether twenty-five vessels that we could get possession of and employ in this great need. And it was thought that if all these ships were collected together, our force would not be greater than is necessary to give us any prospect of the desired success in attacking the force the enemy has now assembled. And your *H.M.'s* said delegates undertook to make a tabulated list of the ships to send to your *H.M.*, which I trust they will already have done, together with further particulars of the condition of the fleet and the things we still stand in need of. And they charged me and the other officers in command to take measures forthwith to have the ships put into *Flushing* harbour and sent ashore above *Rammekens*, because the spring tides were upon us ; and they urgently desired each captain to give orders to have everything possible got ready, including those who had to arrange for provisioning themselves for three months after leaving the Downs.

After this I left the shore and came on board again at once, and have already stationed myself

above Rammekens, and ten or eleven ships have been cleaned, and seven or eight taken into harbour. As regards the prospects of getting the fleet ready as a whole, I have no doubt that all the ships lying here can be got ready by the time we have the spring-tide, which will be on $\frac{\text{June } 30}{\text{July } 10}$, unless they should not have been supplied with the men, stores and ammunition which were written for on the $\frac{5}{15}$ th and $\frac{6}{16}$ th instant, as far as I know; especially as there is not one of the ships provided with all the stores they need, and which must be sent by the Admiralty Boards and Chambers of Directors, who are respectively charged with the care of the several ships, in which I trust there will be no hitch, and they are probably already on the way. And in case there is difficulty in obtaining men, some of the musketeers from the militia, sailing under Count van Horn, could be withdrawn on your H.M.'s order. As regards the junction with the ships lying in Goree harbour, I have already sent to them, as your H.M. will see from the copy of the instructions, enclosed herewith, given to Commander Teunis Willemse, of the advice-boat dispatched hither.

I have also sent sundry advice-boats out to sea to reconnoitre the enemy's position, and to warn merchant-ships that may be coming in; copies of [their instructions] are sent with this.

As regards the Texel ships, I have sent a galliot to that place likewise, with a letter charging them to hold their ships in readiness to put to sea upon our summons or orders from your H.M.; because, during the time that will be needed to make our fleet ready, the position at sea will very probably have changed, so that it is impossible to draw up final instructions at present.

We have been informed that some of the

captains who ran off from us on the night of the $\frac{3^{\text{rd}}}{13^{\text{th}}}$ instant, without orders and, indeed, without our being aware of the fact, have come into the Goree Gat and Texel; and I humbly beg that the said captains may be sent to us to be tried by the Council of War.

With them ought to be sent a Captain or Lieutenant Provost-Martial, with several officers, including one who could exercise the functions of executioner, not only for this occasion, but who would go with us, and assist at sea, if necessary, in the administration of justice, acting in their several capacities. Orders should be given to the Admiral on whose ships' books they should be charged, to pay their expenses on behalf of the country, in such manner as your H.M. shall decide they are to be dealt with. What we stand in the greatest need of is ammunition, water and ships' stores for use of the fleet at sea; if we do not receive them, the ships will probably be sorely hampered.

Herewith, &c., &c.

(Signed) M. HARP^{er}. TROMP.

On board the ship Brederode, off Rammekens,
this $\frac{1}{2}$ th June, 1653, in the evening.

P.S.—After writing the above, I received your H.M.'s dispatch and resolutions of the $\frac{11^{\text{th}}}{21^{\text{st}}}$ instant, relative to sending hither the captains who left the flag without orders during or after the last engagement, and ran in home, with a view of their being tried by the Council of War. We shall expect them with the Captain or Lieutenant Provost-Martial and his officers, asked for above. At the same time I also received a dispatch from your

H.M., dated the $\frac{14}{4}$ th instant, in which your H.M. were pleased to order me to report, ship by ship, the state of readiness or unreadiness of each, and what was still wanting to complete ; which I have laid before your H.M. in the above letter, according to the returns made by the several captains.

(Signed) M. HARPT^{rs}. TROMP.

$\frac{11}{11}$ June, in the morning.

1103. *June* $\frac{18th}{28th}$, 1653.—WHISTLER TO A.C.

[S. P. Dom. Commonwealth, xxxvii. 112.]

Right Honourable,—In pursuance of your order I came on Tuesday last to Ipswich where I found Mr. Burton, Mr. Harris, Mr. Jackson and Mr. Bullock, the surgeons sent down to Yarmouth, returned from thence hither having certain information there of the sick and wounded men's arrival at Harwich and Ipswich that were expected at Yarmouth. The number of the sick and wounded here and at Harwich were then about 165. They are increased by the addition of about forty sick and twenty wounded that yesterday arrived at Harwich when and whither came eight frigates, the Laurel, Centurion, Assistance, Kentish, Sussex, Adventure, President, Middleborough, and three merchants, the Marmaduke, Society, Anne Percy, all to be tallowed. So that those surgeons I appointed to come with all speed after me from London to operate here for fear the former should be employed at Yarmouth are come hither very seasonably by whose help we hope sufficiently to manage this new recruit. Harwich is no place for seamen's sickness, the air being as bad as that at sea and the water worse

than that the drink at sea is made on, whereby the sea scurvy which is the chief disease is deprived of good land air and fresh water, two necessary ingredients in the cure, for which course I wish that all the sick were sent hither, where is very good accommodation to be had if the town were as willing as able to accommodate those poor calamitous creatures in this urgency. I am now going to Harwich where Major Bourne is come whose assistance I doubt not in the effective carrying on this work. I have no more at present but to acknowledge myself

Your Honours
Most faithful humble servant,
DANIEL WHISTLER.

June 18, 1653, Ipswich, at Mr. Winds, Surgeon.

1104. *June 18^o, 1653.—C. D. GLARGES TO TROMP*

[Archives of the Hague. Translated.]

Noble and Honourable Sir,—I wrote to your Honour on the $\frac{11^{\text{th}}}{21^{\text{st}}}$ instant, saying that a squadron of about twenty ships was cruising to the North on the look-out for the homeward-bound East India fleet. I had been so informed by several people by letter, and the Duke of Buckingham said the same; but I have now had another account from the bearer of this, Captain Albert Gerritsz: of Rotterdam, who can speak from what he has seen. Therefore, and because he can relate many details of the enemy's fleet, which I know your Honour will be able to turn to the service of the country, I am sending your Honour copies of the same, by way of Flanders because of the East wind (*sic*), being uncertain how long it may last.

There have been several more great ships lying

in Portsmouth, which, together with several prizes brought in there, they are now making ready; likewise other ships in the Thames, and rely, in case of necessity, on being able to send them to sea to the number of twenty.

Seven merchantmen also had come from Dover, and three-and-twenty flutes and boats, large and small, were in the Thames and had loaded there with provisions and other necessaries for their fleet; to these were added several thousand spades, axes, and similar tools, and some soldiers were embarked, but I cannot ascertain what numbers.

They are in a great state of delight over their contemplated victory, which they embellish for the benefit of the commons. They expect it will bring them nothing less than the Baltic fleet and the homeward-bound East Indiamen. Nay more (and this is ludicrous) they look to conquer our whole country. I hope, with God's help, your Honour will soon be at sea again with the fleet, and will annihilate all their joy and delight. But your Honour has 'tous gens a l'espreuve' with you, as a great man once told your Honour and myself that he had.

Herewith, &c., &c.

(Signed) C. D. GLARGES.

Calais, this $\frac{1}{2}$ th January, 1653.

The report of Blake's death was only idle rumour.

1105. June $\frac{20th}{30th}$, 1653.—BLAKE AND MONCK TO A.C.

[S. P. Dom. Commonwealth, xxxvii. 118.]

Gentlemen,—By two messengers yesterday we received two letters from you, one of the 7th instant to which we have already given

answer ; as to what is mentioned in the other about wood, candles and hammocks we can give you no further account than what is done in our last, not hearing as yet of any wood or candles come to the fleet nor hammocks more than is therein mentioned, which we hope is come to your hands ere this. As to the Reserve falling into the Swin with fourteen victuallers, six water ships and a proportion of shot, gunners' stores and other provisions, we have herewith sent orders to Capt. Clarke to make his repair unto us with such ships as are now there which we desire you will expedite unto him.

For the large demand of gunners' stores coming only under gunners' hands, we had not then time to be so particular as now we are having herewith sent you an exact account of what powder and shot is now in the fleet, each flag officer being intrusted to do the same in his division, attesting the truth thereof under his hand and upon his own knowledge, however we shall yet want about sixty tons of round shot besides what we have already received to complete our present proportion of powder, for other shot we have little want of. For the 200 barrels and some shot &c. mentioned in a note enclosed in your letter which you say is coming to us, but in what vessel we know not, and we could wish that for the future when any victualling ships, water-ships or others are sent to us we might have the names of such vessels with their lading sent unto us beforehand, also that those who contract with them might insert this clause in their contract, that so soon as they shall come unto the fleet to make their repair on board the Admiral to give an account from whence they came with their lading and to bring certificate under the victualler's

hand here of their discharge, for that many of them continue in the fleet for some time before we can gain a knowledge of them and go away at their own pleasure without our direction. We herewith send you a list of such victualling ships as are now in the fleet and come to our knowledge since the last.

For the eighty seamen out of the Falcon fly-boat they are come to us in the Little Charity and disposed of to such ships as want them, also forty soldiers in the Seven Brothers.

By intelligence from Leghorn which came enclosed in your letter we understand there is a fleet of Dutch ships coming from the Straits and that they intend to some of these ports hereabouts. We shall wait for their coming here or where else shall be thought most fit and endeavour, as the Lord shall enable us, to intercept them in case they come about Scotland. But if they go to Brest in France to join with some ships there, we desire you will give us notice thereof if you receive any intelligence they shall steer their course that way that we may the better know how to order our affairs in that particular for the good of the service. Since our last it hath been blowing weather, but we still continue in our former station though at a farther distance from the shore, plying it between the Vlie and the Texel. There is little of action with us as yet having taken but two small vessels since our being here, one called Young Prince come from Lisbon bound for the Meuse laden with salts and four chests of sugar, the other come from Norway and bound for Flushing having in her only seven lasts of tar and a few deals. On Saturday night last by reason of a storm the Ruby hath lost her foremast and boltsprit but saved her rigging and

sails belonging to them, which we thought necessary to give you notice of that when she doth come in she may be speedily refitted.

By intelligence from a Scotch man taken in the last prize we are informed that the King of Denmark and Queen of Sweden are fallen out, the Queen having drawn down some forces towards his country.

The ship *Ann and Joyce*, a merchant ship, her victuals being ended and her contract expired and not having contracted anew we have sent her into the River as a convoy to four Hamburgers laden with pitch, tar, hemp, canvas, &c. We desire care may be taken for present payment of such commodities you shall think fit to buy of them: their examinations with their lading we send you here indorsed.

We earnestly desire you will not forget us as to hammocks, our want being very great in that particular; the *Essex* came from London without any for her own company and most of the ships that came from thence brought very few along with them. We are

Your very affectionate friends and servants
 ROB. BLAKE,
 GEORGE MONCK.

Resolution at an anchor off the Texel, four leagues from the shore, the 20 June, 1653.

1106. *June 20*, 1653.—*CULLEN AND OTHERS TO N.C.*

[S.P. Dom. Commonwealth, xxxvii. 115.]

Honoured Sirs,—Yours of the 17th present received, whereby we take notice of the directions given to us to make such provision for the accommodation of the sick and wounded men upon their

arrival within our jurisdiction from the fleet as shall be necessary, and to charge the money expended for their maintenance (not exceeding seven shillings per week each man) upon the Commissioners of prize goods. Now forasmuch as the same directions seem general as not putting any difference or giving other respect to officers or men of other rank than to common seamen, nor distinguishing between wounded and sick men, nor betwixt such as are but slightly wounded and others, or those that are only tainted with the scurvy, and such as are distracted by the calenture as divers have been and then of necessity require attendance; others coming almost naked on shore in winter cannot be recovered without clothing, and in respect we have not a hospital fit to entertain them in here, but are constrained to lay them as well in private houses as others in this town (where all provisions have been and yet are very dear), we have thought fit in tender respect to the public service of the State and to prevent other inconveniences that may ensue, to advise you that unless respect be had to the enlargement of that rate as in case above mentioned, we shall not be in any capacity to receive others or compel our inhabitants to entertain them at seven shillings per week. And to us it would seem very grievous to see those that have lost their blood and limbs and hazarded their lives in defence of their country to perish without doors (as we are informed they have done elsewhere). Wherein having hitherto discharged our consciences we remain,

Your very loving friends,
WM. CULLEN, Mayor.
THOS. DAY.
ED. PRESCOTT.

Dover, June 20, 1653.

We shall be bold this week to draw bills on you for the remainder of our last account.

For the service of the State. To our much honoured friends the Commissioners of the Navy at their offices on Tower Hill these.

1107. *June 23rd*
July 3rd, 1653.—THEODORUS TO LORD CONWAY

[S. P. Dom. Commonwealth, xxxvii. 134.]

Rt. Honble. my very good lord &c.,

Our late great victory at sea over the Hollanders has reduced that boorish people into a little good manners and wrought this good effect upon them, as one Beyerlyncke ¹ a messenger envoy from them (precursor to my lord Nieuport and some that are daily expected) came to London on Friday last, carrying a white flag on the top of his pinace he came up on all along the River of Thames, whose chief errand as I heard as to the bulky body of the Treaty itself is to prepare us upon these two heads, (viz.) reciprocal satisfaction for damages received and reciprocal caution or security to be given for the making of a perdurable and irrefragible amity at the cley of the said Treaty but truly I hear that our late hostile divisions has made the breach two wide to be cleyed up again in haste and therefore *Hic labor hoc opus est* &c.²

This is the day of public thanksgiving throughout this city for our late beating of the Dutch at sea, and therefore their four ambassadors came very seasonably on Tuesday last to see it

¹ *I.e.* Beverning.

² Passage omitted.

be solemnly kept, but five of their men-of-war have taken on our seas three of our Canary ships laden with wines bound homewards and carried their prize into France.

THEODORUS.

London, June 23, 1653.

1108. *June 28th*, 1653.—BLAKE AND MONCK TO A.C.
July 8th

[S. P. Dom. Commonwealth, xxxvii. 73.]

Gentlemen,—Yours of the 17th present we received with an invoice there inclosed of several victualling and water-ships set sail for the Swin with the Reserve, which will be very welcome when they come and for whose speedy repair unto us we have already issued orders accordingly, which we hope ere this are come to your hands and sent away according to directions, and for the ketch laden with boatswains and carpenters stores that provision will be very seasonable, our want in that particular being great, yet we desire a greater proportion may be provided for us and sent down to us with what expedition you can, for this supply doth not proportion our wants, especially of anchors and cables which many of our ships have lost in this wild road by reason of blowing weather.

We do and shall use our utmost to unlade those ships of provisions now with us and send them back again for recruits, though this place will not admit of that expedition we could wish in this particular. As to your desire that such ships as shall for the future be sent in may be ordered no further than Lee Road, where upon notice of their arrival further directions shall be

given for their disposal,' which we shall observe yet if those ships lately sent in did all come into the River it was contrary to order, for we designed four of them to Chatham and the rest to Deptford and Woolwich. Our want of wood, candles and provisions for sick men is very great, the quantity we now have being very small, which we desire may be seriously considered and timely supplied, or else that very want will force us off from this coast, for though there be a proportion of wood and candles in the ships coming along with the Reserve, as also in two ships lately come from Hull, yet that is but a supply suitable to the proportion of victuals coming along with them, which doth no ways answer our want until we shall spend upon that victuals. We have still daily complaints of the defectiveness of victuals, especially beer, bread, butter and cheese, whereby our want in that particular is likely to be very considerable in a short time, which we desire may be timely prevented, and that which adds to it is the loss of a hoy called the David, whose whole lading was bread, butter and cheese; she was separated from us by a storm the 18th present at night, whether she be gone for England or what is become of her we know not, though strict enquiry hath been made after her. We do not hear of any butter or cheese in these ships coming along with the Reserve, which being all put together calls for a speedy supply herein.

We here enclosed send you an account of what powder and shot is lately come to us which is somewhat considerable as to powder though we are yet in want of round shot very much.

We desire that a considerable quantity of paper and canvas for cartridges may be sent us,

also twine and old junk for oakum which we very much want though they seem inconsiderable.

Many of our men fall sick every day which lights upon our officers and best seamen for the most part, whereby we are in want, though our number be made up with soldiers, and do much desire a supply of seamen if they be to be had.

It hath pleased God this last week to deliver several merchant ships of the enemy into our hands which was thus. Upon the 19th present some of our frigates appointed to ply to and again before the Vlie met with eleven sail which proved to be Dutch ships, some of them come from the West Indies, and being ships of force they fought for some time, but at length committed themselves to sailing as their securest way, whereby five of them escaped but four are taken, one sunk and another burnt. In this encounter Capt. Vesey, commander of the Martin, was slain whom we understand hath left a poor widow with a great charge of children whose condition we leave to your consideration. Upon the 22nd some other of our frigates met with about thirty sail more to the Northward of the Vlie, who being ships of no force endeavoured wholly an escape, but yet eleven of them were taken and some of the remainder scattered and the rest got into port, two of these came from Swethland¹ laden with guns all new, whereof two are brass and most of them carrying a bullet from 24lb. weight to twelve as we are informed, which we hope will be as seasonable for us as for them had they escaped. There were no more amongst them had any guns but these two, the rest are richly laden for the most part. They are not all come into the fleet as yet, when they are we shall send them

¹ *I.e.* Sweden.

in under the convoy of such ships as are least useful, also such sick and wounded men as are not fit to be kept on board, upon whose arrival in Lee Road, whither we shall order them, we do desire speedy directions may be given concerning them as may stand with the good of the service. We intend also, if the Lord will, to make a trip over with the whole fleet upon the English shore to see them out of danger and then to return with what speed we can, leaving in the meantime so many of the best frigates we have to lie between the Dogger Bank and the Riff to intercept the enemy's ships of trade expected home. We earnestly desire you will hasten unto us as many clean ships as you can, apprehending more service might be done than now is had we a considerable number of them, also that you would send to Major Bourne that those ships now tallowing at Harwich may be expedited to us.

We still continue before this place, sometimes at an anchor at other times under sail which is all at present but that we are

Your very affectionate friends and servants,
ROB. BLAKE,
GEORGE MONCKE.

From aboard the Resolution plying it between the Texel and the Vlie, the 28 June, 1653, at 6 in the evening.

As this letter was making up came yours of the 22nd present, giving answer to many material passages therein, and therefore shall only add this that we are glad to see your care continued for our future supply both as to victuals, water &c., only this we desire that some hammocks may be expedited to us, having received no more than is mentioned in our last, and do question whether the full proportion of wood, candles and

other necessaries to make up what is short of our former allowance will be contained among other provisions in the Adam and Eve where you say it is. We send you here the orders for those ships mentioned in the list you sent us. We earnestly desire you will take care to send us four able chirurgeons by the next ships appointed to come to the fleet¹ . . . sick of late and one or two dead. What intelligence is come to our hands we herewith send you.

1109. $\frac{\text{June } 28}{\text{July } 8}$, 1653.—*TROMP TO S.G.*

[Archives of the Hague. Translated.]

High and Mighty Lords,—My last letter was dated the $\frac{1}{2}$ $\frac{7}{7}$ th instant, with a postscript written on the morning of the $\frac{1}{2}$ $\frac{8}{8}$ th. In this, amongst other things, I notified your H.M. that we trusted to have our fleet ready by the spring-tide on the $\frac{30\text{th June}}{10\text{th July}}$, in so far as it depended on the repairing, cleaning and remasting of the ships; and I am still of the same opinion. But still there are several captains who have not yet taken on board all the ammunition, stores, provisions and men they require to complete; and we do not know when these will arrive, especially those due from the Admiralty Board of the North Quarter, whose overseer came here with the greater part of the stores and ammunition for the ships under their charge, and left again for Holland on the morning of the $\frac{26\text{th June}}{6\text{th July}}$, to find, buy, and forward the ammunition still wanted. And we shall probably have to leave Captain Reijnst Cornelisz Sevenhuijsen's ship lying here, as she is unfit, so as to

MS. defective here.

distribute her crew amongst their other ships. The Friesland Admiralty ship, commanded by Captain Coenders, is also lying here, and he tells me he has not received a letter, much less any person delegated to assist him. The delegates of the Admiralty Boards of Rotterdam, Amsterdam and Zealand, and of the Directors established at those places, all say they shall have their ships prepared, and when they are ready to sail will pay a month's wages to each of the crews. There is one unfit ship here belonging to Rotterdam, the *Dolphin*, commanded by Captain Paulus van der Kerckhoff, which will probably have to be left behind as well, and her people transferred to other ships. I am afraid at the last moment we shall be a great many men short, because some have been killed, a great number sent away wounded, and several have run, whilst few, or no, recruits come from Holland.

The Middleburg Directors have hired the English ship, *Bonaventure*, taken by us in December¹; she is now lying at the Veer, and will come out of harbour and join the flag with the spring-tide. Two more ships have been chartered for a similar purpose by the Admiralty Board of Zealand from Burgomaster Lomsen. The East India Company's ships, the *New Flushing*, which is being prepared for Vice-Admiral Jan Evertsz., and the *Henriette Louise*, now lying with her cargo off Flushing, are both stated to be destined for the fleet; but it does not look like it, or at any rate they have still several days' work before they will be quite ready. On the $\frac{14}{24}$ th June and the $\frac{21\text{st June}}{1\text{st July}}$, I sent orders to the four men-of-war, the fire-ship and water-ship belonging to Rotterdam, that are lying in Goree

¹ Off Dungeness.

harbour, charging them to put to sea when tide, wind, and weather should serve, and to come along the coast inside the Wielings and join us ; but so far they have not come in. But I have just been informed that the Amsterdam Admiralty ship, commanded by Boelius Schaeff, and the Friesland ship under Captain Codde (both of which ships, with others, deserted from the flag in the last engagement) have made very little progress in their preparations ; and the Rotterdam ships, the Garland and Princesse Louise, had not yet completed their crews, which is probably the reason why they have not come out yet and joined us.

On the $\frac{21\text{st June}}{1\text{st July}}$ I also received a letter dated the 19th, from Messrs. Ewijck and Tulsing, delegates from the Amsterdam Admiralty Board at Texel, to which place I had dispatched one of our advice-galliot with a letter to ascertain the state of affairs there. They enclosed a statement showing that there were fourteen warships and four fire-ships lying in readiness there, and six men-of-war not yet ready.

On the $\frac{22\text{nd June}}{2\text{nd July}}$ I received through your H.M.'s delegates an extract from your H.M.'s resolution of the $\frac{1}{2}\frac{8}{8}$ th June, notifying me to administer good, short and sharp justice, without waiting for the absent officers of the Council of War, on the captains who may have run from the fleet in the last engagement. Of these captains, we have here those that put into the Texel, to wit Braechel, Jan Admiraël and Heertges, all belonging to the Admiralty Board of Amsterdam. And as we have not heard for the last nine or ten days from either Fiscal Boudesteijn or Mr. Jacob de Bije, who is by far the most capable of the three, nor do we know where they

have gone (though presumably to the Hague, where they live with Juffrouw Boudesteijn in the Toorenstraet); and as, moreover, we have not received the Captain or Lieutenant Provost Martial and their officers, whom I asked for in my former letter, to assist in the administration of justice; and as I have on board only a provost who has lost one arm and is totally unfit for duty, I am obliged to delay the matter till they come. And I beg that the said Fiscal de Bije, or some other capable of doing the duty, may be sent to us, to make the charge before the Council of War; and, hoping they will arrive betimes, I have written to summon the Council of War to meet on board my ship on Friday, the $\frac{1st}{11th}$ instant. And if the absence of the said Fiscals prevents the charge being made then, we must adjourn to a subsequent day. For my part I do not know of anyone to propose to your H.M. who could execute the office of Fiscal in their stead, as required by the present regulations of the Navy; but I am anxious we should have a very capable one, in order that the country may be well served and justice maintained.

On the $\frac{24th\ June}{4th\ July}$ I received a letter from Agent de Garges, dated the $\frac{1}{2}^{\frac{9}{9}}th$ June, a copy of which accompanies this¹; and I am hourly expecting the return of an advice-pink I dispatched to that place on the $\frac{1}{2}^{\frac{9}{9}}th$ June to collect news and to keep a look-out at sea. Touching the matter of victualling the fleet for four months after leaving the Downs, your H.M. Delegates have decided to give orders for the three months' provisioning as previously arranged, upon a representation made by the Zealand captains and

¹ *I.e.* No. 1105.

a few of those belonging to the Meuse, stating that their ships had such small holds that they could not stow so large a quantity, but that supplies could be sent by the Boards to accompany those ships that stood in need of them, especially in the articles of beer and water ; also that the ships belonging to North Holland had already written for three months' provisions, and to write again requesting supplies for another month would take some time. I do not doubt, moreover, that as soon as the fleet is ready your H.M. will disclose your plans as to how we shall proceed ; for, if the enemy is as strong as report says, and if we are not effectually reinforced by the five ships from this province (against which we have discharged two disabled flute-ships) and [those] from Texel, with the ship built for the Republic of Genoa, the East-Indiamen and a number of others put down on paper (and I earnestly hope we shall not be disappointed of any), to enable us, in this great need, to drive the enemy from our coasts, to throw open our harbours, and to maintain the lustre and glory of this State, we can entertain but small hope of the success we desire. But as soon as we receive your H.M.'s orders we will carry them out to the best of our ability and commit the issue to God. And when the fleet is lying here ready, whenever your H.M. should decide for us to put to sea, it will be of the utmost importance that all the ships by which we are to be reinforced from the Texel and the Vlie should be collected together before our departure in one harbour, lying in readiness off the sandbanks, prepared to come out promptly and instantly whenever they receive our summons or see us engaged off the Shallows ; because we have reckoned upon this, and if these reinforcements

fail us it would occasion a general defeat. This morning a meeting was held by your H.M.'s delegates, and those of the respective Admiralty Boards of Amsterdam and Zeeland (the others not being here); there were present the Directors of Amsterdam and Middleburg, myself, Vice-Admiral Jan Evertsz: and Commodore de Ruijter. It was decided that they should all commence to issue a month's pay to such of their respective ships as were ready, and should be made ready from time to time.

I have also to report a mutiny that broke out on board the ship the Bull, fitted out by the Middleburg Chamber of the East India Company, which was occasioned by a number of new, inexperienced sailors coming on board, who had engaged for eighteen gulden a month, and the whole crew thereupon demanded to have their wages raised and augmented in proportion. And as this was a point of much consequence and [might entail] a mutiny all through the fleet, on account of the inequality of the wages earned by the sailors, it was decided with the advice of the whole of the aforesaid meeting to repair on board the said ship, with provosts-martial, and their officers from Flushing, and we have put a stop to the whole matter in the most convenient manner, without raising the wages, and the officers and sailors have given me their hands that they will serve the country faithfully, which promise I hope they will fulfil.

Teunis Willemsz: van der Heijden commanding the advice-boat which has been cruising about on the look-out between Ostend and the Meuse, has just come on board on his return. He states that on the $\frac{20}{30}$ th June he saw ten great ships five or six miles outside Schouwen, steering

a course towards the North, and on the ^{24th June}_{4th July} he had also spoken, off the Meuse, an Amsterdam smack coming from Norway, which the day before had fallen in with the English fleet, 140 sail, seven or eight miles out at sea off Scheveningen and Catwijck.

Herewith, &c., &c.,

(Signed) M. HARPTS. TROMP.

On board the ship Brederode,
off Rammekens, this ^{28th June}_{8th July}, 1653.

1110. ^{June 29}_{July 9}, 1653.—TROMP TO S.G.

[Archives of the Hague. Translated.]

Noble and Powerful Lords,—I have just now safely received your letter, together with the accompanying notes of the report made by several sailors who came last Friday from Dover; on which report (to the effect that nine or ten of the enemy's ships were cruising in the Channel), your Lordships submitted to their H.M.'s consideration whether their H.M. would not deem it advisable to detach from this fleet ten or twelve of the largest and quickest-sailing frigates that are ready, for five or six days (which could be done without prejudice to the service required of the main body, because there are still several ships which cannot be made ready within that time), and to employ the ships so detached to overpower the English cruisers or make them quit the sea. If this proved successful and reports were duly made, it might also be possible to deflect the enemy's main force from our shores. And understanding further to-day, from sailors

who have escaped or been released, that the aforesaid cruisers are still active, whilst they are reported to be not too well armed; and that, on the other hand, boats are constantly going backwards and forwards with supplies between Yarmouth and the Thames and the English fleet on our coasts, frequently with no convoy, or with an insufficient one, your Lordships discussed the point as to whether affairs were being handled as zealously as the urgency of the situation demanded.

Upon this your Lordships decided to ask my advice in writing. In reply I beg humbly to submit to your Lordships that the enemy's ships that are reported to be cruising about in the Channel are probably keeping off their harbours so as to be able to take refuge therein directly they catch sight of any of our ships; or, if they are quick-sailing frigates, are enticing our ships into the Channel with a view of separating them from the main body, which, in the present conjuncture of affairs, would be most disastrous to the country, for they are not ashamed to run if they can see no other way of evasion.

And with regard to the boats coming from Yarmouth and the Thames, it could not be prevented, in my opinion, by a squadron, as your Lordships will conclude from the report brought in by Commander Teunis Willemsz: van der Heijden, who came in yesterday with his advice-boat, after a cruise of fourteen days between Ostend and the Meuse, keeping a look-out at sea; and I have just sent him off again to those parts for three or four days. He says that on the ^{24th June}_{2nd July} he spoke a certain smack belonging to Amsterdam, and coming from Norway, which on the previous day, the ^{23rd June}_{3rd July}, had been

chased by the English fleet of 140 sail, being then in the longitude of about Scheveningen, seven or eight miles out at sea. When they ceased chasing him, they stood off to the West, their heads to the wind, which was at that time S.S.W. and S.W. This course brought the English by the morning close to the English coast between the Thames and Yarmouth, where undoubtedly the supply-boats put off to them, or, if they are some distance out at sea, the fleet would send sufficient convoy to fetch them. It would, indeed, be quite possible to send out a squadron of the ships that are ready, but they would have to be fast sailers and as keen-scented as privateers; but very little reliance could be placed upon them on their return to the fleet, for many mishaps might occur at sea, as one may see from the experience I have had with the ships lying in the Goree Gat, to which I sent on the $\frac{1}{2}^{\frac{9}{9}}$ th June, charging them to join us without delay; but they have not so far appeared, writing on the $\frac{24^{\text{th}} \text{ June}}{4^{\text{th}} \text{ July}}$ that they are prevented from carrying out these orders by the wind, although they only put just off the land, and were keeping the way open, under the conditions of wind and weather, so as to ensure their retreat to the Shallows in case of necessity.

But my advice is that all the ships should be fitted out and sent to sea without a moment's loss of time, at any rate all those that are now in hand, and that a vigorous effort should then be made to drive the enemy from our coast, and to throw our harbours open for the honour of our country. And if their H.M. should perchance decide that our force ought not to be risked against the present power of the enemy, but that we should endeavour to draw off their attention,

in that case I should think it would be better for the whole fleet to carry out any plan of action which should be determined on, in the hope of thereby withdrawing the enemy from our shores. As regards the firing of a shot, none has been shot to my knowledge, but the ships that discharged their cannon in order to clear them have mounted them again, after having fired off a blank round and reloaded. And as to floating down with my ship, I will do so as soon as we have careened; for a number of shot-holes have been stopped up with plugs and small pieces of lead, and pieces of timber must be fitted in, which cannot be done off or outside Flushing, when it blows even a little. As regards a report of the ships ready and unready, and when we intend to hold a Council of War, I have this afternoon sent my secretary to your Lordships, and I beg to refer your Lordships to him, trusting I shall be found to have carried out your Lordships' views. Herewith, &c., &c.,

(Signed) M. HARPTS. TROMP.

On board the ship Brederode,
off Rammekens, this $\frac{29^{\text{th}} \text{ June}}{9^{\text{th}} \text{ July}}$, 1653, 10 o'clock.

1111. $\frac{\text{June } 30}{\text{July } 10}$, 1653.—TROMP TO S.G.

[Archives of the Hague. Translated.]

High and Mighty Lords,—My last letter was dated the $\frac{28^{\text{th}} \text{ June}}{8^{\text{th}} \text{ July}}$ in the forenoon. That same day I signalled all the captains here on board, and required from each an account of the state of their several ships, upon which I have based the enclosed statement. I enclose also the copy of a letter from Agent de Glarges received

to-day.¹ I have decided to forward both these to your H.M., so that the position of the National fleet now in this place may be known.

Herewith, &c., &c.,

(Signed) M. HARPTS. TROMP.

On board the ship Brederode,
off Rammekens, this $\frac{30^{\text{th}} \text{ June}}{10^{\text{th}} \text{ July}}$, 1653.

1112. $\frac{\text{June } 30}{\text{July } 10}$, 1653.—*BLAKE AND MONCK TO A.C.*

[S. P. Dom. Commonwealth, xxxvii. 170.]

Gentlemen,—Yours of the 25th instant we yesterday received and therein perceived that Capt. Clarke was on his way towards us before our orders for him came to your hands, though he be not yet come to us as is expected.

Since ours to you the day before² wherein we acquainted you that it was our intention to make a trip over to the English shore with the main body of the fleet to see those prizes lately taken (out of danger), some of them as we apprehend being very considerable, but to return again with all expedition.

It was notwithstanding this day at a council of war held on board us resolved that the main body of the fleet should not only stand over towards you to see the said prizes out of danger, but also come to an anchor in Solebay and there to take in what victuals and other provisions lie now ready at Yarmouth and Harwich to be transported to us, which we find cannot be done upon this coast without much hazard and trouble, also to get some refreshment for our seamen which fall sick every

¹ *I.e.* No. 1113.

² *I.e.* No. 1108.

day very fast, yet we hope to dispatch what is there intended in three or four days at the furthest, leaving in the meantime a considerable number of our cleanest frigates and best sailors to ply it before the Vlie or to the Northward of it, the better to intercept all ships and vessels belonging to or trading with the enemy, a list whereof is here inclosed. By a letter from the Council we understand they have appointed the ships Charity, Sampson, and Black Raven also the Phoenix and Constant Warwick to join with them and ply together in the Narrows for securing of trade, but we hope the two latter will be spared, we having sent order according to your desire for nine ships for the same service besides such frigates, as they will be more useful with us than there and therefore desire you will move in it that they may be ordered to make their immediate repair unto the fleet in Solebay. We also perceive they have ordered the Briar, Plover and James for the Scotch coast, the former being one of the nine aforementioned yet we think those eight will be sufficient. We have sent unto the Victuallers at London and to their instruments at Yarmouth and Harwich to take care that some beeves may be in readiness at both the said places for refreshment of our seamen, also what victuals lie ready there to be conveyed unto us by that time the fleet shall arrive in Solebay, which we hope will be about three days hence, that so we may stay no longer than needs must. The 1300 hammocks which you say are ordered on board the Elizabeth frigate we heartily wish they were now with us, having often acquainted you of our necessity on that particular.

For the victualling and water-ships you mention coming along with them we do desire they

may be ordered to Solebay if they can come in that time we shall continue there, where we hope much work will be done in a little time. The supply of powder and shot you mention we have received which was very welcome unto us, yet there was but 400 barrels of powder in the Recovery though you write us of 500, but the truth of this will appear by our account thereof sent up last. We have several Dutch pieces carrying a bullet of 8 and 12 lbs., others of 24 lbs. weight, and have little shot fit for them and therefore we desire you will write to the officers of the Ordnance that a considerable quantity thereof may be expedited to us. We hope you are not unmindful of us as to anchors and cables wherein we have received much prejudice since being here. For the victuallers desire about victualling ships and empty casks to be sent for Portsmouth we shall comply with them therein as may stand with the good of the service.

We do very much want paper and canvas for cartridges, also old junk for wads, without which our powder will do us little good and therefore a proportion thereof suitable to our supply of powder and shot may be speedily sent unto us.

We cannot but remind you of wood, candles and other necessaries formerly made known unto you of which we have little in possession though much in expectation. We are

Your very affectionate friends and servants,
ROB. BLAKE,
GEORGE MONCK.

From aboard the Resolution, twelve leagues off of the Texel,
the 30th June, 1653.

For what you write about sending some ships to be victualled at Hull, there being 1000 men

victuals for six months in dry provisions which have remained there a long time, though it be the first we have heard of it, besides that which hath come from thence is so defective that we have little encouragement to send thither, yet if we cannot complete ourselves with three months victuals elsewhere we shall send for so much thereof as will make it up, however we think those upon the Scotch coast will take up a considerable part thereof who are some of them near out of victuals now and do desire that they may be ordered by you to that port for recruits.

ROB. BLAKE,
GEORGE MONCK.

1113. $\frac{\text{June } 28}{\text{July } 8}$, 1653.—C. D. GLARGES TO TROMP

[Archives of the Hague. Translated.]

Noble and Honourable Sir,—On the $\frac{21^{\text{st}} \text{ June}}{1^{\text{st}} \text{ July}}$ I received your favour of the $\frac{1}{2}^{\frac{9}{9}}$ th June, dispatched to me by your advice-pink, in which your Honour calls upon me for such information as I may have with regard to the enemy's fleet: 1st, where they are; 2ndly, how strong; 3rdly, their designs; 4th, for how long victualled; 5th, foul or clean; 6th, what preparations are going forward in England, whether more ships are being fitted out; and 7th, whether they are building new ships. The greater number of these aforesaid seven questions will have been already answered in my last letter of the $\frac{2}{3}^{\frac{0}{0}}$ th June, and by the verbal report of the person by whom I sent it, Captain Albert Gerritsz., of Rotterdam, whom I directed to go to your Honour for that purpose.

1st. The enemy's fleet at that time was

reported in England to be still on the shores of our country.

2ndly. Generally speaking the same as in the last engagement within eight or ten, which have come in disabled with the prizes, and have made ready again to depart.

3rd. Their design is to cruise about there, specially with a view to the East India homeward-bound fleet, until they have accomplished their purpose or been driven thence.

4th. For this purpose the victualling-ships are dispatched as in my last.

5th. Whether the ships are foul or clean, I beg respectfully to inform you, I cannot ascertain from England; but your Honour will be able to judge better than I can from the time they have been at sea.

6th. As to whether they will shortly be able to put more ships out to sea, I have not received any more intelligence than in my last.

7th. They have lately had four or five fine new ships on the stocks in the Thames. I have heard that some of them are with the fleet; and I will send your Honour detailed information on this point by the first opportunity.

We have at present no further special news from England. On the 4th of July according to them, the 14th according to our computation, their new Parliament is to hold its first meeting. And it is thought that the ambassadors sent by our country will not be able to do anything there before that date.

Herewith, &c., &c.,

(Signed) C. D. GLARGES.

Calais, ^{June 28}
_{July 8} th, 1653.

As there is but little in the above (in answer

to yours) that I have not already said in my previous letters to their H.M. and your Honour, I am not writing this time to their H.M., leaving it to your Honour's usual kind management.

1114. *July 1¹/₁₁, 1653.—EXTRACTS FROM LETTERS OF INTELLIGENCE FROM HOLLAND*

[Thurloe State Papers, i. 324.]

July 1¹/₁₁,—It is resolved ours shall again fight with yours, but not so soon, though we expose much by it, for if our fleet shall be worsted again, we shall be undone or forced to such a peace as you please. We are in great fears still; yours should meet our East India fleet coming home. You have lately taken of ours seventeen ships merchantmen, whereof four came from Italy laden with much riches, thirteen laden with corn and cannon come from Swedeland.

Your fleet is now before Texel, some eight leagues of the shore as they please. All these provinces desire a peace, but more especially Holland. . . . The faction of Orange increaseth daily.

July 1¹/₁₁.—Our councils here are violent to join all interests into one against you, and I really believe will carry it. They have carefully now provided for their security within by guarding all their sea coasts strongly. They have drawn most part of their forces out of Guelderland and Overissel down into Friesland, all along the coasts from Icefzyl to the Vliwards. They have likewise sent two troops of horse and between two and three hundred foot more into the Texel island and some hundred more into the Vlie, and now they are confident these places are secure, being

with the countrymen that are armed, near a thousand in the Texel and four hundred in the Vlie island. These were sent into the islands last Saturday. There are two or three companies of horse more sent to Hunsdown with some more foot. Brederode lieth in Alkmaer where there hath lately been a rising, but it is quelled. There is about 600 commanded foot there to secure those coasts and so there are placed men all along to the Meuse mouth, soldiers to assist the country, and now we are secure on the coasts; our greatest care is to suppress tumults within, which every day arise in one place or another.

The fleet is with all speed hastening out; all encouragement is given, great wages, at least eighteen and twenty guilders a month's wages. The brass guns are arrived at the fleet at Zealand from their inland garrisons; there is good store of all provisions made ready; there are some thirty-four sail of small vessels with all sorts of provisions and ammunition. The whole care of the fleet is left to the admirals, and whatsoever they think necessary is done, placing what captains and officers they please in their fleet, attributing their late miscarriages to their former officers. They go from town to town to encourage men to take on; yet do what they can, they will want men. This will be the best provided fleet that they ever had. I am assured that the fleet will out sooner than is expected. Private notice is come that some fleets are near repairing homewards, whom Tromp by his going out hopes to secure from you as formerly; but the great thing is they have boats that narrowly watch the carriage of your fleet, and they do expect that divers of them will repair off these coasts to victual, whereby they may get an opportunity. I pray you be careful and let not

these get any advantage against you ; for, if they should, they would pursue it to the purpose.

The ships in the Zuyder Zee are fallen down as low at Medemblick and so for the Texel, and will watch their first opportunity. Be confident, another engagement must be.

July $\frac{5}{15}$.—Here is news of two Straitsmen and one West Indiaman taken by the English : the rest, they say, are got into the Ems, as also twelve East countrymen taken and sixteen gotten in ; but they still want a ship with guns coming out of Swedeland.

1115. July $\frac{1}{11}$, 1653.—N.C. TO A.C.

[S.P. Dom. Interreg. xxxviii. 1.]

Right Honble.,—We have received several demands from the yards, fleet and out-ports for masts, yards, cordage, anchors, ironwork, deals, &c., and orders from you to give supply which we have endeavoured with all diligence, but find that the stop and disadvantage thereby will be unavoidably very great to your proceedings, not only in reference to the fleet now abroad but also to what you intend for the winter if a sudden supply be not made of money. There being upwards of 100,000 *li.* assigned for ready money and the stores of hemp, masts, tar and ironwork that must be made (if they can be procured) will cost above 200,000 *li.* Wherefore, that the service may not suffer we cannot but remind you of what we have formerly presented, and desire that some effectual course may be taken that money may be provided without which if we could procure stores not at present attainable in such a way, yet the extraordinary rate will be more charge to the

state (by 20 per cent.) than if we shall be enabled to make the best improvement of the market by buying for ready money. We have used our endeavour to keep the men that have come in of late by ordering them to be paid to the last of December and to give tickets to the captains of the ships to which they are turned over for the remaining time and, though they have hitherto absented themselves, yet we hope they may now (Col. Barkstead is abroad) appear, but that which we have several times complained of we find still to be a debauching of your seamen by the swarms of ale houses that are about the Thames. We could also humbly desire to the end we may with more liberty attend the duty of the office, that the business of Dutch prisoners and widows of such as are slain may be taken off of us, we having much more business upon us than our weak abilities can discharge either to your or our own satisfaction. We received your order for the impressing monies to pay part of the wages of the William and Thomas and Mary Prize, Augustine and other ships, but understand the two former have been in the service but since the 1st of February, whereas you formerly ordered us not to sign any tickets payable since the first of January which yet we do attend, though the clamours are very great against us so doing, the necessities of some seeming to cry aloud for some relief. We humbly desire some further instruction of your pleasure concerning the payment of the fore-mentioned ships, for we demur till further order.

We remain,

At your Honours' command,
E. HOPKINS. ROB. THOMSON.
F. WILLOUGHBY.

Navy Office, 1st July, 1653.

1116. July $\frac{1}{11}$, 1653.—W. C. DE WIT TO S.G.

[Archives of the Hague. Translated.]

- Noble and Powerful Lords,—My Lords, I beg humbly to inform your Lordships that after I had made my report on the $\frac{1}{2}$ ⁸th June to your Lordships in assembly, and had taken my departure, I arrived on the $\frac{2}{3}$ ⁰th June at Amsterdam. Here I met my Lords the Delegates of their H.M.'s, Heer vander Steen, Heer van Amerongen, and Heer Scheele ; I went several times before the Board of their Lordships at Amsterdam, with the gentlemen aforesaid. I also inspected the Genoa ship and the other ships at Amsterdam. I then went to Saardam where I inspected such ships as could be employed in the war, to wit ten pinnaces, and I have sent a list of these ships, both at Saardam and Amsterdam to their H.M.'s my Lords the Delegates of the States, showing particulars of size, &c. On the $\frac{24}{4}$ ^{th June} I went with the said Delegates to Texel ; on our arrival there, on the $\frac{26}{6}$ ^{th June} orders were given to the captains in command of the ships lying there to make a written report, without loss of time, of the equipment of their respective vessels. In the meanwhile, in order to gain time, I journeyed overland at once, to the Vlie with the gentlemen aforesaid. We arrived there in the evening, and heard, to our regret (as indeed we had already heard at Texel), that the enemy's force, from 120 to 130 sail, had been stationed for some time off Texel, and the Vlie, four to six miles out at sea, and that three, four, five, six, or seven ships from the said force, cruise every day on and off, before the Shallows both off Texel and the Vlie ; also that on the $\frac{24}{4}$ ^{th June} off the Vlie shallows, eight Baltic merchantships were taken

by the enemy, two of which were laden with ordnance, carrying about 380 pieces, consisting of 18 and 12 pounders; and sixteen to eighteen ships just got in. We found five warships lying here (their equipment in accordance with the particulars furnished to their H.M.'s my Lords' Delegates). There are also lying here six East Indiamen and about 150 merchantships; the remainder, to the number of about 500, had previously sailed back, and I think that the rest of them ought also to have orders to sail higher up again, so as to be able in the first place the better to persuade the crews in these sorrowful times to enter themselves in the service of the country. After having issued orders, I returned again with the said gentleman on the night of the ^{27th June} to the Scheldt; in the morning of the ^{7th July} we found twenty-three ships of war and ^{28th June} ^{8th July} four fire-ships lying here. I required from their captains particulars of their equipment, and delivered the same to the Lords' Deputies of the States (from which your Lordships may see the state of their equipment), also the orders issued by Commodore Evert Anthonisen whereby the captains of the said ships are to regulate their proceedings. We were also informed here that four galliots had been chased in by the enemy and likewise that the enemy were still maintaining their position off the Shallows. At night we started again for Amsterdam; when we reach Amsterdam, I shall not fail to make every effort to get the ships ready that are lying there, and shall report progress to your Lordships from time to time for your Lordships' information.

(Signed) WITTE CORN: DE WIT.

1117. July $\frac{1}{11}$, 1653.—MINUTES OF THE PROCEEDINGS OF THE NAVAL COUNCIL OF WAR (COURT MARTIAL)¹

[Archives of the Hague. Translated.]

Present as Members of the Court :

1. Lt.-Admiral Tromp.
2. Vice-Admiral Jan Evertsz.
3. Commodore de Ruijter.
4. Commodore Pieter Florissen.
5. Cornelis Evertsen, Captain.
6. Jan de Lapper, Captain.
7. Haepwant, Captain.
8. Arent Dercksen, Captain.
9. Gideon de Wilde, Captain.
10. Gillis Jansen, Captain.
11. Jacob Kleidijck, Captain.
12. Abraham van der Hulst, Captain.
13. Jacob Pense, Captain.
14. Egbert Meeussen, Captain,
on board the Lt.-Admiral's ship.
15. Adriaen Kempen, Captain.

In the presence of their H.M.'s Delegates

MEERMAN, TURSCH,
COEBERGEN, and WOLFSSEN.

After invoking God's Holy Name, the Lords' Deputies of their H.M. earnestly charged each member of the Court to act in accordance with their conscience, so that befitting justice should be duly administered. Fiscal Advocate to the Fleet Teunis Faber was then summoned by order of the Lt.-Admiral, and commanded to lodge his complaint and indictment against those whom he

¹ Held on the ship Brederode, off Rammekens, $\frac{1st}{11th}$ July, 1653.

considered to have failed in their duty in the last engagement with the English on the $\frac{2nd}{12th}$ and $\frac{3rd}{13th}$ of May,¹ and who are at present on board the ship Brederode for this purpose, namely :

Captain Pieter Brakel.
 „ Jan Admiraël.
 „ Jan Pietersen Heertiens.
 „ Jan Conders and
 Cornelis Reiners Eenarm, Lieutenant to Captain Simon Claessen of the ship Westergo.

1. Against the first-named, Captain Pieter Brakel, the Advocate-Fiscal deposed that the said Captain had deserted Lt.-Admiral Tromp's flag in the last engagement with the English on the $\frac{3rd}{13th}$ May,¹ without the necessary orders or permission ; he, therefore, under the ordinance of the $\frac{3rd}{13th}$ May, 1653, became liable in life and goods ; the Advocate-Fiscal therefore brought his charge, and claimed that the said Captain should be hanged by a rope until he was dead, and that all his goods should be confiscated.

Whereupon, having heard the said Captain Pieter Brakel's reply, and having read the statement made by him in his defence, consisting mainly in the facts that his ship had been severely damaged in the said encounter, that ship and rigging were so much injured that he was obliged either to suffer himself to be taken, or to be towed to the Lt.-Admiral's flag by some other ship. He had therefore asked Captain Jan Admiraël to bring him in to the fleet, which Captain Jan Admiraël consented to do.

That during the night he noticed that Captain

¹ Clearly an error : it should be June.

Admirael was steering a course away from the flag, and that he had thereupon called out to him to shape his course more directly on to the flag, which, to his regret, was not done.

After examination of the above evidence the Court decided that although the accused has not been guilty of a breach of duty by disobeying the ordinance cited, having regard to the efforts he made to return to the flag, nevertheless in view of further efforts which he might have made, by casting off from Captain Admirael's ship, he must be condemned to a fine of 600 caroli gulden, to be applied as is usual in Courts Martial.

The above sentence was read out to him in the Council of War (Court Martial), and after bail being given, he was dismissed and continues to fulfil his duties as before.

2. Against the second-named, Captain Jan Admirael, the same indictment and claim was made as against Captain Pieter Brakel.

But as he begged for a delay of four days to enable him to make the report by which he hoped to justify his conduct, the Court, taking into consideration the alleged reasons, consented to grant his request; he, meanwhile, remains in proper security.

3. Against the third-named, Captain Jan Heertiens, the same indictment and claim was made as against the first-named, Captain Brakel.

And having heard his answer thereto, namely, that after the fight on the $\frac{3^{\text{rd}}}{13^{\text{th}}}$ June, being heavy with sleep, he slept, and, waking quite early on the following morning, was quite unconscious that he was not still with the fleet; seeing a number of ships in the distance, he afterwards did all he could to regain the flag, but was prevented by the coming up of the English fleet; and he therefore

thought it best to go to Texel in order to save his ship.

After due deliberation on this case, the Council of War (Court Martial) decided that the accused should be placed before the mainmast with a halter round his neck, and passed sentence upon him cashiering him, and declaring him incapable of serving the country again. They condemned him, moreover, to pay a sum of 1000 caroli gulden, to be applied as is usual in Courts Martial.

4. Against the fourth-named, Captain Jan Conders, the same indictment and claim is made as against the previous Captains, he having been the cause of the loss of four ships of war by making them run into one another, to wit, the ships commanded by Captains Cornelis Laurens, Adriaen den Oven, Hendric Pieters, and the Lt. of Jan der Stege, which four ships were all taken.

Having heard evidence as to the above, the accused declaring before Heaven that the said ships had all become entangled together before he came up with them, and that, when he did, he made every effort to get clear of them, which he succeeded in doing.

After due deliberation, and especially seeing that there is no evidence forthcoming to prove the aforesaid charge, the Court has thought fit to declare the accused not guilty on the indictment brought forward by the Advocate-Fiscal; but finds, nevertheless, that the said Captain, by reason of his want of experience in naval affairs, is not fit to serve the country in the capacity of a Captain.

5. Against the fifth-named, the Lieutenant of Captain Simon Claessen.

As it is not proved that the accused was in any way in command of the ship Westergo the Court have decided to suspend judgment on his person,

writing to the Haarlingen Admiralty Board that his case may be held over till such time as further information can be obtained as to whether he was in command of the said ship at all.

1118. *July* $\frac{2}{12}$, 1653.—TROMP TO S.G.

[Archives of the Hague. Translated.]

High and Mighty Lords,—My last letter was dated the $\frac{30^{\text{th}} \text{ June}}{10^{\text{th}} \text{ July}}$, enclosing a statement of the ships of war lying here, and their present condition, together with a copy of a certain letter from Agent de Glarges addressed to me. Yesterday in the presence of your H.M.'s Delegates, invited by me for the purpose, and of the Delegates of the Admiralty of Zealand, we held a Council of War (Court Martial), with the aid of the Provost Martial and his assistants from Flushing, as no one had yet come from the Hague to serve in that capacity to try the Captains sent to us, who on the $\frac{3^{\text{rd}}}{13^{\text{th}}}$ of last month with others had run—or as they say—got carried away from the flag. Captain Pieter van Brakel was found guilty; although he had fought bravely in the fight, having his topmast and yards shot to pieces; for, contrary to the request of Captain Jan Admiraël, to the effect that he should remain with the flag, he slipped away from the fleet into Texel; he was condemned to pay a fine of 600 gulden, because with his eyes open he had gone a wrong course, instead of signalling with his guns. Captain Jan Admiraël had not forced him to remain with the flag, because as his sails were useless he was obliged to let him slip. The said Captain Jan Admiraël lays the blame on his mate, who,

whilst he slept, without his knowledge steered a wrong course, so he says ; he therefore requests a delay of four days, when, he has no doubt, the said mate will be here. This request is granted on condition that he remains here on board in good security for this purpose. Captain Jan Pieters: Heertiens also made off from us at the same time, on the $\frac{4}{14}$ th June spoke Captain Brakel off the Meuse, calling to him he ought to go in search of the flag, as his ship was not disabled, and as he himself was then doing ; but coming off Schouwen they came in sight of the enemy's fleet who chased them north into Texel. He was banished, declared incapable of ever serving the country, condemned to a fine of 1000 gulden, and to have the sentence publicly read before the mast, with a halter round his neck. In the evening I received their H.M.'s despatch ^{28th June} _{8th July} requesting my opinion as to the exchanging some of our vessels with some of the large ships belonging to His Majesty of Denmark, now lying in the Sound and also as to the manner in which the junction could be effected. On the first point, the exchange, it could be conveniently managed by selecting some of our ships, which have a good appearance but are not good sailers, but it is more difficult to advise how a junction could be effected by reason of the numerous mischances which might occur therein. But I would submit with due respect, that the first point to be considered is the way we could best assemble our own ships still lying in the Goree Gat, and also in Texel and the Vlie, and I would humbly place before your H.M.'s whether it would not be advisable, as soon as the fleet lying here is ready to sail and we have effected a junction with the ships aforesaid out of the Goree Gat, for

us to put to sea and steer our course, as wind and weather allow, to Texel or the Vlie; then all the ships which we are expecting out of the Shallows on our summons, now lying ready altogether, could come out to us forthwith; and with a view of assuring and expediting this, it would be an advantage if some Delegates were on the spot to hurry the succours out. Supposing we should meet the whole English fleet on our way, we should do all we conveniently could to avoid them, and if we could not avoid them, holding them at bay, we should fall back on the succours, which might be lying at Texel and the Vlie. Because as soon as we attack the enemy, even if everything falls out to the best, it is probable that your H.M.'s fleet will be so disabled and shattered that they will have to put into port again; and if they then could keep only thirty to forty ships at sea it would paralyse all our commerce, whilst we had withdrawn leaving the sea at their mercy. We should wait until we came off the said Shallows, and had effected a junction of all our forces which would then be thought sufficient to enable us to defy the enemy with a reasonable hope of success, if your H.M.'s should think it well for us to attack the enemy with all our might to drive them from our coast, unless they should happen to leave our shores before that time without fighting. In that case we should assemble all our forces off the Shallows together with all the Baltic, North Sea and Westward-bound merchantships, and steer our course to Flekke Fiord or any other harbours thereabouts in Norway, where the Danes might be lying in safety, in order to effect the aforesaid exchange, and the merchantmen bound for those parts could then be convoyed by our

ships ordered to take up their stations in the Sound. The junction and exchange might also be effected in the roads inside the Skaw, if the said Danes should happen to be lying there at the time. Their said ships must be good sailers, otherwise instead of being a great help to us it would impede us to have to stop with them if any occasion should arise, when the carrying out of any operation depended on the fastness of our ships. And after we have met the said Danes, we should proceed to the Shetlands or so much further as your H.M.'s should decide, to convoy the ships bound the long way round, and to fetch the expected ships homeward-bound from the East Indies, if they should happen to be in those parts of which I am not certain. We could with the blessing of God carry out all the above, but speed and energy are required because the season of the year for going round the long way will be drawing to its close, and I do not think that we could join the Danes at any place nearer, because if they came into the North Sea to look for us, they would run great risk of being scattered by the English and falling into their hands, which God forbid. I trust the above will satisfy your H.M.'s request. I shall await your H.M.'s orders and instructions, and shall make every effort in my power to carry them out. Please rely upon this. I shall also look forward to receiving an account of what succours I have to expect, and off what places they are lying either at the Vlie or Texel, so that when I put to sea I can have confidence in making my arrangements with regard to them. I hope I shall soon be ready and that the ships will soon receive the things they still stand in need of, and which are being provided by the several Admiralty Boards and

Directors ; but I cannot speak with any certainty on this point, because in so far as relates to the remasting, repairing and cleaning of the ships everything is done, but I am afraid that we shall have 700 to 800 men less in the fleet than when we came in. I therefore submit to their H.M.'s whether you would not be pleased to order an equal number of musketeers out of the Militia to replace them, giving each soldier two gulden, or one rix dollar per month, so as to serve on board in the capacity of sailors as well, which would train more sailors, a very necessary thing ; for if the provision ships and also the two ammunition and store ships with the fleet got into heavy fighting far from our coast, they would probably be utterly destroyed, which God forbid, for want of sailors.

In conclusion, I submit to your H.M.'s whether it would not be to the advantage of the country for some Delegates of your H.M.'s to put to sea with the fleet, being very desirable with such an important force.

Herewith, &c., &c.,

(Signed) M. HARPTS. TROMP.

On board the ship Brederode $\frac{2nd}{12th}$ July, 1653, inside the sandbanks of the Wielings.

1119. *July* $\frac{2}{12}$, 1653.—E. ALKIN TO BLACKBORNE

[S.P. Dom. Interreg. xxxvii. 5.]

Mr. Blackborne,—I entreat you present my humble service to all my Masters and to yourself. Sir, you have sent me down to Harwich with five pounds, but believe me it hath cost me three times so much since my coming hither. I have laid out my monies for divers necessaries about the sick and

wounded men here ; it pities me to see poor people in distress. I cannot see them want if I have it. A great deal of monies I have given to have them cleansed in their bodies and their hair cut, mending their clothes, reparations and several things else, so that I have spent both the money I had of you and my own money ; and besides I am owing for my diet. I go often to Ipswich to visit the sick and wounded there, and return again to Harwich, so that in coming and going money departs from me. I was necessitated to get xxs. of the Mayor of Harwich, and he is at a great want of monies himself. I pray you, sir, send me some money down speedily, for I stand in great need thereof for the satisfying of my diet and reckonings I am owing ; I have not been used to be so long behind for my 'panies.' I pray you remember me, and send me a present supply. So wishing you much happiness.—I rest, sir,

Yours ready in any service
to be commanded,

ELIZABETH ALKIN.

Harwich,
2nd of July, 1653.¹

Major Bourne is desirous to have me stay until it be heard the event of this now engagement, or else I could have been willing to have come for London with the wounded men.

1120. July $\frac{4}{14}$, 1653.—BLAKE AND MONCK TO A.C.

[S.P. Dom. Interreg. xxxviii. 7.]

Gentln.,—Since our last wherein we acquainted you with our resolutions to sail with the main body

¹ This is endorsed 'Parliament Joanes Letter.'

of the fleet for Solebay¹ we have had blowing weather for the most part, whereby we were driven to leeward as far as Flamborough Head, but are now, through the goodness of God, come thus far on our way and hope to get into the place of rendezvous this night or to-morrow morning at furthest, where all diligence shall be used to accomplish the end of our coming thither, and therefore desire that what victualling ships and others can be sent from London within the time limited for our staying upon this coast may be expedited to us, and we have writ to Major Bourne in the like manner for such provisions as can be sent unto us from Yarmouth and Harwich.

Our men fall sick very fast every day, having at present on board this ship upwards of eighty sick men and some of them very dangerously, which we hear is generally through the whole fleet alike proportionable to the number of men on board, so that we shall be constrained to send a considerable number unto Ipswich for their recovery, where there is room enough for them and good accommodation, as we understand by a letter from Doctor Whistler lately come to our hands, to whom we have writ that special care might be taken of them and suitable provision made for them according to their conditions, and do desire a considerable number of seamen may be sent unto us with what expedition you can, or else 'tis apprehended we shall be very weakly manned to do service answerable to what is expected from us. We have this morning sent away the Forester frigate for Chatham, being very foul and wanting a new foremast which could not be supplied here. We should have ordered him to stay in Lee Road to receive your directions,

¹ MS. Sowle Bay.

but that we apprehended much time would be lost that way, being appointed to make his repair unto the fleet with all expedition. The captain of her is a godly and valiant man, whom with Captain Newbery, commander of the Entrance, we do especially recommend for two of the best frigates now a building which, if you shall approve of and appoint unto, we shall deliver them commissions upon notice given. We hope you do not forget to send us paper and canvas for cartridges with a considerable quantity of old junk for wads, our necessity in this particular having been several times made known unto you. There are two honest captains more whom we desire to recommend unto you for removes into some of the new frigates now in building with good strength, viz. Capt. Blagg in the Marmaduke and Captain Hermon in the Welcome. They are already in ships of good force but slow sailers, and do apprehend they would do more and better service if better provided. We earnestly desire you will send down to us as much victuals as will complete us to the last of September if you cancel the quantity of butter, cheese and bread that was lost in the Talbot hoy, of which we gave you an account already, being much in want thereof.

We also desire you will hasten unto us what clean ships and frigates you can from London, for want whereof so much service cannot be done as otherwise might be.

We are,

Your ever affectionate friends
and servants,

ROB. BLAKE,
GEORGE MONCK.

Resolution off of Winterton, the 4th of July, 1653.

1121. July $\frac{4}{14}$, 1653.—OWEN COX TO A.C.

[Add. MSS. 18986, fol. 64.]

Sirs,—After the tender of my service your Honours may be pleased to take notice that we arrived in the Downs the second of this instant, about nine in the morning. I endeavoured to arrive here sooner, but winds and weather prevented me. At the turn of the tide I set sail from thence to ply to sea, about seven at night. I met with the Great Charity, Sampson, Raven, and Nicodemus, and with these plyed it to windward, but the wind blowing hard and the ebb spent, we were forced to anchor in Dover Road that night till the windward tide came away which was about four in the morning. The forementioned ships I ordered to ply to the Westward and lie betwixt the Ness¹ and Beachy, myself with the expected Warwick to go on for the coast of Flanders, receiving information that there were two Zealanders lay there. The Warwick not coming I put over myself and took two English vessels with me, which were bound for Dunkirk. This third day and part of the fourth I spent there upon that coast, but saw nor heard of any, then came to the Westward again. This day being the fourth, about ten in the morning, betwixt Dover and the Ness, I met with an Ostender who came from St. Abustynes with soldiers for Dunkirk, who gave me an account of the arrival of our Venice ships in the Channel with two prizes with them, who accompanied them as high as the Wight and then left them. Sirs, likewise I hear that the Hollanders' fleet are come out

¹ *I.e.* Dungeness.

of the Straits, and gone for Cales¹ to take into their company what ships are there ready to come for Holland. If they should pass through this Channel the strength that we have here will not be sufficient to fight them, for I understand they will be about forty or fifty sail, most of them merchantships. I judge their men-of-war cannot exceed the number of twenty; their merchantships will be rich, therefore worthy looking after, and if your Honours shall think fit to order the Venice ships to join with us here, we may then be in some capacity to engage them, if Providence so order it. It would be a great trouble to my spirit to see the Leopard pass by me and I in no condition to fight them, the which I leave to your Honours' serious consideration. The winds now presenting easterly, I came over to look into Dover Road, where I found the Drake frigate taking in provisions which will be accomplished this night, which done, I intend to take her along with me to the Westward as far as Beachy, and so over to the Seine Head and from thence back to the Narrow again. The Constant Warwick as yet I have not seen, nor Old Warwick, Hare pink, Horseleydown,² Hopewell pink. As soon as these come to my sight, I shall endeavour to keep them in action according as I shall receive commands from your Honours, so having not else at present to advise your Honours of, I humbly take leave, and rest,

Your Honours' most humble servant
to command till death,

OWEN COX.

From aboard the Phoenix, now before Dover, July the 4th, '53.

¹ *I.e.* Cadiz.

² MS. Horseydonne.

1122. July 14, 1653.—REYNOLDS TO A.C.

[Add. MSS. 18986, fol. 66.]

May it please your Honours,—I having despatched the careening and fitting my ship at Harwich, I sailed thence the second instant, in the evening with the President frigate in my company, and plying to windward (endeavouring to gain the fleet), about four leagues from the Texel. Early this morn the President, being ill-masted (as we are), spent her boltsprit and foremast, which made her incapable of keeping the sea any longer, and therefore is gone for the river of Thames, to fit himself with masts. After I had seen him fitted, and half seas over for England, plying to windward again endeavouring for the fleet, and standing for the Texel, I met a fly-boat laden with tar and deals that this morn came out of the Texel, and as he saith belongeth to Lubeck, and is bound for Dunkirk, and that he was carried in there by a man-of-war, upon suspicion that he was bound for England. But knowing we are deluded by such excuses, and the need of those commodities in England, I have presumed to send him into Harwich; had not the President been gone out of sight, he should have conveyed him into the river. I have detained his merchant, and four of his men, and shall not clear them till I hear the ship is arrived and that it is your pleasures. Upon examination of the merchant he tells me that there is thirty sail of ships in the Texel ready to sail, and expect every day Tromp to join with them, who is still in the Wielings. The Dutch are in great fear of their East India ships, which they expect hourly, and have sent many scouts to command them

to put in in Shetland or elsewhere to the Northward. I have heard nor seen anything of our fleet yet, but shall endeavour with all diligence the finding of them, omitting no opportunity wherein I may prove myself

Your Honours' faithful servant,

JA. REYNOLDS.

Kentish Frigate about six leagues off the Texel.

1123. July 14, 1653.—*TROMP TO S.G.*

[Archives of the Hague. Translated.]

High and Mighty Lords,—Captain Frederick Coninch, the bearer of this, came on board us with a letter from your H.M. addressed to me, to give me a detailed account of what he had learnt in the Sound, and of the incidents of his passage. He has also delivered to me an accurate list of the names of the largest ships belonging to his Majesty of Denmark, which are about twenty-five in number, carrying from 106 to 40 guns, out of which we are to choose such a number for exchange as shall seem best to His Majesty and your H.M. But for my own part, as I have never seen any of the ships aforesaid, I am not in a position to make a choice, but merely state that the best-armed ships, carrying crews in proportion, would be the most useful to us ; but they must be good sailers and perfectly able to weather a storm, and must draw as little water as possible, to enable them to take refuge in the shallows of this country if necessary. The commanding officers there will be able to judge whether they possess these qualities ; and if they are ships like the Brederode under our command, which is the largest and

strongest vessel in our fleet, and the best sailer, it would be a great help to us if we could get the said ships as a reinforcement to our fleet. As regards the exchange and method of effecting it, I wrote on the $\frac{2^{\text{nd}}}{12^{\text{th}}}$ instant to your H.M., and beg to refer your H.M. to my said former letter.

Herewith, &c., &c.,

(Signed) M. HARPTS. TROMP.

On board the ship Brederode, lying inside
the sandbanks of the Wielings.

1124. July $\frac{5}{15}$, 1653.—MONCK TO A.C.

[S.P. Dom. Interreg. xxxviii. 14.]

Gentln.,—Since ours to you yesterday we are arrived in Solebay¹ and have already put all hands to work for accomplishing the end of our coming hither that, if possible, we may not stay longer than our time limited, which we thought necessary to acquaint you with that what victuals and other provisions now at London and ready for us may be expedited to us. The Reserve frigate, with such victualling and other ships as were under his convoy, are come unto us, which was very seasonable at this time and this place, and hope to dispatch all or most of them to return unto you, only we shall be forced to take some of the water-ships along with us when we go from this place, for that we have a good quantity of water in the fleet already. The paper and canvas for cartridges with old junk for wads, which we have so often mentioned, we hope will meet us here, the want whereof will put us to hard shifts if we should come to service, and therefore desire that a

¹ MS. Sowle Bay.

considerable quantity of paper and canvas may be sent down to us by a special messenger, though nothing be come. The greatest part of the beer we had before, and is now come along with the Reserve, is not fit for men to drink for aught we hear as yet, having continual complaints thereof. The captain of the Reserve informs us that his men choose rather to drink water than beer and have done so since their first coming out, and so it is generally with most of those ships that came with the provisions, with those that came with General Blake and several others, which we desire may be seriously weighed that defect having already occasioned much sickness amongst our men. We are,

Your very affectionate friends
and servants,

GEORGE MONCK.

Resolution at an anchor in Sowle Bay, the 5 of July, 1653.

My partner Blake being gone sick ashore could not sign this letter.

1125. July $\frac{6}{18}$, 1653.—BLAKE AND MONCK TO A.C.

[S.P. Dom. Interreg. xxxviii. 19.]

Gentln.,—Yours of the 4th instant we received and are glad to hear that the ships and frigates sent by us into the river are nigh ready, and do desire, if it be possible, we may have them with us by that time we sail from hence, clean ships and frigates being our great want, and without which such service cannot be done by us as will answer your expectations. As to the want of men, we hope such care will be taken that those

ships you send us may not be unprovided in that particular, if they do we shall not be able to help them, being in want ourselves through much sickness amongst us, which hath occasioned the sending of many men ashore to Ipswich, Aldeburgh, Solebay and Dunwich.¹ And for the sending in such merchantships whose contracts are near expired and turning over their men into other ships more serviceable we have hitherto taken that course all along, there being at present none as we can hear of in that condition but the Brazil which, being a frigate, we have thought fit to continue here to the last of September, and accordingly have sent him into Harwich to wash, tallow and revictual. For the Sovereign, which you write is ready to take in victuals, but is supposed cannot be got out for want of men, we think if there could be men had, they would be of little use this year, the summer being so far spent. Except this, they should be disabled by another engagement, and therefore desire they may only be kept rigged and fitted that upon any emergency they may be quickly set out. We have daily and renewed complaints of victuals, especially beer, and of this the beer in those victualling ships come along with the Reserve which we understand is generally very bad; but we have made it known to Col. Pride, now with us, who hath promised that a supply of better beer with other provisions shall be speedily sent us. However, we thought it necessary to acquaint you therewith that the like inconveniences for the future may be prevented and that a speedy supply of butter and cheese may be sent down to us. For the Grave William and Rosemary Tree, two prizes which we understand are missing, we cannot give you any further account than this that the

¹ MS. Alborow, Sole and Dunnidge.

former was manned by the Success and Welcome and the other by the Mary prize, and were committed to the custody of the Foresight frigate, who commanded them and other ships sent into the river with them, of whom we desire you would enquire concerning them. We have disposed of the provisions of brasswork and carpenter's stores which came to us in the Endeavour and Thomas and Mary hoys, which doth not yet answer each ship's wants, especially cables and anchors which we desire may be thought on, and sent unto us. We understand by a letter from Major Bourne that the Elizabeth frigate, Satisfaction, and Adam and Eve, and other ships with provisions, all are now at Harwich, upon whose coming into the fleet we shall give you an account what provisions they bring with them. We have not else at present, but that we are,

Your very affectionate friends
and servants,

GEORGE MONCK,
ROB. BLAKE.

Resolution at an anchor in Sole Bay, this 6 July, 1653.

The next beer that come we desire some water may be sent along with it.

1126. July 16, 1653.—BLACKBORNE TO A.C.

[S. P. Dom. Interreg. xxxviii. 22.]

Right Honble,—It was late this evening ere I could aback Walderswick, where on my passage I heard Captain Blake was and that he came on shore the last night. Whereupon Captain Limbrey and I repaired to his quarters, where we

found him in a very weak condition, full of pain both in his head and left side, which had put him into a fever, besides the anguish he endures by the gravel in his kidneys, insomuch as he takes no rest night nor day but continues groaning very sadly. This place affords no accommodation at all for one in his condition, there being no physician to be had hereabouts nor any to attend him with applications necessary. Mr. Hasleloch, his surgeon, is for the present with him, but expects to be called on board every hour. In which respect I humbly offer whether Dr. Whistler may not be thought fit to be sent down to him and some consideration taken for his removal from this place, where indeed it is impossible he should take any rest if he were inclined to it.

In my passage betwixt Woodbridge and this place, I met many seamen with their clothes travelling towards London, who, upon examination, answered me that they had discharges from their captains, but could produce none. I fear that the fleets coming in will occasion the loss of very many of them, and in a great measure render the care and pains your Honours have taken for levy of mariners of little or no effect.

I shall (the Lord assisting me) repair on board the Admiral to-morrow morning early (who rides nearer this place than Southwold) and endeavour the pursuance of your commands, and shall acquaint General Monck with the discharges of the seamen and pray his order of restraint to all the captains of the fleet for the future. As also a warrant to the magistrates of Woodbridge, Ipswich, Colchester, and parts adjacent, for apprehending such run-aways as shall be found within their jurisdiction, and humbly pray some directions may be sent from your Honours also to that effect that so they may

with more diligence attend the service. I am not yet able to give your Honours a particular account of the ships that are come in, only what I hear by General Blake's nephew who saith that there are about thirty sent into Harwich, where Major Bourne still remains and will have his hands full, and about ninety between Southwold and Dunwich. The men daily fall sick, and no less than eighty out of the Resolution and twenty-four out of the Hound, besides many others to the number of 300 are sent on shore to Southwold and this town, where the straitness of quarters will yield no conveniences for their relief as is fit, and therefore I humbly conceive 'twere necessary they were removed to Ipswich and Woodbridge, and accordingly I shall speak to Commissioner Pett if he comes down for their disposal. Their present sickness, so far as secondary causes may be reflected on, is imputed to the want of fresh meat. Capt. Limbrey and Mr. Lodington have provided twenty oxen which are killed and dressed and will be here this evening, and thirty more will be brought from Woodbridge to-morrow, which I have quickened them in all I may that so the want of it may be no¹ to your Honours' service.

By the next I hope to be able to give you a more full account of my proceedings and in the meantime, craving pardon for this trouble, make bold to subscribe

Right Honble.,
 Your Honours' most humble and
 faithful servant,
 ROB. BLACKBORNE.

Walderswick within a mile of Southwold, 6 July, 11 at night.

¹ MS. blank.

1127. July $\frac{6}{18}$, 1653.—MONCK TO N.C.

[Add. MSS. 9304, fol. 65.]

Gentlemen,—Both yours of the 15th and 16th of June last past we yesterday received, the former being congratulatory as to the goodness of the Lord towards us in vouchsafing his special presence with us and for us, against his and our enemies, in the late engagement; and do desire with you to bless the Lord for so great a mercy, and that we may (as instruments in his hands) be enabled to manage so great a work to his glory, wherein we trust our comfort chiefly consists.

For the other wherein you mention how great an inconvenience attends your office, as well as prejudice to the State, since the first engagement with the Hollanders, by double or treble payment of many women whose husbands have been slain since this war, which we shall endeavour to prevent so far as we can, by causing the respective clerks of the check in each ship to send up exact muster books, according to their instructions, wherein each man's death or cause of discharge is or ought to be expressed, whereby we conceive your desires will be answered in all respects more fully than by sending a list of each man's name and qualification, slain and wounded, which we find is not so easily to be got in other cases, and do judge the like difficulty will be in this. We have received the late supplies of boatswain and carpenter's stores, which came in the Endeavour and Mary hoys, which is somewhat satisfactory, though therewith our want is not supplied, and therefore desire that what is yet behind may be expedited to us, to be here by Saturday next if possible, by which time we hope to sail from this

place ; also some anchors and cables, many being lost upon the coast of Holland by blowing weather We also desire some foremasts and boltsprits for our frigates may be sent to Harwich for a magazine upon any emergency. We are,

Your loving friends,

GEORGE MONCK.

Resolution at an anchor in Solebay, the 6 July, 1653.

1128. *July 1⁸, 1653.—MONCK TO A.C.*

[S.P. Dom. Interreg. xxxviii. 29.]

Gentlemen,—Yours of the 6th present came to my hands last night about twelve o'clock and there inclosed two papers, one of an additional supply of shot with paper canvas and junk, and another of cable hawsers and anchors, and we thank you for your care therein ; but they are not yet arrived, though we could wish they were having respect to the suddenness of our motion from this place which I hope will be some time to-morrow. Commissioner Pett is not yet arrived and, if he have anything to communicate, could wish we might see him before our departure hence. For the remainder of victuals and water yet to come we should be glad it were with us, that we might take it in while we are here. However it is not intended that shall occasion our stay. Capt. Limbrey and Mr. Lodington came yesterday on board us, Colonel Pride being here before, giving us the same account on effect of victuals and water providing and already provided for us, as is mentioned in your letter, with fair promises of amendment if so much as hath proved defective, and that they will endeavour to prevent the like for the future, which

we shall be glad to see. For the four surgeons you mention and we wrote for, we expected to have seen them ere this. However we do desire you will hasten them down unto us, being in great want of them. General Blake is gone sick ashore to Wilderwick near Southwold two days since, being very weak and indisposed of body, yet sometimes gives hope of amendment, though for the most part his condition is very dubious and uncertain, and do think that Doctor Whistler's repair hither will be very seasonable and welcome, to whom we have sent acquainting him with the disposition of sick men in several places. The Phoenix, Elizabeth, Constant Warwick, and Satisfaction, with some more victualling ships, arrived here yesterday. Mr. Blackborne, your secretary, came on board yesterday morning to acquaint us with some particulars, of whom you will receive an account of our condition and temper. He went ashore this morning about three o'clock in order to his return.

I am,
 Your very affectionate friend
 and servant,
 GEORGE MONCK.

Resolution at an anchor in Southwold Bay,
 the 8th July, 1653, at eleven o'clock forenoon.

1129. July $\frac{8}{18}$, 1653.—A LETTER OF INTELLIGENCE
 FROM J. P(ETERSEN)

[Thurloe State Papers, i. 340.]

Sir,—Since my last hath happened little worth your notice as to matter of trade, for indeed the English fleet lie so all along our coast that we can get no ships out nor very few in, only such as can outsail the English who now begin to be foul,

having been so long at sea. Neither can we expect to send any goods for France till Admiral Tromp gets out to clear that passage, which will hardly be in fourteen days. Yet, though there be a committee gone from the Hague with money to pay the seamen, as also to do justice upon some of the cowardly captains for example's cause which, with a promise of fourteen guilders per month to common men, will add much to the expediting of our fleet, which will be effective 120 strong, besides seven East Indiamen which were outward-bound, but are now to be discharged and serve as men-of-war. Witte Wittesen is also very busy in getting his ships ready at Amsterdam, Vlie and Texel, which will be about forty sail and will be ready also about fourteen days hence. In the meantime we are fain to eat old pickled herring instead of new, for which the English are cursed by the commons with bell, book and candle, for indeed they are a people impatient to be abridged of their old wont, which let them but enjoy, and they care not who are their masters. . . . The States sit very close at the Hague, listening for some good news from their Commissioners in England, which they would rather have than of another engagement at sea, for their hearts begin to fail, notwithstanding their many ships. . . . Not else at present.

I rest, yours,

J.P.

1130. July $\frac{8}{18}$, 1653.—A LETTER OF INTELLIGENCE
FROM THE HAGUE

[Thurloe State Papers, i. 341.]

The 14th instant¹ came a letter from the Admiralty of Amsterdam, that three English

¹ N.S.

frigates, having conducted some ships to Hamburg, did stay upon the Elbe in all likelihood to watch and surprise all ships that should come from Holland. That lately there went two great hoys laden with piece goods from Amsterdam towards Hamburg; that there was great fear they should fall into the hands of the English. And in the meantime that the English do continue still before the Texel and Vlie. The sole and only navigation that is now left from hence towards the Elbe and the Weser is by the Watten or through the islands and the firm land of Friesland and East Friesland and Oldenburg. They have writ to the Admiralties of Amsterdam to secure the said navigation with a sufficient convoy.

Here hath been a flying report that the eleven East Indiamen (valued at 120 tons of gold), seven Straitsmen and five convoyers were put into Bergen in Norway, but this is very uncertain; notwithstanding they have sent ten or twelve galliots to give them notice of your fleet's being upon the coast.

Tromp's fleet in Zealand is making ready with so much slowness and tediousness that the common people being thereby stirred up and set on by some ministers, and the Prince of Orange's party do believe that it is the fault of the States of Holland and the Hollanders, as if they held correspondence with England; but the truth is that Holland alone doth force itself enough in contributing their share, which they have performed but not the other provinces, from whence must necessarily follow a great defect in their equipping and preparations, for as yet there are but a few ships that are ready: the one wants this thing and another that. They thought to lay aside at least thirty ships as unserviceable, but because they would show themselves at sea

with a considerable number they have thought fit to keep most of them in the service ; so that there are to come in sea from Zealand eighty-four ships ; from the Texel and the Vlie, where likewise the preparations are made very slowly, thirty or forty ships more ; and it is hoped that within three weeks all will be ready.

The English fleet doth spread a great part of the sea Northward. They have lately taken some ships coming from Nantes, St. Ubes and Dantzic—some say nine, others fourteen. It is likewise said they have taken two great hoys going for Hamburg. The taking of 320 guns coming from Sweden in two ships, *item* several Eastland ships, is already old.

1131. July $\frac{9}{19}$, 1653.—CROMWELL TO PENN

[Penn MS. B.M., fol. 190.]

Sir,—It is not a little murmured in this place that the fleet came off from the enemies' coast all this time. Some who neither love you nor us, nor this cause, are apt to make their own constructions of it, yet I believe you satisfied your judgments in it. Indeed that which I apprehend is, that the Dutch Commissioners may be a little high upon it, but that I trust will return upon their own heads in the end. I often think of our great loss in your dear Genl. Deane, my most near friend. I wish that the honest interest he carried on may still be maintained amongst you. Do that, and all will do well : in that I shall desire to serve you to the uttermost as in all things else. I shall be glad to hear from you,

how your affairs go. I hope the Lord has brought in to the present Parliament men of approved godliness, for the generality of them, and very few (if any) liable to just exception. Be not shy to let me know wherein I may express my love, for you shall find me

Your very true friend,

O. CROMWELL.

July the 9th, 1653. For my honoured friend Vice-Admiral Penn.

1132. July $\frac{1}{2}$ ^oth, 1653.—MONCK TO A.C.

[S.P. Dom. Interreg. xxxviii. 34.]

Gentlemen,—Since our coming hither there hath been no time lost to accomplish the work intended, for although it hath been blowing weather more or less, yet we have made a shift to take in most part of our victuals as well as other provisions we brought with us to this place and are since come to us, except what is defective, of which there is no small quantity, especially beer which proves generally so bad that we are hardly completed therewith for a month and have still renewed complaints of that provision, so that we cannot certainly tell how much we have that is fit for service. However it was intended to have set sail yesterday with the main body of the fleet towards the coast of Holland, but there coming some additional supplies of provisions from London, which being of concernment as well as present use for the fleet it is thought necessary to stay the taking of it in, which, I hope, will be by Monday next at furthest. We hope your wonted care for us will not cease, but that the remainder of the victuals to complete us to

the last of September may be speedily sent after us and that the victuallers be put in mind of sending such victuals as will answer our expectations in goodness as well as quantity or else we shall not only suffer, but you be deluded. You will understand by Mr. Lewis, one of their agents, for how long time the fleet is victualled and what quantities of defective victuals are returned.

Our men fall sick daily, besides a considerable number already sent ashore, and therefore desire if it be possible some seamen may be sent us for supply, and I also desire you will give order to the Mayor of Hull that such sick and wounded men as shall be sent thither from the fleet may be received and taken care of, for it is conceived that will be the nearest and most convenient place to send them during our continuance upon the Dutch coast.

The enclosed is a list of what flagships is thought necessary to be fitted for the winter guard, which I desire you will take into consideration and give such order concerning them that they may be ready to come forth by the time those now out shall come in, and that they may be gunned and fitted accordingly.

Here is great complaint made by the Bailiffs of Ipswich, Aldborough, Southwold, and Dunwich that they cannot get money to discharge the quarters of such sick men as are sent unto their towns, whereby the inhabitants begin to be weary of them, which I desire may be speedily prevented and care taken for weekly payment for their quarters. I sent general orders to the collectors of prize goods at Harwich to pay all moneys upon this account upon certificate of the Bailiffs to attest the truth of such disbursements, but I do not hear one penny can be got from them, so

that yesterday I was forced to engage myself to one of the captains of the fleet, being well acquainted, who engaged himself to the Bailiff of Southwold for payment of such money as should grow due for looking after the sick men in that town, which I desire may be seriously weighed and timely prevented. At present Commissioner Pett hath promised to take care therein.

By the enclosed demand you will see what quantity of shot will be of present necessity to complete the proportion of powder now in the fleet which, when supplied, will make up but thirty rounds for each ship which I desire may be speedily sent after us. Also so much powder and shot as will make up ten rounds more, all which will be but a reasonable proportion if ever we should come to an engagement. I also desire there may be sent down to us three cwt. of twine, there being little or none in the fleet upon any occasion.

I am,

Your very affectionate friend
and servt.,

GEORGE MONCK.

Resolution in Southwold Bay, 10th July, 1653.

Post.—We have at present six weeks' water in the fleet, and desire you will take care a supply may be sent us before that be spent. 600 tons more will complete us to the time we are victualled, as I suppose. What intelligence is come to my hand I send you hereinclosed.

1133. July $\frac{10}{20}$.—PETT TO A.C.

[S.P. Dom. Interreg. xxxviii. 35.]

Right Honble.,—In obedience to your command I repaired to the fleet and got on board on

Friday morning, where I have contributed my best assistance for the enabling them with as much expedition as may be to set sail again. The provisions I sent from Chatham arrived here two days since. I wish there were no more need of other things. Indeed the main want is beer, which hath proved so defective, as that if there be not some speedy and effective course taken in sending a considerable quantity after the fleet I fear the service will much suffer. I have ordered many of the victualling ships to return to London to receive in such quantities of beer as at present can be provided.

The General intends to set sail in the morning, and I would willingly get as many of his men on board as possibly I could. I have been at Yarmouth where I entreated the Bailiffs that a drum might be beaten to warn the men on board, and did engage those gentlemen at my coming away to make strict search in the evening in their town and liberties for all persons belonging to the fleet and pressing as many others as could be found, and sending them on board a vessel which I appointed for that purpose to bring them away, I resolve to go ashore in the afternoon to Southwold, to get away all our men from thence by night. There are some few sick men at Yarmouth, many at Southwold and the adjacent places, but most about Ipswich and Harwich. I find the Bailiffs at Yarmouth exceeding willing to serve the Commonwealth, and they are very pitiful and careful of all sick and wounded men sent to them. Their affections indeed are far beyond the proportion that I find in other places. In respect of which I humbly offer it to your Honours' considerations whether it were not very requisite to appoint that place for the receiving of the sick

and wounded men sent from the fleet while they remain to the Northward, and that there might be a provision of money laid in accordingly, which I believe would be better for the service, more ease of charge to the Commonwealth, and greater comfort to the poor men. I purpose to take the best care I can of them at Southwold, Ipswich, and Harwich at my coming up, and to audit such accounts for quarters as hath been unpaid ever since last year, which hath not a little discouraged the country. I intend to stay about Harwich and Ipswich to assist in the service there for the setting out of those frigates till Thursday evening. If, in the meantime, your Honours have any other service to command I humbly desire I may hear from you by that time.—I am,

Your Honours' most humble servt.,

PETER PETT.

On board the Resolution in the Bay, 10 July, 1653.

1134. July $\frac{11}{21}$, 1653.—MONCK TO A.C.

[S.P. Dom. Interreg. xxxviii. 39.]

Gentlemen,—Having taken in as much victuals and other provisions as is thought necessary during our stay here, taking along with us what is yet remaining to be disposed of the next opportunity, we are now set sail with the main body of the fleet intending to stand over for the coast of Holland and there to ply between the Vlie and the Texel, or where else the Lord shall direct us to do that which may be meet for his glory and the good of this Commonwealth, so far as it is committed to us. I hope the contents of yesterday's letter will not be forgotten, but that speedy order will be

given and special care taken that what I mentioned therein may be forthwith provided for us and sent away after us or anything else for the service of the fleet, also that the ships now fitting out in the river and at Chatham may be hastened away and ordered to make their immediate repair unto Harwich, but not to go into the harbour; but only send into Major Bourne with whom we have left orders for their further direction, and in their way thither to sail within the Sands for their better security. Yesterday in the forenoon came the Hamburg Merchant and Four Sisters with some victuallers from Hull. Also by a letter from Major Bourne, dated yesterday, I understand that the Newcastle frigate and three vessels laden with ammunition are at Harwich, which he is sending away after us, which is all at present, but that—

I am,

Your very affectionate friend and
servant,

GEORGE MONCK.

Resolution off of Southwold, 11 July, 1653.

1135. July 11, 1653.—TAYLOR TO A.C.

[S.P. Dom. Interreg. xxxviii. 40.]

Right Honble.,—Yesterday the Heartsease came to anchor before the dock. I have enquired into her defects which the officers say are many, but I hope to cure them in fourteen days after she comes in dock, which I intend next Monday. Order is given to the attendant and captain to employ all seamen and others that can be spared to take out her guns and ballast, &c. All diligence shall be used

for expediting her and others according to order, only your orders about her seamen whether to continue them upon her or otherwise would be known.

The Success, Captain Kendall, set sail this day for the Hope. The Half Moon will be ready on Wednesday at furthest. The ships Convertine and Welcome I have lengthened them both, as also the Success, which ships you may now look upon as to be as complete men-of-war of 40 pieces of ordnance apiece as any you have under frigates, both for offence and defence with quality of sailing, bearing, and all things equally equivalent. The above-said Convertine and Welcome will launch this week and we hope by end of next week ready to take in victuals. The Worcester frigate, as by my former, you may expect ready for her victuals on Wednesday, the day then set [forth]. The Matthias also next week will be ready for her victuals. Of her and about her ordnance I shall give you an account by the next more fully. Thus have you an account of all ships that can be suddenly expected hence ; the coming in of other ships have hindered Fairfax, else she had been near launching this day.

It's true your ships are hastened and dispatched hence with as much speed as is possible by all the power we have, but it's with much cost, care and pains, early and late, by most of our men ; whereas if things about seamen were ordered as it's conceived might be, we are assured that the most of them might be set out again in little more than half the time and one-third of all the charge saved. For although 140 men more or less belong to a ship, yet not one of them will help to get out ballast or take it in, or do almost anything tending towards dispatch upon most of the ships till the carpenters

have been and ballast shifted. Their present plea is about their victuals. Of several ships the men have come to me, now in absence of Mr. Pett, and showed me their beer, bread and butter, against which there is such a cry (and very justly), for it's such that in the dearest time that ever I knew I neither saw so bad laid in by State nor mart. Here is witness the men do drink water rather than the beer, and the butter is most unfit for men of all the rest. And they must take pork now in harbour, which was salted before December last, as they say, or none. Many said this day they would not go on board Success, and besides she cannot get above one cask at a time of the beer, which causes them to have drink one day and without two days together. I spake with the brewer who said he could not mend the beer. He hath but 3s. 6d. a barrel for it. Divers of the men fall sick here, who impute it to this state of victuals.

Some of the captains say, for remedy, that if the petty warrant money may be paid to the seamen's use daily, to some of them by a victual and some of them in money, they would work every day from morning till two o'clock and have nothing except they attend, which if this or some such thing were done with them, your twenty days would be brought to ten of many of the ships, and it should not be in man's power to withdraw from the work without leave. All which leave to your Honours council, and rest,

Your humble servant,
JOHN TAYLOR.

¹ Chatham, 11th July, 1653.

¹ Chatham, 11th July, 1653, afternoon. And at Rochester past 6 in the afternoon. Dartford past 9 at night. Recd. at Southwark past 6 in the morning.

1136. July $\frac{13}{8}$, 1653.—MONCK TO A.C.

[S.P. Dom. Interreg. xxxviii. 48.]

Gentlemen,—Since my last of the 11th present there hath little occurred worth your knowledge. We are endeavouring, wind and weather permitting, to stand over for the Texel, desiring to wait upon that good hand of Providence which has hitherto gone along with us, and which I hope we shall find still accompany us. At present we are not much to the Northward of Southwold, though out of sight of land, the wind being at North East and by North.

Even now came the Laurel unto us with three prizes, one being a small hoy laden with sugar, spice, raisins, and such like, very useful for our sick men, and have therefore thought fit to take her along with us. The other two being flutes, one laden with French wine and brandy, the other with iron, a great part whereof are anchors not formed, we have sent into Harwich to be disposed of by the collectors of prize goods there. I here enclosed send you a particular of what powder, shot, and cordage is come lately unto us. I desire that all expedition may be used to get out the frigates now a building by that time the great ships come in, for they will be the only ships in the winter time.

I am,

Your most affectionate friend
and servant,

GEORGE MONCK.

Resolution off of Lowestoft, about nine leagues from the shore, the 13 July, 1653, at three in the afternoon.

1137. July $\frac{13}{8}$, 1653.—KENDALL TO A.C.¹

[S.P. Dom. Interreg. xxxviii. 49.]

Right Honble.,—I have now an order come to me for the surveying . . . warrants for the

¹ This letter is much mutilated.

rigging and sea-stores of the four prizes . . . be speedily set forth. I have already done it for the *Vli* . . . but as for the *Rosebush* and *Pelican* they have as yet no [one] entered upon them to take charge of them when they shall . . . The bearer hereof, Benjamin Michell, is recommended for . . . man for the place having been a long time mate . . . and stout man if your Honours shall be pleased to give him a warrant for . . . to be boatswain of the *Rosebush* here at Deptford; it will hasten the fitting of her out. And now I am writing I shall take leave to present to your Honours the cry of some poor oppressed people which sounds daily in mine ears, wherein justice and mercy is required from you, for what is it that the Lord requires of man but to do justly and to love mercy and to walk humbly with the Lord. The complaint is very great amongst the seamen: first, for the withholding of their wages, which they have earned with the hazard of their lives, which causes the wives and children of many of them to suffer much hardship and disheartens them from the service. Secondly, for the violent pressing and carrying away those poor men whose wages is so stopped without any care taken for their distressed families in their absence. Thirdly, the bad provision is made for them at sea, being necessitated in many ships to feed upon unwholesome and stinking victuals, whereby many of them are become sick and unserviceable, and many are dead. Shall not their blood be required at the hands of those that, for their gain, undertake the victualling, though they be persons greatly in favour and may have an appearance of honesty and godliness? Certainly the great God of heaven and earth will make inquisition for blood if men do not. It cannot but be fresh in your memories

how the arm of the Lord hath from time to time been made manifest in pulling down the mighty from their seats and breaking all unjust powers in pieces, and it is now the hopes of his people that truth shall spring out of the earth and righteousness shall look down from heaven, yea that it shall set us in the way of his steps. My humble advice is that seamen's wages be duly paid without stopping or diminishing any part thereof; that their families in their absence be preserved from perishing and special care be taken that their diet at sea be good and wholesome, and you will hereby engage them to a willing and cheerful service of you; that you shall not be put to such violent ways of compulsion as of late, which breeds much heart-burning between seamen and soldiers. I have made bold to present these things to your view, in regard you have laid a command upon me to acquaint you with what I shall see to be amiss, and I persuade myself your resolutions are to do those things that are just and righteous, and therein to expect a blessing from the Lord. There are abuses and much profaneness in this place for redress, whereof my purposes are to seek to your Honours, if what I have now written may find acceptance with you, how that the Lord would open a way to you for the redress of what is out of order, and carry you on in the right regulating of those affairs which are committed to your trust is the earnest prayer of

Your Honours' and the Commonwealth's
faithful servant in the Lord,

GEORGE KENDALL.

Deptford, July 13, 1653.

1138. July $\frac{1}{4}$, 1653.—CAPTAIN ROGER MARTEN TO
BLAKE AND MONCK

[S.P. Dom. Interreg. xxxviii. 56.]

Right Honourable,—My humble services presented to you. These are to give your Honours notice that I have received your instructions, since which time I have received one express from the Council of State to go to the Westward with the other vessels your Honours appointed to be with me, to look for our East Indiamen that are hourly expected. The Smyrna Merchant being arrived at Falmouth was engaged with two Dutch private men-of-war, so if we can meet with the rest we are appointed to convoy them as far as Portsmouth. The Perrell arrived here this day and, God willing, we intend to set sail to-morrow morning. I know not where the rest are, only I hear the Old Warwick is to the Westward which I hope shall meet with her as we go. God willing, we will lie between the Lizard and Ushant, where the rest of our consorts may find us. I suppose your Honours have heard of the wrong the Bristol took going out of Portsmouth; she started the two lower ironworks of her rudder, insomuch we were forced to take out all her victual and ballast and careened her, and of eighty-six tuns of beer we had but twenty-three tuns that was sweet to drink; all the rest stunk, so that we have but three months' beer aboard. I fear much of that will stink before we shall drink it. Not else to write your Honours at present. Humbly take leave and shall always remain

Your Honours' and the Commonwealth's
Humble servant,

ROGER MARTEN.

Portsmouth, this 14th of July, 1653.

1139. July $\frac{1}{4}$, 1653.—ALDERNE AND ANDREWS
TO A.C.

[S.P. Dom. Interreg. xxxviii. 54.]

Right Honble.,—The enclosed order was left last night at our office. How we can proceed thereupon we humbly leave to your Honours' consideration, and the rather because we offered our opinion upon the same unto the Commissioners of the Navy on Tuesday last, and they promised us to gain your Honours' further explanation that so they might have been more particular unto us. We desired them to ascertain us by then what quantity we should send unto the fleet of strong beer and water that accordingly we might contract for the same and be in a readiness, and upon what account if upon a new proposal; then we desired a contract for the same, and if in lieu of sea beer then we desired that we making good the value of three tuns of sea beer by two tuns of strong beer and one tun of water, that then the same should be accepted in lieu thereof and the respective stewards ordered to give us receipts for the same accordingly, whereby the State would be no further charged nor our accounts disturbed by this extraordinary supply, without which we know not how to proceed, for the order sent us imports rather a supply by way of commission than by way of contract.

Upon discourse had with several brewers, we find some of them to be of opinion that this way of supply may be as uncertain as the former and in practice we find something concurring therewith, for those that go on brewing sea beer for us will not brew this strong beer, but certainly in reason the extraordinary strength of one ingredient may prevail over the deficiency of the

other. However, we shall proceed as your Honours shall direct. In the meantime we shall lose no opportunity of sending beer to the fleet having now going about 600 tuns thereof. The which with the 530 tuns of water last sent with what is now with the fleet, as Col. Pride and Capt. Limbrey inform us, we hope may supply their occasions unto the last of August, and we intend to send 500 tuns each week more unto the fleet, the which if expended as it comes may preserve it from decaying, when it shall not lie above three weeks at most on board.

Unto the which purpose we humbly intreat your Honours to write the Generals that as any ships present with beer what shall be good thereof may be presently spent in the fleet, and the old beer that is good now in the fleet reserved for the last spending, it being past hazard, and so by sending constant supply attended with fresh water the fleet may be kept in a good condition, notwithstanding the unseasonableness of the present season. We hear there are some vessels with wine at Harwich sent in thither as prize. If the wine were sent to the fleet to make beverage it will be of more value to the State to supply the fleet, consisting of 16,000 men, with beer to the prime of October next,¹ being eighty-three days accounted from the 9th July, 1653.

We estimate to be in the fleet twenty-one days' good beer to supply the fleet. We humbly propose to send three ships of strong beer, at 46s. per hogshhead, and one-third of water to the fleet with all expedition, which—

2756	hoghds. beer.
<u>1377</u>	hoghds. water.
<u>4133</u>	hoghds.

¹ *I.e.* October 1st.

The beverage, if to be got, will cost about 68s. per hogshead, allowance of water therewith considered. To furnish water with money we humbly conceive will not give so much content to the seamen and the service thereby will be somewhat uncertain in respect that water itself will for some time stink and after come to itself again.

If the victuallers be required to manage the first proposal, then they humbly desire a surveyor might be ordered to examine the quality of the beer that it be answerable to the price offered, the victuallers notwithstanding being obliged to its warranty for four months after delivery.

All which we humbly leave to your Honours, and remain

Your Honours' most humble servants,

THO. ALDERNE,

NATH. ANDREWES.

Victualling Office, July 14, 1653.

We are very much of late hindered in the disposal of the ships that come into this port to victual by not knowing what they can stow, and so we know not how to provide beer for them.

1140. July $\frac{1}{4}$, 1653.—TROMP TO S.G.

[Archives of the Hague. Translated.]

Secret.

High and Mighty Lords,—My last letter was dispatched on the $\frac{4}{14}$ th instant by Captain Frederick Coninck, who had brought me a list of the King of Denmark's ships of war. On the $\frac{5}{15}$ th instant we were joined by the ships Rosencrans, Princess Louise, and the vessels belonging to the late Captain Boetius Schaeff and Captain Codde, all

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coming out of the Goree Gat. On the $\frac{6}{16}$ th instant I received your H.M.'s resolution of the $\frac{11^{st}}{11^{th}}$ instant, containing several points relative to the fitting out of the ships belonging to our fleet, and sent to us for our information. On the $\frac{11^{th}}{21^{st}}$ I received your H.M.'s resolution, announcing that your H.M. had decided to charge and command the Directors [of the East India Company] at Delft to order their ship, the White Unicorn, lying off Delft harbour, having on board provisions and other necessaries and soldiers for the Brazils, to sail up to the Goree Gat, so as to join the flag with the four ships of war that were then lying there, and to remain with the fleet (in company with Commodore Jan Thysz:, Captain Ezekiel, and the ship de Gecroonde Haes, likewise bound for Brazil) for such a time as shall be found desirable for their security. But the said ship the White Unicorn has not yet come in, either with the aforesaid ships or alone. The same day I received their H.M.'s resolution of the $\frac{6}{16}$ th, being in reply to the letter written by the Lords Delegates of your H.M. from Flushing on the $\frac{2^{nd}}{12^{th}}$ instant, treating of the advisability of detaching [some ships] from the fleet unless I decided in accordance with my report of $\frac{29^{th} \text{ June}}{9^{th} \text{ July}}$, sent to said deputies, [to have] some fast sailing ships cruising off the coast in order to keep the Shallows open, so as to be able to retire if necessary. We did on the $\frac{1}{20}$ th inst. detach four ships to cruise out to sea and off the Shallows. I likewise received your H.M.'s resolution of the same date, being partly a reply to mine of the $\frac{2^{nd}}{12^{th}}$ inst., stating your H.M.'s intention and chief aim is to drive the English fleet from our coast, to do them every possible injury, to open up the mouths of the

harbours, and, as opportunity offers, to convoy the outward-bound merchantships Northward, so far as to place them out of all probable danger of the English, and also to bring back again in safety all the ships coming from the Straits, Spain, and other quarters in the West, together with the often mentioned homeward-bound East Indiamen, which are all to be expected the long way round ; whilst the details of execution, and the mode of effecting a junction with the ships of this country, lying ready to sail in the Goree Gat, Texel and the Vlie, and also with the above said Danish ships of war, are left to my management, and absolute authority is given me to use therein such methods and means as I shall deem the most expedient, having regard to existing wind and weather and circumstances in general. I am also authorised to summon here the ships now in the Texel and Vlie, and those that are still expected there, and to retain them in such places as we shall think most suitable for the carrying out of the plan in hand ; to this end (the said resolution continues, orders will be given to) the delegates to be sent to Texel from your H.M.'s assembly, and also from the Admiralty Board, or to those who may be already on the spot, to assist in seeing that all orders, which may be given by us with regard to the above-mentioned ships, shall be carried out with all possible dispatch, and also to keep us informed from day to day of the actual state of the ships lying in the Shallows aforesaid, and what further numbers may be on their way thither. Also that the Emperor is to furnish us with information as to the actual condition of the said Danish ships at sea, and that it was likewise under consideration to send some of their H.M.'s delegates to sea,

but it was decided and agreed for certain reasons that no steps can be taken in that matter. I beg humbly to inform your H.M., in reply to the point as to convoying the homeward-bound ships expected the long way round from the Straits, Spain, the East Indies, and elsewhere, into some safe place, that it is very important to know where we should have to look for them, or could find them, in case we effected a junction with the merchantmen lying in the Shallows, and convoyed them to the North. Because on the broad sea one can have no certainty of being able to meet such ships, much less if we are quite ignorant and uninformed of their plans, course, and the dates of their departure and length of stay in different places, I therefore beg your H.M. that I may be furnished with all the information your H.M. have on this point, so that knowing the facts I may lay my plans accordingly. But I would submit whether it would not be thought advisable to keep the same secret, when it would be necessary to send it me under cover ; because when I went on shore yesterday, to my annoyance I heard the common people in the streets saying, there is Admiral Tromp, the sailing and collecting of the fleet is in his discretion, as he shall think best, just as though they were cognisant of the aforesaid resolution ; and I am afraid that the enemy will know our plans as well as we do, which would give them a great advantage, so much so indeed that by utilising their information, they would be able to prevent our cherished plans to the great injury, shame, and ruin of the State. And with regard to effecting a junction with the ships lying in the Texel and Vlie (those from the Goree Gat having already joined us), I shall do my best to provide that the junction shall be carried out

effectually and promptly, so that we shall be able readily to support one another. For we must not fail, as was done on the $\frac{1}{2}$ $\frac{8}{8}$ th Feby. $\frac{19}{1st}$ th and $\frac{20}{2nd}$ th Feb. last, on our way from France, when such salutary measures were taken for Vice-Admiral de With to meet us in or about the Straits of Dover with a reinforcement of thirty ships or more, which not only failed to reach us to the great detriment of the country and endangering of the whole fleet, but even after our arrival the said ships were not ready for many weeks ; and if, as is probable, it should happen again that we should fall in with the enemy with our present fleet and get into an engagement, supposing we were to fall back upon the said succours from Texel, and were to miss them, the results would probably be very disastrous. The last I heard from that place was by a report, written on the $\frac{9}{19}$ th inst. by Commissary Helmont at Texel, enclosing a list of the twenty-four warships and four fire-ships lying ready off the Helder, awaiting our summons or the orders of your H.M. ; but there were no ammunition ships, or ships for stores, victuals, or water, of which we stand in great need, especially as regards the ammunition and store ships, as I have many a times written that the victory or defeat might depend on them ; men were still wanting to complete ; the delegates from the Admiralty Board, Messrs. Harpers and Taemsem, had been there and had gone on to the Vlie to see if they could get any men from the merchantships lying there, as recruits for the aforesaid twenty-four ships lying off the Helder. They thought also they should be able to send four or five ships of war from the Vlie into the Texel ; he states also that the enemy had been seen off Yarmouth on the $\frac{4}{14}$ th inst. with 120 ships ; and we have been informed by a French privateer that

on the said $\frac{4}{14}$ th inst. they fell in with a squadron of sixteen or seventeen of the English ships ; on the $\frac{5}{15}$ th inst. off the Vlie with another squadron of fourteen ships, and with them were seven or eight herring boats which they had taken ; and again on the $\frac{6}{16}$ th inst. three other English squadrons off the east mouth of the Ems making in all a fleet of 150 ships, against which it would be necessary to bring all the forces we can collect from every quarter, in order to be able to defy them as we ought. He did not know what other ships were then on their way to the Texel. The first and last letter I have received from Vice-Admiral de With since his departure from this place was dated the $\frac{4}{14}$ th inst. from Amsterdam advising that he and the other Genoa ship had sailed to Pampus and I have heard nothing from him since. With regard to the unloading of the East Indiamen now lying ready with their cargoes in the Vlie, I have not yet been informed whether they are to remain discharged or join the fleet. The ship Henriette Louise lying here, bound for the East Indies, has not yet been unloaded ; she is ill mounted and manned ; her master yesterday came on board my ship and asked for my instructions and list of signals, which we gave him, he declaring that he intended to sail with us. Further, with regard to our position here, I yesterday signalled the captains on board ; they stated their ships were all ready except Vice-Admiral Jan Evertz: with the new East Indiaman which is being prepared for him, the ships Salamander and the New Flushing both hired by the Zealand Board from Burgomaster Lamsen ; also the ship the Moor, an Amsterdam Directors' ship, which is still lying in the harbour to caulk, because she is very leaky, also the Post Horse,

Captain Codde, together with Captain Coender's ship belonging to the Friesland Admiralty Board, both of whom were banished by the Council of War (court martial) and their ships have six to eight days' work to complete. We are hourly expecting from the mouth of the Veer the English prize which we took last winter and which was hired by the Directors of Middleburg.¹ But the said captains want altogether about 570 or 580 men, chiefly sailors and soldiers, in accordance with the enclosed statement I have drawn up. Therefore (acting under your H.M.'s resolution of the $\frac{1}{20}$ th inst. authorising me, in case of want of men, to levy from the troops under Count van Hoorn at Rammekens, and under Lieut. Colonel de Moriacq at Helvoetsluis, as many musketeers as we might need), I addressed myself to your H.M.'s Delegates, in the presence of Count van Hoorn, to be pleased to assist me to make good the deficiency with musketeers from the said troops; and it was decided that Burgomaster Roebergen should go to-day, with Count Van Hoorn, to the Lords States of Zealand or their Committee of Council to ask them to give orders for 130 musketeers to be sent on board from the Rammekens troops, and that Geraert Hasselaer should repair to Helvoetsluis with a letter from me, and an extract from your H.M.'s said resolution of the $\frac{1}{20}$ th inst. to levy 350 musketeers from the troops there, and I am to send three frigates to that place to take them on board, and to bring them to the fleet. And accordingly Heer Hasselaer and our frigates set out this morning, and I have given orders to Commodore Haecxwant, as soon as he arrives in the Goree Gat, to notify the same to the Directors of the West India

¹ The Bonaventure, *cf.* No. 1107.

Company at Delft, so that they may send their ship the White Unicorn from the Meuse into the Goree Gat to return with him to the fleet. This morning I went on board and put out with the greater part of the fleet to close on the Shallows, about two miles outside Flushing, to put the crews to an impromptu test, to make the necessary arrangements and to keep a look out for, and to fetch in, the rest of the ships that are not yet ready as aforesaid, together with the three frigates sent to Helvoetsluis for the musketeers; and as soon as we have got them all together we shall be ready to put out to sea. We also decided to send a galliot again to the Texel to inform your H.M.'s delegates, who may be there, of our condition here. A copy of this letter is enclosed, which your H.M. might send overland if the said galliot should encounter contrary winds. I have also enquired of them as to the equipment of the ships there, and as soon as we shall be advised that all the ships that your H.M. have decided to fit out are ready to join us, and proceed to act against the enemy, and that they have left the Shallows, I shall not fail to take the fleet there with the utmost dispatch. Please rely upon this. On the $\frac{12^{\text{th}}}{22^{\text{nd}}}$ inst. we also received three of your H.M.'s resolutions, the first of the $\frac{8}{18}$ th inst. submitting for my consideration whether it would not be advisable to form a squadron of the Directors' ships, as it was supposed that jealousies might arise between the National captains and the Directors' captains. I have never heard a word of anything of the kind; but a squadron could easily be formed, but I think that there are not any commanding officers among them who would be willing to assume command of the same. The second of the resolutions, that of the $\frac{9}{19}$ th, dealt with the efforts made in the villages of

Kennemerlant and elsewhere to obtain sailors, not only for the manning of the fleet, but also to retain men in ships both at the Texel and Vlie, in order to support the said fleet in case of an encounter with the enemy. The third, of the $\frac{1}{20}$ th inst., appointed that Captain Reijnst Cornllisj Levenhuijsen should come in with his crew and transfer into the ship the Mars, which the Chamber of the East India Company was allowing to be used as a loan, leaving the ship the Prophet Samuel, which was previously in the service, lying here. Finally your H.M. could not approve of sending any representatives of the States to sea, to assist me in all the difficulties arising, which may be many. This request I prefer again because your H.M. are laying more on my shoulders than they can bear, and it is impossible in the present conjuncture of affairs for one person to direct everything, especially seeing that he may fall sick or be shot, or be the victim of other mischances, when your H.M.'s fleet would be deprived of its commanding officer, and your H.M. can form a very good idea of the harmony that would then reign among the officers next in command; and it is obvious how the equipments are proceeding in every district, that the fine new ships which are half completed are lying useless all over the country, and these might have been made ready if only every man had his best. With these we could have met and fought the enemy as it behoves us to do, whilst now we are obliged to make use of many unsuitable ships. Still, for my part, I shall not fail in my duty as an honourable man to live and die for my beloved Fatherland. Please rely upon this.

Herewith &c., &c.,

(Signed) M. HARPTS. TROMP.

On board the ship Brederode, lying just within the sandbanks of the Wielings, this $\frac{1}{4}$ th July, 1653.

1141. July $\frac{1}{4}$, 1653.—*PROCEEDINGS OF THE STATES*

[Clar. MS. 46, fol. 79.]

De la Haye le 24 Juillet, 1653.

Le 20^{me} de ce mois Messieurs les Estatz ont receus nouvelles de l'Admiral Tromp, que sa flotte consistant en quelque quatre-vingt-dix vesseaux sera preste à la fin de ce mois, et ils ont receus ce jour d'huy de lettres de leur Deputez à Texel, qu'il y a vingt-quatre vesseaux avec quatre brutlotz tout prest, hormis fort peu de matelots, qu'on y attend à tout heure, et puis que la flotte Angloise à quitté nos costes et havres, la conjunction de l'Admiral Tromp avec les vesseaux à Texel sera faict sans quelque hazard.

Monsieur Keyser qui s'en va prier et requirer sa Majesté le Roy de Dennemarcq, afin qu'il luy plaise dix ou douze de ses grans et capables vesseaux à battre, changer contre autant de nos plus petits vesseaux, plus capables d'estre employez dans le Zont,¹ à pris congé ce midy de Messieurs les Estats, prennant avec luy deux termines d'argent du contrait faict avec sa Majesté touchant l'entretient de ses vesseaux de guerre.

Messieurs les Estats ont requis tous les avonturiers particuliers, afin qu'ils veuillent maintenant faire une courronée à l'estat et se joindre avec leur vesseaux aupres de l'Admiral Tromp, et qu'on les recompensera et donnera de premie pour des vesseaux qu'ilz prendront des Anglois.

Messieurs les Estatz ont de rapports, que la flotte Angloise à esté le 17^{me} de mois, forte cent vesseaux, aupres de Yarmouth.

On travaillé dans le College des Estats

¹ *I.e.* the Sound.

Generause, pour trouver aussy de moyens, pour l'entretenir l'equippage de la flotte, aussy bien dans les pays et villes conquestees par Messeigneurs les princes d'Oranges, que dans les provinces.

1142. *July* $\frac{1}{2}$ ⁵, 1653.—*ADVERTISEMENTS FROM LONDON*

[*Clar. MS. 46, fol. 108.*]

London, July 15th, st: vet: 1653.

That part of our Fleet that came first from the Dutch coast, met with a rank storm at sea, which brought them into Scarborough, wherewith we suffered some loss. We came thence to Solebay,¹ where we put ashore at least 1500 sick men, a high fever (some call it the plague) raging among our seamen, especially the fresh-water soldiers. Blake is likewise so ill on shore that we fear his life; some report him dead, and that Col. Pride must be successor. We have had a very great press upon this River and hereabouts, no consideration of them that have wives and five and six children apiece, the water-men take it heavily and their wives curse. Our victual aboard hath been very ill; there is great want of care in supplying new with freshwater. Our ships have taken in fresh provision at Yarmouth and thereabouts; it's reported that some have been at sea again but returned, their sickness increasing. However they will all immediately out, unless the Dutch preparations and the great disease of our men hinder it.

¹ MS. Soalesbaye.

Yesterday ten or twelve ships went from the Hope towards the fleet, which we believe on the Dutch coast again; three more are going from Deptford. A great fleet of colliers is coming in, and most opportunely to furnish men, which we press hourly. Some merchants are outwards-bound, and three ships to the Barbados. There are five frigates on the stocks, but cannot be ready of a long time.

1143. July $\frac{1}{2}$ ⁵/₅,—BOURNE TO A.C.

[S.P. Dom. Interreg. xxxviii. 59.]

Gentlemen,—I received yours and find you are lading some provisions for this port which will be well, although I wish they had been here sooner, for we had not a little put to shifts to patch up the ships and frigates, especially about masts, rather than keep them here at this needful time, wherein they may be of so great advantage elsewhere to the public. The store of pitch, deals, spars, nails, tallow, &c., cost dearer than I presume they may be had with you. Here came in the Laurel (that went hence lately) the last night, who hath taken four prizes upon the Holland coast, two whereof is brought in hither, one laden with wine, the other with iron. The last I am of opinion she ought to be sent up in case it be so concluded above (the General having sent her into the Prize Office here, who have her in custody). The other with wine and some others with salt and divers busses I desire you would move that a speedy order be given for their sale both, being they will waste and be squandered away, as also the present occasions

for much money in this place both for the ships as also the sick and wounded men calls for a speedy supply. In meantime I am constrained to borrow a good quantity to supply my wants for the present dispatch of business, with promise to repay it again here.

Here be several surgeons that have been out some seven and eight months and more, whom I am necessitated to afford some supply for their chests as also some others for sick men, all which require additional care for money.

Just now I received advice by the Nonsuch Ketch (who brought in a Danish prize laden with deals and taken going into the Fly) that our fleet were off Lowestoft sixteen leagues yesterday at noon, plying over for the Holland coast. By to-morrow night I hope to have the Tiger, Dragon, Expedition, Raven, Gift, Advantage, and Portsmouth¹ ready to sail, with six months' beer and three months' other victuals. The President also, who went hence cleaned about sixteen days ago, spent her foremast and bowsprit upon the Holland coast and was sent in again, whom I have with some trouble refitted, having bought a foremast at Aldeburgh and clamped² the bowsprit with timber and iron for a force rather than keep her here being clean, and she is also ready to sail to-morrow. The Merlin and Martin and Mermaid are gone already. The Assurance hath lost her head and bowsprit. She is now upon the ground tallowing and the head building, the next week will finish her, as also the Hound who came in hither yesterday, I perceive here is like to be a continual intercourse betwixt this port and the fleet so long as this work lasts

¹ As No. 1182 shows, the Portsmouth was with the flag by the time of the battle of July 29th-31st, o.s.

² *Sic* MS., ? clamped.

upon the Holland coast, which puts me out of hope of returning so suddenly as I have good reason as to myself and what concerns my particular interests to desire, but I desire to waive it at present.

It becomes me not in the least to use any words to set off what I have done since I came hither, being sensible how little I can do in comparison of what I both ought and desire to do, but in accomplishing this little I have been exercised with no small trouble, yet am sufficiently encouraged finding some fruits of my endeavours. But if some short end be not put to this war I shall acquaint you with my thoughts as to the settling some other way both as to stores and some persons who may at least off it of that cumber and trouble that now lies upon too few hands.

Mr. Pett came hither Wednesday evening and returned yesterday afternoon to Ipswich, and intends for London, as I suppose. The next week will conclude what we have at present in view, only payments of money which I take some care to provide, not a small matter, will carry on the work having been careened, tallowed, and refitted above thirty sail whereof about twenty-four good frigates and ships and several of them requiring large recruits. I mention this the rather because I desire your furtherance in the payment of money to¹ . . . procure it here to be paid at sight upon . . .¹

I am also to give you notice that the Brazil frigate by my motion to the General is discharged, her men for the most part taken out, and she intended by her owner for a new voyage. I shall give you a more particular advice concerning her.

¹ MS. defective here.

Here are so many ships and other vessels and pay upon the amount of victuals; the charge so great that it makes me groan to think of it, partly occasioned by the bad beer, which thing I offer to your consideration.

Some of them who notwithstanding their contract for three months I have, and shall order up to be disposed as you see cause either to receive more employment or to be compounded withall, and so discharged. I have divers other particulars which I would communicate, but want time.

On Tuesday last we had a beginning of an ugly mutiny occasioned by the drunken, debauched¹ sailors who resisted the soldiers that I employed to reduce some lewd fellows who refused to go aboard their ships which stayed for them. But through money I soon quelled them, having with me some of the commanders. Three of the chiefs I clapped fast that night and the next day sent them prisoners away to the Generals there to answer the same, and have made strict order to restrain the ale houses that do so much debauch these wicked wretches. Since then our work gone on very quietly. I shall say no more, but accept this scribbling and so

I remain,

Your very affectionate friend
and servant,

N. BOURNE.

Harwich, 15 July, 1653. 10 Forenoon.

1144. July $\frac{15}{16}$, 1653.—SPARLING TO A.C.

[S.P. Dom. Interreg. xxxviii. 62.]

Right Honourable,—I desire to give your Honours notice after my long lying here alone that

¹ MS. deboist.

on the 13 instant the Hopewell pink came into my company off the Land's End where I shall through God's assistance according to the best of my judgment endeavour to improve that little addition of strength for the best advantage of the public service. We have seen since here coming several of those small pirates but at such disadvantages as that we have not as yet done any good upon them only we have retaken two barks laden with coals one of them belonging to Ilfracombe and the other to Fowey. It is high time that those two frigates appointed by the Generals order (?) for this service were come for there are several free-booters newly come upon the coast, some of 24 guns and 18 and 14 guns besides all those small vessels out of Brest of which there are several lie about Lundy and off St. Ives and also there are four Dutch ships which lie S.W. from Scilly about eight or ten leagues off it, is thought that they intend to intercept the passage of our Indies ships which are daily expected into the Channel. I could wish that I were in such a capacity as would answer those general occasions which present here but whilst I am wishing the Commonwealth is suffering in the loss of their goods at sea. It is not the Generals' warrants to call ships to my assistance will do the work except I could tell where to find them: I must confess there is some hopes of the Lily's coming, but as for the Nightingale as I am informed she is in Ireland where it is impossible for me to send for her and when they will come I know not. This is all at present from your Honours obedient servant,

THO. SPARLING.

From on board the Little President off
the Lizard, this 15 of July, 1653.

1145. July $\frac{1}{2}$ ⁸, 1653.—TROMP TO S.G.

[Archives of the Hague. Translated.]

Noble and Powerful Lords,—Your favour of the ^{12th}/_{22nd} inst. from the Helder reached me safely yesterday evening, informing me that the twenty-four warships and four fire-ships lying off the Helder were then ready; also that the smallest of the Genoa ships had arrived among the Passages; but it made no mention of the warships which were also to come out of the Vlie together with Vice-Admiral de With, commanding the large Genoa ship, and the East Indiamen that had orders from their H.M. to join the flag. On the 14th inst.¹ I wrote to your Lordships by an express galliot advising you of our situation and purposes; a copy of this letter is enclosed herewith, and to this I refer you, [adding] only in further explanation that we intend to hold our course to the North, if we can effect a junction without a battle or encounter; but if we have to fight we shall be obliged to regulate our proceeding as events permit; it is of paramount importance to send out to sea, and to the entrances to the Shallows the said ships and all others ordered to sea by their H.M.'s on the present expedition, and these should be all that can possibly be employed, because we shall stand in great need of them; for we hear from reliable sources that the enemy has already over 150 ships at sea, and thirty more ready to sail, according to the report made by our Ambassadors in England to their H.M. dated from London the ⁸/₁₈th July and sent on to me.

Herewith, &c., &c.

(Signed) M. HARPTS. TROMP.

Flushing, $\frac{1}{2}$ ⁸th July, 1653.

¹ No. 1140.

1146. July $\frac{1}{2}$ ^o, 1653.—PLUMLEIGH TO A.C.

[S.P. Dom. Interreg. xxxviii. 78.]

Right Honble.,—According to an order from Commissioners Willoughby dated June the 23rd authorising me to search the coasts between the Isle of Wight and the Downs, all which I have diligently performed and find that sea very free and clear from pirates and all other infestors whatsoever; again received the 2nd instant commanding a diligent enquiry of a fleet discovered off Dartmouth, supposed to be the Dutch fleet, which is proved otherwise by infallible intelligence and testimonies, of which we gave the Honble. Council of State a perfect account, since which returning to my first instructions I met with Captain Cox who informed me that he was created Admiral of our squadron and that orders to that effect were issued to every commander aforesaid, on which I thought requisite to bear up for Portsmouth supposing to have received the aforesaid intimated order there but found not any. Wherefore, the ship being [foul] and my steward unprovided of provisions necessary for a long voyage, having only twelve days' victuals left, which I found after enquiry into his store to happen part by his neglect in not surveying them at the receipt but more by his own knowledge and legerdemain, all which I am obliged to present to your Honours consideration hoping for redress in the premises, the 11th of ditto I left the Charity and Black Raven at Portsmouth, unprovided then to sail with me but the Charity is since arrived, thinking to have found Capt. Cox with instructions here, who is, as I am informed, gone to the fleet not leaving any for either of us behind him. The 18th instant I arrived at

Dover I made diligent enquiry both there and at Deal but have no news of any, I thought good therefore to return to my first station, viz. Portsmouth, the ship likewise is very foul having been near six months off the ground so that if your Honours adjudge it requisite to tallow and revictual I desire to know your pleasure therein and whither I shall repair and it shall be obeyed by him that rests

Your Honours most humble servant,
ROBT. PLUMLEIGH.

From on board the Samson in Dover Road, July the 19th, 1653.

1147. July $\frac{20}{80}$, 1653.—MONCK TO A.C.

[S.P. Dom. Interreg. xxxviii. 80.]

Gentlemen,—Yours of the 13th present I received this day and as to the victuallers proposition in relation to a supply of beer for the fleet I think if a complete proportion thereof suitable to our want could be sent unto us it would give the best content provided it answered the service in goodness as well as quantity; if not, then I apprehend the reference to the Commrs. of the Navy to give order to the victuallers that they forthwith provide and send a quantity of beer at the rate of 46s. per tun and measured part of water proportionable for the present service and supply of the fleet will be the next way to answer our expectations in that particular and do desire it may be hastened unto us accordingly, special care being taken that the goodness do answer the price. For the twine you mention that is coming to us I wish it were here, there being little or none in the fleet although the officers of

the Ordnance inform you the like quantity thereof hath been already sent. And for shot you mention I have already given you an account of the receipt thereof which I hope is come to your hands ere this, though that will not make up our want except the quantity mentioned in my last be speedily provided and sent after us whatsoever may be suggested to the contrary. As to the Bailiffs' bills of Aldborough, Dunwich, &c., for monies disbursed in the behalf of sick and wounded men now therewith you have ordered the Commrs. and Treasurer of the Navy to make payment of. I am glad to hear but do think it would be better for their encouragement that what is disbursed by them upon this account might be paid them in their jurisdictions, or near thereunto, for I do perceive they are not men of ability to forbear their money till it be returned from London, and for the better effecting hereof I have sent in several prizes to Harwich that they might from time to time be paid out of the money arising thereupon.

I do very well approve of Yarmouth to be one place for the reception of our sick and wounded men and do think that though Hull be another place, yet both of them will be little enough that neither be burthened. I earnestly desire that the flag ships mentioned for the winter guard may if possible be got ready by that time the great ships come in, although the fitting out of prizes or other ships in the River and Chatham hath been some hindrance for them, for if the Dutch do not fight us or peace be not concluded on between this and winter we shall be forced to send in our great ships which cannot well be fitted out before the spring, and if they could will not be fit ships to keep sea at that season of the

year, if so the want of those new frigates will cause it to go hardly.

For the *Nonsuch* being a convoy to the Portugal Ambassador I think she will be as useful for that service as the *Phoenix*, being as good a sailer.

For the *Bristol* being appointed a convoy to the *Love* and other East India ships now at Falmouth and bound homeward, I suppose it would be more safe if another ship or two were added in regard of your intelligence by the *Pearl* that there are some Dutch men-of-war near Cadiz, and could wish we were able to spare three or four frigates to scour the coast thereabout but do hope those ships designed for that station doing their duty will serve the turn.

For the Dutch Straits fleet which you hear are on their way home all endeavours here shall be used to intercept them in case they do not go into France but come directly home; if otherwise I desire timely advertisement may be given and I hope there shall be nothing wanting to answer your expectations therein so far as the Lord shall enable us.

I hope the prizes and other ships fitting out with you are now on their way towards us or near thereupon, for it is somewhat strange to me that twenty sail of ships should be so long a fitting out from Chatham, Deptford and Woolwich where there are so many docks and so many instruments to give dispatch, when there hath been fitted out from Harwich twenty-two sail of ships or more in half the time by Major Bourne, whose extraordinary care and diligence therein is worthy your knowledge.

There are several honest and valiant men and commanders in the fleet whom I have recommended to you for removes into the great frigates

now abuilding next unto the flag ships, which I hope you are not forgetful of, for it will be a great discouragement unto them for those who were never in the service to be preferred before them. There is also one more I would commend unto you who hath demeaned himself faithfully in your service, Capt. Stokes by name, he is now in the Laurel but desires a remove into one of the new frigates of a considerable form whom I desire you will be mindful of with the former.

We are now near the Texel where I hope we shall find the same presence of the Lord accompanying us as hitherto hath been and do desire to receive wisdom and counsel from him for the well ordering and managing the great affairs now in hand, that the issue thereof may be for his glory as well as our comfort to whom I commit you for counsel and assistance in the great work now in your hands and remain

Your very affectionate friend and
servant,
GEORGE MONCK.

Resolution about three leagues to Southward
of the Texel, the 20 July, 1653.

I have appointed Mr. Hodges, now gunner of the Laurel, to be gunner of the Fairfax in the room of his father now in the James, who is willing to resign it up unto his son. The man is godly as well as valiant as I am informed and therefore desire he may be confirmed by you there are also several standing and other inferior officers now in the fleet, which I hope are godly, and have carried themselves very well in all the engagements with the enemy, whom I desire may be preferred to those new frigates now abuilding and hope you will not supply them in this particular

but leave them to us which will encourage others in the like endeavours.

I desire you will not forget to send us a considerable quantity of water to dress our provisions of victuals withal; I also desire that if Boatswain Hancraft, now Boatswain of the Sovereign, be made Master of attendance in Mr. Rabnets stead, as I hear he is, you will confer the Boatswain's place of the Sovereign upon Boatswain Seaverne now in the Andrew, he reputed to be a godly man.

1148. July $\frac{30}{30}$, 1653.—*POORTMANS TO ROBERT BLACKBORNE*

[S.P. Dom. Interreg. xxxviii. 81.]

Dear Sir,—Yours of the 14th present I this day received, which was much expected, being a stranger to anything from you since the 8th present, though five or six letters have come from hence since that. All that fear the Lord here are much in expectation what will be done by the new representatives, they have our prayers for them that God will direct them for to do that which may be most for His glory and the good of the Commonwealth, and that they may not tread in the steps of those who have gone before them, but that our Lord Jesus Christ may be the foundation stone in all their actions and consultations and that the building or superstructure to such a foundation may be answerable; if so great will be the day of the Lord with us. I kindly thank you for your news both in print and otherwise which hardly satisfies our gaping expectations at present. There is nothing hath

occurred worth your knowledge only this that the goodness of the Lord is still following of us though we have had much blowing weather yet we continue in the face of our enemies with little loss. The Princess Mary hath lost her bowsprit and head whereby 'tis supposed he must be sent in. The enemy hath hardly a peeping hold for our small vessels and frigates keep so near into the shore that their galliots for intelligence can hardly pass us, many of them being forced in so soon as they come out, which they are resolved not to endure but will fight us again having prepared 150 sail of ships to that purpose, as we are informed, but our God whom we serve is greater than them all and will deliver us though their wrath be kindled against us intending to swallow us up quick. We were in hopes here to have heard how the treaty with the Dutch goes on, in which you are very silent: surely if they do stand it out with proud hearts and stiff necks God will let them sufficiently see they are but men, and the mightiness of man He will lay low and the Lord alone shall be exalted in that day which I hope is and shall be the earnest prayer of him who is

Your most faithful friend and
servant as the Lord shall enable
him

JOHN POORTMANS.

Resolution about three leagues off of the Texel, 20 July, 1653.

1149. July $\frac{20}{8}$, 1653.—*TROMP TO S.G.*

[Archives of the Hague. Translated.]

Noble and Powerful Lords,—[? I have received] their H.M.'s resolution of the $\frac{15}{25}$ th instant,

wherein, amongst other things, their H.M.'s Deputies were charged to encourage the crews of the ships lying here, in my presence, by promising rewards for good service, and threatening punishment for misconduct, in which matter both they and I will do our best to carry out the said instructions. On the $\frac{1}{2}7$ th I received their H.M.'s resolution of the $\frac{13}{23}$ rd, announcing to the East India Company that it was their H.M.'s wish that they should make ready for war their ships now lying prepared to sail, to be employed under our flag for a month or two, and not to part company from us without our consent in writing. To-day I received their H.M.'s resolution of the $\frac{1}{2}7$ th instant for my information, in which, amongst other things, it was decided to write a second time to the National Chamber of the East India Company, directing them to advise me secretly what course the homeward-bound East-Indiamen have taken; which on the $\frac{1}{2}6$ th instant had been done by the Delegates of the said Company, when they gave me a detailed report; and also by letter on the $\frac{1}{2}8$ th instant, enclosing a copy of a certain letter written on the 15th, with a postscript of the 16th (local style), from the Friesland Admiralty Board, relating to accounts received of the enemy's fleet, for my information. I have, moreover, received to-day a dispatch from the Delegates of their H.M. at present at the Helder, and have sent an answer thereto by the bearer of this, of which I enclose a copy herewith for their H.M.'s information, from which their H.M. will be able to see more at length, that I can only rely on obtaining twenty-one warships and four fire-ships from the Texel, without any ammunition-ships, store, victual or water-ships, and not a

movement has been made with regard to the East Indiamen, that were to join the flag to reinforce us, which is a great pity in the present conjuncture of affairs. In the said copy I have also informed them, that as soon as they send me notice, that all the ships have put out and are beyond the Sandbanks (which ships must punctually carry out my former orders, in order not to fail us and the country), I shall come in search of them as wind and weather permit, as I purpose to do. Still I could wish that Vice-Admiral de With, with the other ships of war in the Vlie and on their way thither, and the East Indiamen with their cargoes might before that time be lying ready with the others, which I had trusted would have been the case, to enable us the more forcibly and effectually to defy the enemy; while, on the contrary, if we are reinforced only by the afore-said twenty-one ships, and if the enemy chance to fall in with us with all the forces they have now at sea, according to divers reports, their H.M.'s fleet would probably run a risk; but I shall not fail to put to sea, as previously [arranged], unless their H.M.'s instruct me otherwise. As regards our situation here, we are lying with eighty ships of war ready (including two which I hope will be ready also before we have a favourable sailing wind), and four fire-ships. And yesterday two small vessels were hired to take on board the ammunition lying here in charge of Heer Meerman, and a small quantity of stores, for which we have sent to requisition the Lords States of Zeeland. These two vessels are to sail with the fleet, and are therefore to be made ready at once. The ships are almost all of them duly manned in proportion to their size and the number of guns they carry, with sound men, full of

courage. God give us his blessing for the glory of our beloved Fatherland, and our victory against the enemy.

Herewith, &c., &c.

(Signed) M. HARPTS. TROMP.

On board the ship Brederode, just inside
the sand-banks of the Wielings, this $\frac{30}{8}$ th July, 1653.

1150. July $\frac{30}{8}$, 1653.—TROMP TO S.G.

[Archives of the Hague. Translated.]

Noble and Powerful Lords,—Your favour of the $\frac{16}{8}$ th has just been handed to me; from it I learn with sorrow that the ships of war lying in the Texel are beginning to diminish, and that I can only depend on twenty-one war-ships and four fire-ships, I had hoped by this time that there would have been thirty at least, in accordance with the following advices received, to wit, from the Delegates of the North Quarter Admiralty Board, who had been in the Texel; their letter was dated from Horn, the $\frac{6}{16}$ th instant, reporting that at that time twenty-four ships of war and four fire-ships were lying ready; a few men only were wanting to complete, and these were coming in daily; on the $\frac{8}{18}$ th again, from Commissary Helmont, confirming the above, reporting also that Messrs. Harperts and Taemsz had gone to the Vlie to get some sailors from on board the merchant-men, to supply the number of sailors wanting; also that he had no doubt but that they would send at least four or five ships of war out of the Vlie in to Texel, making, with the aforesaid, twenty-nine lying ready there; your

Lordships, in a letter from the Helder of the $\frac{12^{\text{th}}}{22^{\text{nd}}}$ instant, confirmed the above, in so far as relates to the four and twenty ships of war, and four fire-ships lying in the Texel, adding that the smallest Genoa ship had also arrived among the passages.

In reply I beg to inform your Lordships that we are lying here with eighty or eighty-one ships of war, four fire-ships, one East Indiaman and several merchant-ships ; very little is wanting to complete, and we are only awaiting your Lordships' report that all the ships of war, fire-ships, ammunition-, store-, victual- and water-ships, ordered to sail out with the fleet from that place, have put out to outside the sandbanks of the Texel, to enable us, as set forth in my previous letters of the $\frac{14^{\text{th}}}{24^{\text{th}}}$ and $\frac{16^{\text{th}}}{26^{\text{th}}}$ instant, to effect a junction in the most convenient way, to which letters I refer you again, not forgetting to engage and send here four or five skilful pilots, experienced on the coast of Norway, between the Stadtlandet and the Sound inclusive. We do not doubt, moreover, that all the merchantmen Northward-bound will be now lying ready, together with the East India ships, to range themselves under our flag, in accordance with their H.M.'s resolution of the $\frac{13^{\text{th}}}{23^{\text{rd}}}$ instant. Relying, therefore, on the putting out of the said ships, and the advice thereof that your Lordships will send me without delay, I shall not fail to sail thither with our fleet with the first opportunity of wind and weather.

Herewith, &c., &c.

(Signed) MARTEN HARPTS. TROMP.

On board the ship Brederode
(as above).

1151. July 21, 1653.—*WATERMEN'S COMPANY TO A.C.*

[Add. MS. 3904, fol. 68.]

To the Right Honourable the Commissioners for
the Admiralty and Navy.

The humble petition of the overseers and
rulers of the company of Watermen.

Sheweth.

That your petitioners were required by virtue of
a warrant from the Right Honourable the Council
of State, dated the 26th of January 1652, for the
impresting of 500 watermen, and another warrant
from the Commissioners of the Navy, for the
impresting of 500 watermen more, and another
from your Honours for the impresting of so many
seamen and watermen as possibly we could get,
fit for the service. Of all the said warrants we
have imprested and taken up for the service of the
State, since the 26th of January 1652 unto the
9th of June 1653, 1059 men, in which service
your petitioners have taken much care and pains,
and after our service done, we applied ourselves
to the Commissioners of the Navy for such accom-
modation for our care and pains therein as they
should think fit, but the said Commissioners said
they had not power to allow anything, because
we acted as a corporation, but wished us to apply
ourselves to your Honours, all other charges being
defrayed, save only ourselves in particular.

The premises considered your petitioners doth
most humbly pray your Honours will be pleased to
take it into your thoughts that we are not able
to act as Mayors, and bailiffs of corporations, but
that you will vouchsafe to give us such allowance
according to our condition of watermen the time
of year in which we were employed, and the

number of men imprested, as may encourage us or any that may come after us to do any service of the like nature for the State at any time whatsoever.

And your petitioners shall pray &c.

RICHARD NUTT [?] in behalf of himself and the eight overseers.

21st July 1653.

Commissioners for Admiralty and Navy Ordered

That the consideration of this petition of the overseers and rulers of the company of Watermen be referred to the Commissioners of the Navy, and that they report unto us their opinions what is fit to be done thereupon.

Ex. RO: BLACKBORNE, Secr.

1152. *July 22nd*
Aug. 1st, 1653.—ADVERTISEMENTS FROM
LONDON

[Clar. MSS. 46, fol. 110b, 112.]

London, July 22nd, st. vet. 1653.

When our ships came over to this coast with the sick men and to victual, they suffered their men to go ashore to refresh, but in a few days they lessened near 1000 men, so that runaways, dead and sick, our number is fewer by 2500 men, so that we have been forced to press very many that have been formerly freed by reason of wives, children and other impediments, and with more severity then is usual.

Blake is said to be on recovery, and will instantly for sea again, the Portsmouth frigate attends him to that purpose; this puts out Monck's

nose who gaped after the absolute command, and a commission to that effect was intended for him; he hath Penn for his great adviser.

1153. *July 22*
Aug. 1 1653.—*W. C. DE WITH TO S.G.*

[Archives of the Hague. Translated.]

Noble and Powerful Lords,

My Lords,—I beg humbly to inform your lordships that after the ship under our command had been forced to remain for some time aground on the Pampus, by contrary winds and the shallowness of the water, making no advance, we at last succeeded in clearing the sand on the $\frac{17}{27}$ th July. I had our ship lightened as much as possible, so that she drew only twelve feet less two inches; but, for greater safety, I had two small ships to hold her up. As soon as we cleared the Pampus I reshipped some of the ballast we had discharged; and gave orders to the pilots and steersmen to make no delay in doing their best to bring the ship under our command across the sand-bank under the Vrijter. On the $\frac{19}{29}$ th July, after taking leave of your Lordships' Board, I left to join my ship, and came on board on the $\frac{22\text{nd July}}{1\text{st August}}$ when I found her lying between Urk and Venne. I made every effort to get across the sand; the wind was in the N.E., which makes the water on the bank very shallow. With this wind therefore, as the pilots say, God amend it, we cannot cross it, which I would gladly see otherwise. But I shall not fail to make every possible effort to get over the sands, which we hope to do very soon. Further, my Lords, I have not yet been able to learn,

whether several ships have not been made ready in extraordinary, to bring beer and water for the convenience of the fleet ; we shall certainly stand in need of such supplies as time goes on.

Herewith, &c., &c. . . .

(Signed) WITTE CORN: DE WITH.

Done on board the ship belonging to Swieten, lying off the sandbank, the ^{22nd July} 1st August, 1653.

1154. ^{July 22nd} _{August 1st} 1653.—LETTER FROM THE HAGUE

[S.P. Dom. Interreg. xxxviii. 93.]

All care is taken for the setting forth of our fleet and to have them well manned, they will want no necessaries of war there are 800 soldiers sent from the Brill and other parts to France with more fireworks and engines of war. They have some sixteen fire-ships : the management of this fleet is solely left to the Admirals. Their great care is how they may join their fleets ; Tromp with Everson will first engage your fleet that so De Witt may come forth who will ride ready at the Texel. When they are all together they will be about 125 sail, but the best ships are in the Texel, without whom there is no hope of effecting any thing. If you order your fleet so as that De Witt may not come forth you do your business in keeping them from joining, and do what we can we are not able long to hold out.

Our trade is nearly gone, our banks begin to be blank and lose their credit every day and cannot hold out long. Our East India actions fall to nothing and nothing of encouragement there is, want of money is extreme much and were it not for contrary interests that help to manage this war,

they would have wanted ere this time. There is nothing to raise money on. The Factors (farmers of excise), from whom most of their money comes, break every day. I am confident that design I wrote you in my last will take, give timely notice to your fleet. Had it not been for some ships of Evertsons that wanted men, they had been out, which now are furnished though not so well as they should be. Tromp hath seventy-eight men-of-war there and some of them are slight, others are fire-ships and little things they are the best they can make and indeed are all, they are confident that Keysar will work wonders with the Danish King, who Heaven hath designed in all likelihood to fall with these. If art and promises can take off the Swede, it will be used. Expect our fleet out with the first; they in the Texel have orders to be ready. Our counsels in general seem to be willing for a peace with you, but rather than it shall be on low, base terms they will venture all.

1155. *July 23rd*
Aug. 2nd, 1653.—MONCK TO A.C.

[S.P. Dom. Interreg. xxxviii. 89.]

Gentlemen,—By reason of contrary winds and blowing weather which hath been for the most part since we came from Southwold Bay, we have been forced to anchor upon the leeward tides, the better to get up to our intended station and are now near the Texel, where we intend to ply and endeavour, the Lord assisting, to hinder the enemy's conjunction so far as lies in us. And to do what else Providence shall set before us to answer the end of our being upon this coast. Some of our ships are in great want of seamen, occasioned by

many men falling sick, which were put ashore for their recovery when we were in Southwold Bay, and therefore desire you will take care to provide us with 400 seamen, if they be to be had, if not, then as many able soldiers to be put on board those ships now coming out of the River to be sent to the fleet with what expedition you can and that they may bring clothes along with them or else they will occasion much sickness amongst us as we have found by experience ; also that those men we left sick at Ipswich, Harwich and other places thereabouts may upon their recovery be ordered to the fleet there being many able seamen amongst them. I have already written unto Major Bourne about it, but do conceive your order therein will make it more effectual. For the beer and water mentioned in my last to complete us to the first of October, wherein I complied with your order concerning it, it has been since thought fit, with the advice of the flag officers, that three-fourths thereof should be beer and the rest water, which I desire you will give order in accordingly and that it may be shipped and sent unto us so soon as possibly you can, and if it cannot all be sent together then so much as can, lest we should be in want ; also that a considerable quantity of water to dress our victuals may be hastened unto us, which is all at present, but that I am

Your most affectionate friend and
servant,

GEORGE MONCK.

Resolution at an anchor about two leagues off of the Texel, the 23 July, 1653, the wind at E.N.E.

The enclosed is a list of such ships as are come and coming to us from the River of Thames and Harwich, desiring the rest may be hastened to us ;

also that the new frigates for flag ships now abuilding may be ready against winter if possible.

23 July 1653.

Ships which came from Harwich :

Great President	Renown
Tiger	Portsmouth
Dragon	Hannibal
Expedition	Malaga Merchant
Raven	Merlin
Advantage	

Ships which came out of the River, viz. :

Diamond	Crescent
Pelican	Duchess
Foresight	Seven Brothers
Mary Prize	

1156. *July 23,* 1653.—*TROMP TO S.G.*
August 2,

[Archives of the Hague. Translated.]

Noble and Powerful Lords,—Late yesterday evening I received their H.M.'s resolution of the $\frac{20}{30}$ th July, in which you command me to put out to sea with the fleet under our command, as soon as wind, weather and other circumstances allow, and to endeavour to carry out the projected junction with the national ships of war lying ready to sail in the Texel and the Vlie, in accordance with their H.M.'s resolutions, without waiting for any of the few ships still lying here incomplete, and then to proceed in accordance and conformity with the general authorization of the $\frac{6}{16}$ th ultimo; under which I had determined to put to sea to-day,

with a strong N.N.E. wind, with all the ships that are ready and might follow me, and to wait outside Schoonvelt with the contrary wind until to-morrow evening for such as could not manage to get out ; the more especially as I had received no answer from the Texel, as to whether the ships lying ready there had been sent out beyond the Shallows, because if they are not lying outside, and we come up with a South or West wind, it is impossible for them to get out of the Texel and come to our support ; as I have set forth more at large in my instructions of the $\frac{1}{2}$ ⁴th July, sent to the Lords Delegates at the Helder, of which I ordered a copy to be forwarded to your H.M.

To-day about three o'clock we weighed anchor and were standing to in order to sail out, when we were prevented by a sudden squall of wind from all quarters, with rain, which obliged us to remain where we were. And I have just this moment received a dispatch from the Delegates at the Texel, dated the $\frac{2}{3}$ ⁰th, of which I enclose a copy, from which their H.M. may perceive that orders have not yet been given to the ships of war in the Texel to put out, and consequently I cannot rely on them, but that they are awaiting further orders from their H.M. or from me ; and I know of no better course open to us than to effect a junction with those that are already sent ; and when we engage with the enemy (breaking through them to reach those succours) we must not miss them, or it would probably fall out ill for the country. But as regards their putting to sea with or without the East Indiamen and the Genoa ships, I cannot, in the present conjuncture of affairs, and seeing the force the enemy now have at sea, give them any orders ; but I beg their H.M. will give them such instructions on this subject as they shall deem

meet. Meanwhile, I shall make my way out from the Shallows, and along our coast towards them and close under Scheveningen, to receive their H.M.'s further orders, or to get news that the ships above referred to may then be lying a little out of the Texel, so as to be able thereupon to take the most suitable means of arranging for our meeting.

Herewith, &c., &c.

(Signed) ¹ . . .

On board the ship *Brederode*, lying a little way inside the sand-banks of the *Wielings*, this ^{23rd July} 2nd August, 1653.

1157. ^{July 24,} _{August 3,} 1653.—*ROOTHOOF AND*
ISSBRANTSEN TO TROMP

[Archives of the Hague. Translated.]

Noble and Honoured Sir,—Our last letter to your Honour was dated the $\frac{2}{30}$ th July. Since that date we have received their H.M.'s resolution of that same day, in which your Honour was instructed to effect a junction with the ships lying ready here, without waiting for any of the few ships still incomplete. With a view of accomplishing this desirable end, in accordance with orders given to us by their H.M.'s previous resolutions, we have determined to issue instructions to the squadron of twenty-six war-ships and four fire-ships, lying ready to sail and provided with all things to the contentment of their crews, to take up their position outside the Shallows and off the *Lantdiep*, and to act in accordance with the orders laid down recently by your Honour, in your Honour's letter of the $\frac{1}{29}$ th July. And in order that everything may be carried out with greater precision, in addition to *Commodore Evert*

¹ This letter is not signed but sealed with *Tromp's* seal.

Antonisz, to whom the command has been given, we have appointed Captain Jan Backen, on board the ship de Harder, and Captain Gillis Tyssen, on board the ship Grooningen, as Vice-Admiral and Rear-Admiral respectively, until, with God's help, the proposed junction may be effected in due time, unless on the other hand Vice-Admiral de With shall have arrived here. But finding, on our arrival here yesterday evening from the Scheldt, that the English fleet, (according to the report of the master of a galliot sent out to reconnoitre their position), had come to an anchor off the Shallows and close up to the sandbanks here, with 102 war-ships, of which eight or ten are first-raters, together with sixteen ketches and galliots and other small craft, and that they are still lying there at anchor this morning, we have instructed the aforesaid Commander Evert Antonisz: to remain inside until further orders; all which we have thought it necessary to lay before your Honour by express galliot.

Herewith, &c., &c.

(Signed)

D. ROTHOOFT,
J. ISSBRANTSEN.

At the Helder, the $\frac{24^{\text{th}} \text{ July}}{3^{\text{rd}} \text{ August}}$, 1653.

Commissary Aggens has been instructed to engage the pilots [required] in your Honor's previous letter of the $\frac{1}{2} \frac{6}{8}$ th July. The ship Amsterdam yesterday came into the roads, still unprovided in every particular.

1158. $\frac{\text{July } 24}{\text{August } 3}$, 1653.—REWARDS OFFERED BY S.G.

[Clar. MS. 46, fol. 123.]

The States General of the United Netherlands having occasion at present more and more to

animate and encourage the soldiers at sea, to the performance of their best service to their beloved country, have after mature deliberation found good to promise and assure, like as by these presents they do promise and assure, to all that shall board, enter, and take any man of war of the enemy's, that they shall have the ship so taken, and all belonging to it. They that shall board, enter, and take the ship of the chief Admiral, shall, besides the ship with all appertaining to it, have the sum of ten thousand guilders.

The ships of the other admirals, six thousand guilders.

Any of the other chief officers' ships of the enemy's fleet, four thousand guilders.

Whosoever shall fetch off and deliver up the flag of the chief admiral shall receive 1000 guilders.

The flags of the other admirals, for each 500 guilders.

The colours on the bowsprit,¹ for each 250 guilders.

The colours on the mizen-mast, each 150 guilders.

The colours on the stern, each fifty guilders.

Moreover expressly warning all captains and other officers of ships, that in case any shall with the ship under his command leave the standard, without consent and order of the Lieutenant Admiral of the Fleet of this State, he shall be punished with death without mercy.

1159. ^{25th July}_{4th August} 1653.—ORDERS BY DE RUIJTER

[Archives of the Hague. Translated.]

Commodore Michiel Adr. de Ruijter

Herewith commands Captain Dingeman Cats,

¹ MS. boresplitt.

that, when we shall happen to engage in action with the enemy, and when any of our ships sink or catch fire from the balls, he shall undertake faithfully to do all he can to try and save the crews ; in addition to this, nevertheless, doing the enemy all the damage in his power, according to the rules of military and naval warfare ; but his principal object is to be the saving of the crews.

Done the ^{25th July}
^{4th August} 1653.

The same order was given to Captain Hendrich Crouger.

Commodore Michiel Adr. de Ruijter

Herewith commands Lieutenant-Commander Anthony Fappenlain always to keep as close as possible up with Commodore de Ruijter, so as to be ready to receive orders every day ; and whenever the Commodore requires him to come alongside he will fly a flag from the Quarter deck, and when the Commodore requires him to come aboard, he will fly a jack to the rear of the quarter-deck.

Done, &c., as above.

Commodore Michiel Adr. de Ruijter

Herewith commands Captain Jan Oliviersen, supposing our fleet should come into action with the English, that he shall take especial care to keep his ship close up with Commodore de Ruijter's ; and if the said Commodore should happen to board any of the enemy's ships, or be boarded, he shall lose no time in getting on board as well immediately, unless the Commodore calls

out that he does not need any assistance ; in that case he shall not board, but remain close at hand keeping his ship in readiness ; but he shall, nevertheless, at the same time do all he can, without neglecting any particular of this order, to do the greatest possible mischief to such of the enemy as may happen to be near by.

Done, &c., as above.

The same orders as above given to Captain Gillis Jansen ; and also to Captain Adrian Corn : van Ackersloot ; the abovesaid three ships are to support the Commodore.

Three orders similar to the above issued in Captain Frans Mangelaer's squadron.

One to Captain Evert Pietersen Swart.

One to Captain Bastrain Centsen.

One to Captain Jan Pietersen Strijp.

Three orders similar to the above issued in Captain Marcus Hartman's squadron.

One to Captain Jacob Wolfertsen.

One to Captain Jacob Swart.

One to Captain Bitter.

1160. $\frac{\text{July } 26}{\text{August } 5}$, 1653.—TROMP TO S.G.

[Archives of the Hague. Translated.]

Noble and Powerful Lords,—My last letter was dated the $\frac{25^{\text{th}} \text{ July}}{4^{\text{th}} \text{ August}}$, in which I reported to your Lordships that we had put to sea with eighty-one ships of war and four fire-ships ; since then we have been joined by the East Indiaman Henriette

Louijse, and four or five Brazil and Carribee traders, and some other merchantmen, so that we are now about 100 ships strong. And we purposed to run to off Scheveningen, to obtain information from their H.M. whether the ships lying there in the Texel were to put to sea, with or without the East Indiamen and the two Genoa ships often referred to,—or reliable news that the said ships now ready had been sent in pursuance of our previous orders, off and outside the Lantdiep, so as to secure our retreat therein in case we come to an engagement with the enemy. Yesterday, about midday, I received your Lordships' letter of the ^{24th July}_{3rd August}, brought to me by the bearer of this, Reijer Cornelisz: master of a galliot, in which letter your Lordships advise me that twenty-six ships of war and four fire-ships are lying ready . . . In reply, I can only say, that we cannot expect any assistance from the said ships, nor have any hope of meeting them, unless they are outside the Shallows; for, as I have repeatedly written, if we approach the Shallows with a Westerly or Southerly wind, as seems likely to be the case, it will be impossible for the ships lying off the Helder to come out and put to sea, for they would then lie shut in; we therefore adhere to the previous instructions of the $\frac{1}{2}$ $\frac{4}{4}$ th July, the more especially as we took counsel yesterday evening with the commanding officers of the fleet and the pilots on this very subject, and were not able to arrive at any better method of effecting the junction. But I note, for your Lordships' information that, should it chance, which God forbid, that the said ships were not outside when we come up, or had been outside and obliged to withdraw inside again by some mischance or the other, and we were forced to join

them with our fleet in the Texel ; in that case all the pilots should remain in the Shallows with their boats, so as to provide pilots for the ships, and should lie with their boats on both sides of the sandbanks in the places of the buoys which have been taken up, so that the whole fleet may sail in safely through the boats. As regards the command given to Captain Evert Antonisz: until Vice-Admiral de With returns, I regard it as highly necessary and advantageous for the country (if Vice-Admiral de With's ship should not be ready) for him to come out in person with the aforesaid ships, as a temporary arrangement, in that case, the squadron heretofore under his command shall be distributed among the other squadrons, and orders given to them in accordance with our instructions delivered to him, and all the commanding officers and captains, on the ^{3rd}/_{13th} May last. And now that we are at sea, fully prepared with God's grace to effect the said junction, I once more pray and beseech your Lordships most earnestly that the aforesaid orders and instructions may be punctually carried out ; and, moreover, if, with a Northerly wind, the enemy should chance to learn our position and try to attack us with their whole force, and should leave their present station, that then the said ships should not only remain outside the Shallows, but should pursue the enemy from the rear, so as to enable us to catch them between us, because, if, as is possible in that case, they do not leave our coast, it still behoves them to exert all their soldier and seamanship whatever may chance. I also beg you to inform us by small coasting-craft from time to time when the ships in question are at sea, and what their position may be ; and also to rouse and encourage their commanders, that we may be

able the more confidently to rely on their support. Orders might also be given to all the post-villages along the coast, to forthwith send tidings to your Lordships whenever they see us coming in sight, to the end that his Honour, the commander of the ships, being informed thereof may be in a position to keep a look-out for us. We may be recognised by carrying, in addition to a 'Prince' flag aloft, a blue flag aft of the quarter-deck, because we cannot always send ashore with boats. Relying that the above will be faithfully attended to.

Herewith, &c., &c.

(Signed) M. HARPTS. TROMP.

The ^{26th July}/_{5th August}, 1653, the Meuse 5 or 6 miles E. by S. of us.

P.S.—After writing the above, I have received their H.M.'s resolution of the ^{24th}/_{3rd} instant, charging Vice-Admiral de With, should his ship not be ready, to transfer himself into another, with a view of endeavouring to carry out the proposed plan without loss of time, or waiting for any of the ships not yet ready, lying in the Texel or the Vlie.

1161. ^{July 26th}/_{August 5}, 1653.—*DE WITH TO S.G.*

[Archives of the Hague. Translated.]

Noble and Powerful Lords.

My Lords,—I think it my duty respectfully to inform your Lordships that on the ^{26th July}/_{5 August}, after making every effort, we succeeded in getting across the sands where we hope to take in our ballast, victuals, ammunition and

stores without delay, as far as we can reckon upon wind and weather ; and as soon as our ship is ready, we will advise your Lordships of the fact. . . .

[Herewith], &c., &c.

(Signed) WITTE CORN: DE WITH.

Done on board the ship 't huijs te Swieten
lying in the Passage, the ^{26th July}_{5 August}, 1653.

1162. ^{July 26}_{August 5}, 1653.—ROOTHOOFT AND
ISSEBRANDTS TO S.G.

[Archives of the Hague. Translated.]

Secret.

High and Mighty Lords.

My Lords,—The English fleet (of whose coming we advised your H.M. in our last letter of the ^{24th July}_{3rd August}) is still lying in the same position, anchored close to the sandbanks here, keeping the Shallows completely shut, as though blockaded ; so that there is no doubt that the squadron lying here would put out to sea with obvious danger of being destroyed. Nevertheless, in order to carry out your H.M.'s orders of the views of Lt.-Admiral Tromp as nearly as possible, we have caused all the ships to put out as far as just inside the sands, and to take up their position between the Lantdiep and the Spaniard's Shallow, so as to be able to put out, as wind and weather allow, by one or other of those channels, if the enemy leave these shores, or if, on the other hand, your H.M. might decide to order them to be attacked here.

We have this moment been informed of the arrival of the ship *Het huijs te Swieten*, and of the *Black Lion*, which have come into the Passage.

Herewith, &c., &c.

(Signed) ROTHOOFT, I. ISSEBRANDTS.

At the Helder, the $\frac{26^{\text{th}} \text{ July}}{5 \text{ August}}$ 1653.

1163. $\frac{\text{July } 27}{\text{Aug. } 6}$, 1653.—*DE WITH TO S.G.*

[Archives of the Hague. Translated.]

Secret.

High and Mighty Lords.

My Lords,—I received your H.M.'s resolution of the $\frac{24^{\text{th}} \text{ July}}{3^{\text{rd}} \text{ August}}$ quite safely about nine o'clock in the evening $\frac{26^{\text{th}} \text{ July}}{5^{\text{th}} \text{ August}}$ by the hands of the messenger sent off with it. Hereupon I beg humbly to inform your H.M., in accordance with my letter dispatched yesterday, that I have taken up my position with the ship 't *Huis te Swieten*, under my command, and am now making every effort to ship ballast, victuals, stores and ammunition. I have at present 225 sailors, not counting extra soldiers, all active men, so that, with favourable wind and weather, I hope our ship will now be ready within a few days. I should judge also that a new ship, built in the national dockyard at Amsterdam, will likewise be ready at the same time as ourselves, she arrived some days ago in the *Texel*. These are both first-rate ships, such as we shall stand in great need of on our side, and we hope to find a goodly number more of such ships, if the service of the country is not to suffer. I shall act, together with

the said ship and the rest of the vessels in the Texel, in accordance with future orders and instructions. I beg further humbly to inform your H.M. that we were assured yesterday, that the enemy had been seen that day off Texel, over 120 sail strong; and if we are to put to sea in accordance with Lt.-Admiral Tromp's instructions, I beg to assure your H.M. that the junction of our two fleets cannot be effected with the certainty that some people would appear to suppose; for the operation must be carried out as wind, weather and tide permit, and if, meanwhile, we happen to fall in with the enemy before we meet Lt.-Admiral Tromp, which might easily be the case, especially as they are remaining permanently off our coast, we should in all probability be the weaker side. For my part I shall not fail to execute your H.M.'s orders, whilst humbly informing you of the above as your faithful servant, and I venture to say I have never been afraid of my foe; but it is nevertheless true that, in our last encounter with the enemy, they were about 100 ships strong, whilst we had a few less; what advantage we then had of the enemy is well known to your H.M. Still, we will hope, on the other hand, that the reverse might be the case for once. I beg to assure your H.M. that I do not write this from faint-heartedness, but as a true servant and soldier for forty-three years, who ought to know the nature of naval warfare. I trust that the above letter will not weary your H.M., but may find favour in your H.M.'s sight. . . . &c., &c.

(Signed) WITTE CORNE DE WITH.

Done on board the ship 't huijs te Swieten, lying in the Passage
the ^{27th July}_{6 Aug.}, 1653, written in great haste, to be dispatched
at once to the Texel.

1164. *July 27th*
Aug. 6, 1653.—MONCK TO A.C.

[S.P. Dom. Interreg. xxxviii. 98.]

Gentlemen,—Yours of the 25th present I received yesterday, and as to the supply of beer, water and victuals which you mention is sent unto us in several vessels we hear nothing of them as yet and do heartily wish they were now with us, for the complaints of beer are so daily renewed that we cannot certainly tell how much we have nor how soon we shall want, and for the 300 tuns a week which the victuallers promise to supply us with constantly I think the service will suffer thereby more than we are aware, for it is not expected the fleet should continue in one place, when we only attend the motion of the enemy, and therefore do earnestly desire the victuallers may not be suffered to furnish us with what they please and at their own time, but that the full proportion yet unsupplied may be forthwith provided and sent unto us, and that the goodness may answer the quantity which hitherto hath not been. For the quantity of water provided and providing I think it will be sufficient to complete us to the time of our victualling, but for so much thereof as was sent fourteen days ago it is not come to us as yet, and do desire special care may be taken that the full proportion of beer and water may be dispatched unto us that so when the service calls us off from this place that and beer may not be the only obstacles as I fear it will. For the butter and cheese in the Malaga Merchant and other vessels it is arrived and Mr. Gawdon's man is come along with it to look after the distribution thereof which is very welcome and very

seasonable. For the account of munition from the officers of the Ordnance I herewith return you a list of so much thereof we have received, a considerable part whereof came but last night in the Gift, so that I suppose we are reasonably well recruited but yet desire you will send us round shot for saker 2000 and for whole culverin and demi-culverin 1000 of each. The paper, canvas and junk which you write is coming on the Ruby. I think the canvas may be spared having sufficient already. For the twelve ships in the Hope they will be very welcome when we have them though 'twas expected they would have been with us long ere this. For the 250 men from the West I wish they were with us that being another of our wants. I am very sorry to hear the new frigates expected will not be ready by winter, which if so the enemy will have a great advantage at that season and for ought I know will thereby be master of these seas for a time which I hope you will seriously consider of. For necessaries I hear no great complaint of only candles, a proportion whereof would be very serviceable.

Pray forget not a supply of seamen, if they be to be had, or else 400 able soldiers which I mentioned in the two last letters but have nothing in answer. I could wish the Council had favoured me so much as to have given their positive order about the powder and masts at Hamburg. However I have dispatched a small vessel with a messenger to the President there desiring him to get the same shipped and ready for transportation by that time our cloth ships do arrive there, with whom I intend to send three frigates as a convoy which shall be ordered to bring with them the powder and masts from thence, provided they be ready for transportation upon their coming thither.

We are now with the whole fleet before the Texel, a list whereof I send you here enclosed,¹ which had come before now had not foul weather hindered, which we have had these two days and have been in some danger riding so near the enemy's shore as we then did, weighing but last night for fear of the worst, but as yet we have received no damage, blessed be God, though some of our ships were driven from their anchors. There are about thirty sail of Dutch ships now riding at the mouth of the Texel in sight of us; they seem to be great ships some of them and do suppose they will endeavour conjunction with those in the Wellings which we shall endeavour to prevent so far as we are able.

Your very affectionate friend
and servt.,

GEORGE MONCK.

Resolution off of the Texel, the 27 July, 1653.

1165. *July 27th*.—N.C. TO A.C.
August 6th.

[S.P. Dom. Interreg. xxxviii. 99.]

Right Honourable,—We have taken into our consideration the contents of your order of the 26th present and do now humbly return what we apprehend may be advantageous for reformation of the remissness and neglect of the commanders, officers and others in the public service in not attending their duty aboard their respective ships whilst they are in the River or other ports

¹ Not in these papers.

whereby the dispatch of the said ships hath been exceedingly retarded to the prejudice and hazard of the public weal.

First we think fit that it be declared to all commanders that undertake charge in the service of the Commonwealth and required of them as their duty that when any of their respective ships came in to wash, tallow and refit for future service, the said commanders continuing under sea pay, they give their constant attendance on board their said ships, and be at no time absent above the space of six hours together without express leave obtained from one or more of the Commissioners of the Admiralty or Navy, and that every such commander do take especial care and provide that at all times of his own absence the Lieutenant and Master belonging to the said ship continue on board to see all necessary work carried on under the penalty hereafter expressed, viz. for the first offence and neglect to lose one month's pay, for the 2nd three months' pay and for the 3rd to be cashiered the service.

That no Lieutenant or Master or either of them do absent themselves from aboard the ships to which they appertain above the like space of six hours at any time without special leave obtained from the chief commander, as in such case provision be made that during the absence of the Lieutenant the Captain and Master may be always on board and during the absence of the Master the Captain and Lieutenant may then attend the oversight of such occasions as are to be dispatched under the foresaid penalty.

That no under officer, as clerk of the cheque, steward, boatswain, gunner, carpenter or either of them do absent themselves from their several ships at any time without special leave obtained

from the Captain if he be present, or in his absence from the Lieutenant and Master, unless he or they be necessitated in pursuance of the duty of his or their respective places to look after supplies or upon other emergencies in reference to the necessary occasions of the ships, and in all such cases of absence that they severally provide their respective mates be ever on shipboard to attend the service there upon the like penalty as before. That no other mariner absent himself without express leave of the chief commander aboard under the penalty of losing a month's pay for every offence.

And because the life of any law consists in the execution of it, we judge fit that the clerks of the cheque do not only perform their duty by keeping aboard their several ships as before, but do daily take an exact account how both officers and others do attend their several duties according to the foregoing directions and once every week to make return thereof to the Commissioners of the Navy, and in case any clerk of the cheque shall make default in either of the premises he shall forfeit a month's pay for every offence.

And that the clerks of the cheque of the several yards where any such ships or frigates are refitting do daily also keep check upon the clerks of the cheque on shipboard and return to the Commissioners of the Navy once every week an account thereof.

For expediting the dispatch of any ships either at their first setting out or upon their repairs afterwards (when the captains formerly have not been under sea pay) we think fit for the encouragement of the said captains after their first entrance upon the said ships they be allowed their full sea pay, and be in such case enjoined to

like constant attendance about their several ships for dispatch of the occasions thereof and providing such mariners as shall be needful, and in case of default to undergo the forementioned penalty. All which we leave to your Honours' further consideration and remain

Your Honours' humble servants,
 THO. SMITH.
 E. HOPKINS.
 F. WILLOUGHBY.

Navy Office. the 27 July, 1653.

1166. *July 27*
Aug. 6, 1653.—CAPTAIN MILL TO A.C.

[Add. MSS. 18986, fol. 52.]

Plymouth, 27th of July, 1653.

Right Honourable,—I find little assistance from the justices of Cornwall and likewise in Devon, for I have not any from them! Mr. Trevill of Cornwall hath threatened me twice very highly before the view of the country, when I was in my business, came unexpected, and asked me whether that was the liberty of the subject to force men aboard, all that part of the country made very little appearance, and for the other of the justices, there is little appears from them. The constables act so slowly as they had counsel from the justices, for whereas there are in some places a considerable number of able men, sometimes they will bring in an old man or two. I have sent many hues and crys after men which have been imprest, but never a one at my knowledge taken, if any not above two. Mr. Roger Porter, a commissioner as some say, hath given

very high language to me in a letter, and now the country begin to do the like, in so much as that I can have very few able men, but such as myself and those which are with me must fetch in; except your Honours please to send some lines to those and others, I shall be able to raise very few, for the seamen lie out in boats, some forty or fifty together, boys and women carry provisions to them, so that I am enforced to set shallops by water, and others by land to take them. I have shipped in the Old Warwick, and hope are in Portsmouth by this time eighty-five men, and in the Bristol frigate thirty-five, and this day put aboard the Old President nineteen more for to be forthwith sent up by Captain Martin; I am now going for Barnstable¹ to do what I may there, and then I shall return for Plymouth, where hoping by that time shall receive a line or two from your Honours, whether I may longer stay or else return at London, being loath to trouble your Honours any further at this time, though much more might be said.—Remain by God's assistance your Honours' very humble servant till death, if his heart deceive him not.

RICH. MILL.

1167. $\frac{\text{July } 27^{\text{th}}}{\text{Aug. } 6}$, 1653.—TROMP TO S.G.

[Archives of the Hague. Translated.]

High and Mighty Lords,—I have received to-day your H.M.'s five several dispatches and resolutions; number one of the $\frac{24^{\text{th}} \text{ July,}}{3^{\text{rd}} \text{ Aug.}}$ of the same tenor with that of the $\frac{20^{\text{th}}}{30^{\text{th}}}$ July, only with

¹ MS. Barnistable.

the addition that I was not to wait for any of the few ships which might be lying still incomplete at Flushing, or in the Texel and Vlie ; number two, of the $\frac{25^{\text{th}} \text{ July,}}{4^{\text{th}} \text{ August,}}$ enclosing an extract from your H.M.'s resolution with regard to the bounties to be given to those who should succeed in capturing any of the enemy's ships, or in making them strike their flags ; number three, of the same date, relative to assisting the Danish ships with gunpowder, if we fall in with them, and [they] stand in need of it ; number four, of the same date, concerning the employment of the East Indiamen in question, lying ready in the Shallows with their cargoes, and lastly number five, announcing that it was thought inadvisable for any of your H.M.'s Delegates to come on board to confer. Whenever occasion arises, I shall regulate my proceedings in accordance with the above as exactly as circumstances permit. Yesterday, I also received a dispatch from your H.M.'s Delegates, sent by an express galliot from the Texel, which I have dispatched to-day back again with a letter in reply. I enclose copies of both these letters, and, to avoid repetition, beg to refer your H.M. thereto. They shew the present state of affairs with regard to the said twenty-six ships of war and four fire-ships there, and also what I have requested them to do, which I hope will be carried out forthwith, and God grant the result may fall out as we desire. Finally, I beg your H.M. to be pleased to give orders for me to be informed, (in exemplification of the General Authorization of the $\frac{6^{\text{th}}}{16^{\text{th}}}$ July, sent to me, setting forth that it was your H.M.'s intention to drive the enemy from our shores, and to open up the shallows and channels to the sea if possible, and to convoy the East-Indiamen and the other

merchant-ships to the North, as occasion should offer, and to bring back the homeward-bound fleet from the East Indies, and the ships from the Straits, Spain and elsewhere, under a safe convoy) whether, if the enemy should chance to leave our shores without a battle, and we succeed in effecting a junction with the ships of war in the Texel and the Vlie, we should in that case proceed on our way, and provide the said convoy to the North, and back again, or whether we should go to look for the enemy in the quarter where they are reported to be. It must be remarked that if we fall in with the enemy, and come off as well as possible, our fleet will certainly be in such a condition that we shall be obliged to put in from sea ; and, whereas it is growing late in the year, the season will be lost for convoying the said ships the long way round, outwards and home again, and this design would therefore in all probability be brought to naught.

Herewith, &c., &c.

M. HARPTS. TROMP.

On board the ship Brederode, the Meuse 5 to 6 miles East
of us, this $\frac{27^{\text{th}} \text{ July}}{6 \text{ Aug.}}$, 1653.

1168. $\frac{\text{July } 28^{\text{th}}}{\text{Aug. } 7^{\text{th}}}$, 1653.—ROOTHOOFT AND OTHERS
TO S.G.

[Archives of the Hague. Translated.]

High and Mighty Lords,
My Lords,—We have just received, by express galliot, a letter written by Lt.-Admiral Tromp on the $\frac{27^{\text{th}} \text{ July}}{6 \text{ Aug.}}$ from on board the ship Brederode, lying off the Meuse, advising us that,

notwithstanding our report that the English had arrived and were remaining off the Shallows here, he adheres to the instructions given in his letter of the $\frac{14}{24}$ th July, for us to have all the ships lying here sent outside the Shallows and off the Lantdiep, and desiring that we would punctually execute the same. We have very carefully discussed the matter in the presence both of Vice-Admiral de With and of the Delegates of the Amsterdam Directors now here, and feel ourselves obliged to inform your H.M. that we should be ill at ease in ordering this squadron to sea, and sending them out to meet the English force lying here over a hundred strong, not only without any the slightest hope of success, but with a tolerable certainty of being destroyed or at any rate of being chased in, quite helpless. We have therefore kept them back still until we receive further instructions from your H.M. (which we beg may be sent to us as quickly as possible), the more especially as, in accordance with the Lt.-Admiral's own instructions, the said ships were ordered, if they found themselves unable to withstand the English, to retire a little way inside the sand-banks, where they are, in fact, at present lying. For the rest, we shall not fail, as soon as the English leave the coast, or the main body under Lt.-Admiral Tromp gets into an engagement with them either off the Shallows here, or elsewhere, to order the ships lying ready here to set out instantly to join him. Vice-Admiral de With is confident he will have his ship ready within three or four days, by which time we hope the ship 't huijs te Creuningen will also be ready; all possible diligence shall be used in the preparations. The ship the Black Lion, belonging to the Amsterdam Directors, is now lying quite ready off the Scheldt, and is

therefore expected out at the rendezvous either this evening or early to-morrow morning.

Herewith, &c., &c.

(Signed) ROTHOOFT. I. ISSBRANDTS.
TH. TAEMSEN. P. IVAN.
SCHELLINGEN. P. I. OVERWATER

1169. $\frac{\text{July } 28}{7 \text{ Aug.}}$, 1653.—TROMP TO S.G.

[Archives of the Hague. Translated.]

High and Mighty Lords,—During the night last past we were obliged to lie at anchor with our fleet, owing to bad weather and contrary winds; and shortly after noon, the wind veering to the S.W., we weighed anchor, and at sundown, passing close in by Scheveningen, and a pink coming alongside of us, we determined to send greetings to your H.M. herewith, wishing most earnestly that our ships were out of the Texel; for, if the wind holds, we shall doubtless reach that place early to-morrow morning, and we are now forced to keep close in shore, until such time as we shall get news that they have come out; and we assure your H.M. we shall on every occasion use all our experience of naval and military warfare, and pray God to grant his blessing on our efforts for the honour and glory of our dear Fatherland.

After writing the above I have received your H.M.'s dispatch of the $\frac{27^{\text{th}} \text{ July}}{6 \text{ Aug.}}$ sent for my information, and also a letter from your H.M.'s delegates at the Helder, to which I have returned an answer as will be seen from the enclosed copy.

Herewith, &c., &c.

(Signed) M. HARPTS. TROMP.

On board the ship Brederode, off Scheveningen, in 8 fathoms of water, this $\frac{28^{\text{th}} \text{ July}}{7 \text{ Aug.}}$ at 8 o'clock P.M.

1170. *July 28,* 1653.—TROMP TO S.G.
Aug. 7

[Archives of the Hague. Translated.]

Noble and Powerful Lords,—I have just now received your Lordships' letter of the ^{26th July}/_{5 Aug.}, advising me that the warships in question are still lying in the Texel, prevented from putting out by the enemy. In reply I can only say that all possible measures must, nevertheless, be taken to enable the said ships to get out to sea ; and if they should be out, and this wind hold we do not doubt but that early to-morrow morning we should break through the enemy and join them. We shall now remain along the coast, and, when opportunity offers, shall get just in sight of the English, with a view of tempting them away from the Shallows ; and if we get into an engagement with them, please send all the ships that are coming out by the Spaniard's Shallow to our assistance, if it be impossible to get out of the Lantdiep ; but I hope we shall get them all, for we need them very sorely. Please also send news of what is taking place with you by post to all the coast villages, because, as wind and weather permit, we shall come close in shore, flying a blue flag aft, by which we may be recognised, and pinks can come alongside.

Herewith, &c., &c.

(Signed) M. HARPTS. TROMP.

(Dated as above).

1171. *July 29th* 1653.—NEWS FROM LONDON
Aug. 8th

[Clar. MS. 46, fol. 130.]

We still continue the pressing of fifty men a week on this River, for the relief of the sick

in our fleet, but many more go hence, then return to us again. On Thursday we sent another party of soldiers to seaward; the sickness is still very hot aboard. It's left to Monck whether to continue about the Dutch coast, or go towards Norway, where we hear their East India ships and a great fleet of merchants lie, with about seventeen men of war.

Blake is still unfit for sea, it's thought he will come to Town within a few days: we talk of preparing our Winter Fleet already and some discourse of Sir George Ayscue¹ to be employed again; I suppose with the other Admiral: but the two great exceptions are his extraordinary power with the seamen, and the General cannot confide in him.

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Advertisements from London, July 29th, st: vet: 1653.

1172. *July 29,* 1653.—*TROMP TO S.G.*
Aug. 8

[Archives of the Hague. Translated.]

High and Mighty Lords,—My last letter was dated eight o'clock yesterday evening from off Scheveningen, the wind being in the S.W. With that wind we sailed along the coast until morning; at eight o'clock this morning we were close to Egmont, and shortly afterwards the captains of the look-out ships in the van came on board, saying that they had sighted the enemy's fleet lying off the Texel, about five miles N. by E. of us. We held our course on towards them, and about eleven o'clock the wind veered round to the N.W., which

¹ MS. Ascu.

gave them the advantage of the wind ; we determined to wear off from them with a view of bringing them off from the Texel Shallows, so that the war-ships lying there might have the opportunity of coming out and joining us as wind and weather would permit, and that we might then attack the enemy with our united forces ; but, as we have some slow-sailing ships in the fleet, their quick-sailing frigates came up with these latter about half past four, and began to cannonade, being about one hundred and twenty sail strong, large and small. We waited for them to come up with us, and a general engagement ensued, lasting till about half-past eight without, God be praised, their getting any sensible advantage of us, or we of them, as far as we could see. They still have the advantage of the wind, and are remaining by us. Time will show how the morrow will end. We pray God to grant the issue may be to the honour of His Name, and the glory of our beloved Fatherland. If we had the succours from the Texel in the fleet, humanly speaking the probabilities are that we should be able to drive them gloriously from the coast. Further, we shall not fail to do all that can be done by honour and a loyal heart. Please rely upon this.

Herewith, &c., &c.

(Signed) MARTEN HARPERTSZ: TROMP.

On board the ship Brederode, three miles from land, in about the longitude of Katwyck, two o'clock at night this ^{29th July,}_{8 Aug.} 1653.

P.S.—After the above was written, a pink came alongside at twelve o'clock, with a messenger who handed me your H.M.'s letter and resolution of this date, together with a copy, for our information, of a certain letter from your H.M.'s Delegates at the Helder, relative to the pressing

forward and sending out of the ships of war in question ; and as the wind is now in the N.W. with which, in the opinion of the pilots here, they will be able to get out, I hope that to-morrow they will come up to our assistance.

1173. *July 30th*, 1653.—*BOURNE TO A.C.*
Aug. 9

[S.P. Dom. Interreg. xxxviii. 111.]

Right Honble.,—Upon the 28th of this instant from Yarmouth I gave your Honours a very rude and short account of matters relating to the public betruſted with me, and the truth is I could not well be more particular, being ſcarcely able to do ſo much having lain under a very ſore diſtemper of body that I contracted here before my going thither, but (through the bounty of God) I am now better able to ſerve you having in a good measure ſhaken it off.

On Friday I came to Iſpwich where I received both yours dated the 25th and 26th, and before my coming from Yarmouth I endeavoured to acquaint myſelf with the true ſtate of your affairs thereabouts and gave the beſt aſſiſtance I could for the diſpatching away beer and ſome other provisions thence, and particularly beer becauſe the General in his laſt to me much deſired a ſpeedy ſupply of what might be obtained. Two ſhips laden with beer &c. are in the harbour, but the beer proving much like what the reſt of late hath done is now upon proof and what is good in both of them ſhall be laden in a ſhip taken up by Major Barton's orders for a certain time and the other ſhips diſcharged. There will be (according to the victualler's promiſe) about eighty or ninety

tuns of beer more ready by the beginning of the next week to ship off, but I cannot but be very sensible of the vast and extraordinary charge that is occasioned by the victualling business and particularly upon the account of bad beer that hath put our whole work to many a stand which I doubt not will have a due consideration.

I left the Phoenix Merchant, Crescent and Seven Brothers in the Roads partly to gather up what men possibly they could (there being a great fleet of colliers expected daily) as also to be a convoy for several ships with provisions both there and at Harwich, which will shortly be ready to sail. And before I came thence I fully understood the state of the sick and wounded and all that were recovered are sent away to the fleet. I came along by Southwold where I ordered the Phoenix frigate, Assurance, Gift, Hound and Duchess who came all clean out of Harwich (except the Phoenix) to touch, who accordingly were there and on the 27th instant took on board them above 200 men that were recovered in that quarter and they set sail that evening to the fleet. Upon the 28th the Worcester frigate touched there also and took in some small number of men thence, and in the Road met a great man-of-war¹ whom he commanded and took away a good part of his men by which means he went fully manned with an overplus.

The seamen generally gave a good character of the country people with whom they have been quartered for their care and tenderness over them, but the several towns of Yarmouth and Southwold (Southwold especially) complain for want of money; forasmuch as there is no money to be raised out of the prizes (nothing being yet

¹ Probably a privateer.

disposed) I was bold to offer my thoughts concerning a speedy putting some of the prizes to sale (the goods being perishing) by which means here would have been a considerable sum of money raised to defray the public charge. I am at present much straitened for money to carry on the business of this place and therefore humbly crave an order to Captain Blackwell and Captain Deans, Treasurers, here being money enough gathered for assessments at Ipswich, but the Receivers not willing to pay any without a particular order for so doing. I have taken up £200 of them upon my particular engagement to be repaid them here upon demand. In case I procure not an order for the same I have enquired into the state of the recovered men at Ipswich, and do resolve on Monday morning to send away about fifty or sixty more to the fleet in the Advisor pink, that came from Chatham and arrived here yesterday in the morning, and shall from time to time make it part of my work to know what men recover along the coast to the end I may know how to order them with most convenient speed to the fleet. At Yarmouth I found a small sloop that was lately taken (being a man-of-war) which is a very fit vessel to carry packets from Yarmouth to the fleet; she is of little charge and requires only four or five men to attend constantly upon her whilst she is upon that employment. I suppose the charge which the State hath been at already in a short time past will maintain her and her charge above three months: I had given directions for her fitting but first crave your Honours' order if you see cause so to do.

The Arms of Holland, being sent in hither from the General, I find so defective in her hull and her ground masts that I thought it most

advisable to send her for Chatham where she may be better fitted with all things and accordingly gave order yesterday. The Fox is also very bad in her hull, but being well fitted in other respects I hope to make her serviceable for two or three months time with little charge and then she will fall under other consideration. Yesterday came in the Concord from Lynn, and not having conveniency to send away her men to the fleet at present and supposing some of the frigates as the Ruby and Amity coming out of the River want men, I thought good to send him up as high as Lee road where I ordered him to stay till he receive commands from your Honours, but in case he meet with any of the State's ships in his way that are bound to the fleet then to put aboard fifty able men, sending a list of their names to the General to the end they may be disposed by his order. Here is the Wildman that came from Dover with provisions, whose beer is going the way of all the rest, as also another pink¹ that came out of the River with about seventy tuns more and arrived here about five days since, which is so bad as none can be worse. As for the Wildman I purpose, so soon as the bad beer is thrown overboard, to fill her up with beer from Ipswich (which will be ready by Tuesday) and send her away to the fleet in company with those at Yarmouth, for I am not without dread how the beer now in the fleet will hold out and the effect thereof, therefore shall send what possibly can be procured hereabout. The Unicorn that came hither laden with masts and other stores from Deptford at last, I know not well how to order. Many (if not most) of her provisions being allotted to several ships and frigates now in the fleet

¹ The pink named is the Golden Castle.

which have been cleaned and fitted out here, whom I was commanded to send out more imperfectly and lamer than I would because those things demanded came not seasonably. The ship is only freighted hither ; I wish it had been otherwise contrived that so both charges and trouble might have been spared. But now I must be forced to take most of them ashore and ship the rest in some other ships bound to the fleet, which course I am sensible will cause fractions and trouble enough in clearing the accounts, but I know not well how to avoid it. There is likewise a necessity to make use of a warehouse on shore to receive some petty stores for this place and some person to receive and deliver them, in all which I shall be as thrifty as I may. The messenger that came with yours, dated the 25th instant, went home in a ketch, but in Southwold Bay met with the Phoenix and the other frigates in which he went over. The Ruby and Amity not yet arrived here. As for the ships belonging to the Northern guard, they went through Yarmouth Road four days since, towards Newcastle to meet the fleet coming home and they had been gone sooner if the winds had permitted. I humbly crave excuse for this long and confused piece and that your Honours will please to give me your commands in order to those particulars. I have acquainted you withall herein and I trust you shall have no cause to doubt of my readiness to comply with any command I shall receive according to that measure which the Lord hath given me (however it fare with me as to my own private concernments). I have not else but to subscribe myself

Your Honours' ready and faithful servt.,

N. BOURNE.

Just now is arrived the Merlin frigate who went hence divers days since to the fleet and plying over upon the coast of Holland, the wind being Northerly, met with a buss about ten leagues off the Meuse, and upon the 28th instant, about eight leagues distant, he met with a man-of-war of 16 guns, who fought with him two hours, but the sea being high they left off and the man-of-war stood away for the shore, and suddenly after they descried a fleet consisting of seventy or eighty sail which they told, into which the said man-of-war bore and the Merlin stood away and soon after took another vessel laden with coals, which was lately taken by them, which he brought in hither with the other and one of the men belonging to the Flemings, taken in the ketch, confesses upon examination that Tromp, with about ninety sail, is ready and out, and in all probability this was his fleet; all which I thought much my duty to acquaint your Honours withal this instant, also the Amity frigate is arrived.

I am,

Yours at command,

N.B.

Harwich, 30 July, 1653, 3 afternoon.

1174. *July 31st,*
Aug. 10th, 1653.—MONCK TO THE LORD
PRESIDENT OF THE C.O.S.

[Parliamentary History, Vol. XX. p. 193.]

Right Honourable,—How great and wonderful the Lord hath been unto this fleet hath plainly appeared by his mighty and glorious presence going along with us, to the ruin of our enemies

and preservation of his poor servants ; as will in some measure appear by the ensuing relation.

Upon the 29th of this month (O.S.), about nine in the morning, the wind at N.W., having weighed anchor the night before from the Texel, a fleet was discovered by our scouts ahead : which, within two hours after, appeared to be the Dutch fleet, come from the Wielings, consisting of ninety-seven sail, or thereabouts, whereof ninety were men-of-war, as far as we could discern. Whereupon we made what sail we could after them, fitting our ships in the meantime for an engagement, but the enemy tacked about and stood away from us when they perceived what we were, so that it was five o'clock in the evening before any of our frigates could come up to engage them, which they did ; and about seven o'clock this ship, with as many ships and frigates as made up thirty sail, engaged with them. The rest, being astern, could not get up ; however, we fell to the work and continued fighting till night separated us, which was about nine o'clock. After which time, it being dark, all hands were at work to bring some new sails to the yards and mend our rigging, wherein we had suffered very much in so short a time. There were killed outright in this ship, by this evening's dispute, about sixteen or seventeen and twenty-five wounded, whereof fourteen dangerously. The enemy got the weather-gage of us this night, by standing to the Northward, while we stood to the Southward, supposing they were under our lee, which appeared to the contrary in the morning for they were much to windward of us.

Yesterday, little was done as to an engagement, both fleets finding it work enough to get off from the lee-shore, having the wind at W.N.W.

blowing hard, with thick and dirty weather, which was the worst for us, being on an enemy's country.

This morning, it being fair weather and little wind, both fleets prepared for a second engagement, the enemy bearing in upon us, having the wind of us. To this time the Lord seemed to encourage the enemy, by laying the scales, as it were, in a balance, so that neither could tell which had the better. But good was the Lord unto us, who knew the best time for the manifestation of His own glory in appearing for His own people, though unworthy of so great a mercy : for, about seven in the morning (the great ships from the Texel, being twenty-five in number, having made a conjunction with them the day before) there began a very hot dispute with them which so continued till one in the afternoon, the enemy having the wind of us, whereby he had the opportunity of taking all advantages. Yet truly may we say 'great was the Lord and marvellous, worthy to be praised,' for his glorious appearance on our behalf ; for by this time the Lord had so daunted their spirits that they began to bear away from us, making all the sail they could with the remainder of their fleet, being not above sixty of their whole number, for, as far as I can gather, there cannot be less than thirty or forty sunk, taken or destroyed.

We are now in pursuit of them with some of our best sailing frigates, being almost up with some of their sternmost, and our expectations still are great that the Lord will perfect the work thus far begun and carried on, which I hope will be to the glory of His grace in us, as well as without us. The enemy had nine flagships when he first engaged and now but one left, and Tromp's

tied to the top-mast so far as I can discern. But I saw two of our own fired by the enemy's fire-ships, whereof one was the Oak, whose men were most of them saved: the other a fire-ship.

In the fight the Resolution with the Worcester frigate led the English fleet, in a desperate and gallant charge, through the whole Dutch fleet. Tromp's top-mast was shot down, which he would have set up again but could not, and so was fain to put his flag upon his near masts. Those of the Dutch that are got into the Texel are much shattered: Tromp's Vice-Admiral sunk down by his side.

I am,
Your Lordship's humble servant,
GEORGE MONCK.

On board the Resolution off Camperdown.

1175. August 11, 1653.—*DE WITH TO S.G.*

[Archives of the Hague. Translated.]

High and Mighty Lords,

My Lords,—I think it my duty to respectfully inform your H.M. of my proceedings. After I had sailed out of the Texel on the night of the ^{29th July,}_{Aug. 8th,} with seven and twenty ships of war and four fire-ships, we joined Lt.-Admiral Tromp in the afternoon of the ^{30th July}_{9th Aug.} about two miles out; and separated from the English. In the morning of the ^{31st July}_{10th Aug.} our division became engaged with them, and the fight lasted till near sundown, at which time I saw that several first-rate ships were then mastless [or] had foundered under fire. I cannot, however, say the exact number; but I miss Vice-Admiral Jan Evertsz's ship, de Rosecrans, William Arents:

Warmond's ship, and divers others. Further, ships are missing in the fleet to the number of quite nineteen, to the best of my knowledge. Admiral Tromp, also, has been killed. I have also to report the fact to your H.M. that twenty-four or twenty-six of our captains have behaved in a very villainous way, and kept out of range of the enemy's guns, and suffered a number of honourable men to be killed; and, if we had not kept watch in the rear-guard with a few honourable men, our whole fleet would have been put to rout. We retired towards the Texel, and shall be obliged with the first opportunity to put in there. I hope to give a faithful account of this disaster on my arrival. Commodore de Ruijter's ship, being very much damaged for the time, yesterday made for the Goree Gat; so that we have no flag-officers with the fleet now, except Vice-Admiral de With and Commodore Pieter Florisz. We have not more than ninety ships now in the fleet, including yachts and service craft. . . . &c., &c.

(Signed) WITTE CORN: DE WITH.

Done on board the ship de Vrijheit lying
off Texel, this $\frac{1st}{11th}$ August, 1653.

1176. August $\frac{1st}{11th}$, 1653.—MONCK TO THE LORD
PRESIDENT OF THE C.O.S.

[From the Parliamentary History, Vol. XX.]

Right Honourable,—Since mine to you yesterday (wherein I gave you an account of the goodness of God towards us and appearance for us in the engagement with our enemies the day before and that we were in the pursuit of them) there hath little been done: night drawing on and the Dutch

making directly for the Texel with what sail they could, so that it was not fit to be bold on that shore, not knowing how the wind may take us, many of our ships being much disabled ; but gave orders to a small vessel or two to keep sight of them till the morning and observe what course they steered : who returning gave an account that the enemy steered the same night into the Texel harbour and had boats with lights to guide them in. Whereupon yesterday, at a council of war, it was resolved that the whole fleet should presently set sail for Southwold Bay there to dispose of such ships as are disabled, to send away our wounded and prisoners, of which a certain account cannot be given at present, but hope to do it very shortly. But I do present your Lordship here inclosed with a general account, referring the condition of the wives and families of those who are slain to your Honour's tender care, wherein I doubt not but you will have respect to their necessities.

I remain, your Lordship's humble servant,
 GEORGE MONCK.

1177. August $\frac{1st}{11th}$, 1653.—EDMUND THOMSON TO A.C.

[Add. MSS. 18986, fol. 88.]

Right Honourable,—May it please your Honours, these few lines are to inform your Honours of the goodness of the Lord to us in a time of need, in delivering us out of the net of the fowler, his snare is broken and we are delivered, the Lord help us to acknowledge it for ever to his praise, and disown ourselves in it, and own God alone. It was the day of the Lord and we will rejoice in it, and tell it to our children and let them tell it to generations to come, so that the goodness of the Lord may never be forgotten by us

nor them, and I question not but your Honours will be much taken with the goodness of the Lord of this great work done by the hands of your servants, though sinful men yet instruments in the hands of God to carrying on his own work among the sons of men. Ah that the loving kindness of God may never be forgotten, but days of prayer and thanksgiving may ever be in the mouths of the saints. The particulars we cannot tell as yet, but the enemy is fearfully routed and broken, and have been many ships sunk and fired in this battle, and followed home to their doors. Our loss of ships is only one, and one fire-ship, but masts, yards, sails, rigging much torn. Captain Graves is dead, Captain Coles, Captain Tallar, and Captain Newman with one or two more. We hear not of many men slain in the fleet, considering such a hot dispute, as never was in the world before. As far as we can understand, the enemy hath lost ten men to one. The Lord hath given the Garland into the hands of his servants, her masts were all shot away, and we in the Advantage seized her, though it was no great act of valour, I speak it for this end, if it like your Honours, because the captain of the Diamond did give in to the Generals before I came to him, that he did it, and it went so.

Committing your Honours and the work of the Lord to the care of the heavenly Father, and do ever pray.

And remain your Honours'
poor and humble servant,
EDMUND THOMPSON.

From aboard the Advantage, this 1st of August, 1653.

The great blow was yesterday, the fury of it lasted but six hours and then they ran.

1178. August $\frac{1st}{11th}$, 1653.—DE WITH TO S.G.

[Archives of the Hague. Translated.¹]

Secret.

High and Mighty Lords,

My Lords,—The following is a copy of an extract from my journal from the $\frac{29th\ July}{8th\ August}$, 1653, wherein I beg your H.M. will be pleased to examine our proceedings :—

$\frac{July\ 29th}{Aug.\ 8th}$.—In the evening, the wind W.S.W. Went on board after sundown, and sailed out at four o'clock at night with twenty-seven ships of war and four fire-ships.

$\frac{30th}{9th}$.—In the morning a Northerly wind, with gusty, rainy weather. When the sun was in the S.E., dispatched a galliot to inform Lt.-Admiral Tromp that we had sailed out of the Texel last night with twenty-seven ships of war and four fire-ships, Wyk was then four miles S.E. by E. of us. When the sun was S.S.W., we sighted Lt.-Admiral Tromp with the national fleet to Westward, and the English fleet also. We set our course, so as to join our fleet. We reached Lt.-Admiral Tromp when the sun was in the West ; his force consisted of eighty ships of war, with four or five fire-ships and a few merchantmen. The English fleet, as we came up, was about a mile and a half to Westward of our fleet. We did our best to get towards them.

$\frac{31st}{10th}$.—Wind S.S.W. In the morning, at Sunrise, the enemy's fleet, which was about half a mile off, had turned towards us. A quarter of an hour afterwards we began to engage one another

¹ There is a translation of this in Thurloe, I. 392, which differs in some respects from this version.

fiercely. In the first onslaught, more than half of our ships got to luffward of the enemy, whilst we and the rest of the ships remained to leeward of them. After this we bore down upon one another several times, our forces crossing one another. About noon (lit. when the sun was in the South), we learnt that Captain Jan de Haes and Captain Warmont had both had their mainmasts shot away ; also that Commodore Evert Anthonisz's ship and several others were most severely damaged, and, indeed, quite unmanageable. I gave orders to Captain Joris Block and Captain Hillebrant Jeroensz: to go alongside the ships of Captain Jan de Haes and Captain Willem Arensz: Warmont, and to save the crews. We saw, to our sorrow, [a repetition of] the former practice of several of the captains, who betook themselves a good way out of range of the enemy's guns ; if they had been hanged on a previous occasion for similar offences, they would not have done the same again now. In our opinion, as far as we could see, Vice-Admiral Jan Evertsz's mainmast could not stand long ; we learnt now, also, with great sorrow, that Lt.-Admiral Tromp was struck by a musket ball, and has departed this life, Commodore de Ruijter, whose ship was quite disabled, has run in for the Goree Gat. We have no tidings of Vice-Admiral Jan Evertsz:. We suspect he has foundered, or been taken by the enemy. Seeing that several of our ships were a good way off the enemy, to leeward of us, I determined, as we could not get to windward of the enemy, to remain waiting a little, and to signal to them to come up with us ; when the sun was nearly in the S.W. we gave the enemy another broadside, and about an hour after that the abovesaid ships, with some others, a good way to

leeward of us, wilfully left the battle and made all sail to put a greater distance between us, and to avoid the enemy, so that they should not be damaged by them. I ordered several shots to be fired after them, to bring them back and prevent their running away ; but they persevered in their confusion and disobedience, and exerted all their powers to outsail the enemy and us. Meanwhile we found ourselves the very rearmost of our fleet, and remained in that position with the ships belonging to the late Lt.-Admiral Tromp, Commodore Pieter Florisz: and a few other captains, the rear-guard being exposed to the whole of the enemy's force. Only one ship, to wit the Vice-Admiral of Rear-Admiral Pieter Florisz:¹ which was on the point of sinking, was taken. We steered our course to the N.E. About twelve o'clock at night the enemy left us. Towards morning, after the customary signals had been made, in adding up, we missed as nearly as we could compute twelve to fourteen ships of war, but we cannot make a proper return at present, amongst these missing ships are reckoned those belonging to Vice-Admiral Jan Evertsz:, Captain Jan de Haes, Captain Willem Arensz: Warmont, and the said Vice-Admiral.

We also saw two or three fire-ships sailing in among the enemy's ships, and trust they have done due execution, but we could not see clearly on account of the fierce fighting.

August $\frac{x}{ii}$.—In the morning we found ourselves off Wyk ; the wind S. W. almost, with a raw cold. Captain Roelantsz:'s fore-mast, having been severely damaged by the firing, fell overboard

¹ *I.e.* Vice-Admiral of Floriszen's squadron.

this morning. I gave orders that the said ship should be towed. We now saw about six and thirty ships in the N.E., about two miles to leeward of us. [These were the ships] which the previous evening had wilfully made off without orders, in order to escape the enemy more surely, one of which was the ship *Breda*; they were not slow in hoisting their sails, and that with a view of outsailing the enemy and us. Some of their names were as follows:—the *Count William*; a flute belonging to Friesland, the yacht the *Block*; the *Garland of Holland*; a new ship, the *Pear-tree*; the *Whale*; a new ship, the *Blue Eagle*; the *House of Nassau*; the *Bull*; the *Moor*, with the pennon from her mizzen-yard, *Huyskens' ship*, *Captain Hillebrant Jeroensz*: and *Captain Gilles Hyssen Campen*. I think there must have been a good dozen more, whose names I do not know at present. And if one is anxious to know how near the enemy a ship has been and remained, it can easily be ascertained from the sails and the ships themselves; in my opinion that is the readiest way. I have sent a galliot to *Texel* for pilots to pilot such of our ships as are obliged to go in into that place; and I now send also a hastily drawn-up letter to their H.M. and their Lordships, with tidings of our last encounter. On our ship the *Freedom*, (on board of which I went yesterday morning on our arrival), we have had four killed and twenty wounded. As regards the enemy's force, they have ninety ships of war and forty-six¹ ammunition, victualling, and transport ships. High and Mighty Lords, the reasons, which made me determine to come in here as quickly as possible with all our fleet, were first because several ships have suffered very severely, and secondly because

¹ In *Thurloe* i. 393 this is stated at 26.

there are a great number of poltroons, who cannot be relied upon and who, in a fight, leave honest men in the lurch.

Herewith, &c., &c.

(Signed) WITTE CORNE: DE WITH.

Done on board the ship de Vrijheijt
off the Helder, the $\frac{1^{st}}{11^{th}}$ August, 1653.

1179. August $\frac{2^{nd}}{12^{th}}$, 1653.—REPORT ON CONDITION OF
SHIPS

[Archives of the Hague. Translated.]

Lt.-Admiral Tromp's ship, the Brederode, has come in here, with the said Lt.-Admiral dead on board, and Vice-Admiral de With, on the ship de Vrijheit, with Captain Abraham van der Hulst, and others belonging to a number of other Boards; and on the $\frac{2^{nd}}{12^{th}}$ August, 1653, they went with their Lordships the Delegates Tamesz: and Scheltinga to make a survey of the condition of the ships belonging to the Admiralty-Board of Amsterdam.

The ship Zeelandt, Captain Marrevelt; very much damaged by fire; all the masts shot away except the stump of the foremast, which is standing as far as the top. Was ransacked by the enemy. The captain has had his hand shot off; the master, his arm; they have eighteen killed, including four soldiers; two more are now lying on the point of death; twenty-four wounded; had 7000 lbs. of powder, fifty-four barrels are left.

The ship Prins Willem, Captain Boermans; has four killed and twenty wounded; one eight-pounder sprung, the [carriage?] of which is damaged; and another eight-pounder burst, a beam shot to pieces in both; the deck forward from the

poop right up to the main gangway in pieces ; is also very leaky.

The ship *Jonas*, Captain *Volderij*, has two killed and two wounded ; the fore-sail yard shot to pieces, the mizzen-mast damaged, but can be repaired.

The ship is not fit to go to sea again, on account of leakage, and does not answer to her helm, three gudgeons shot to pieces under water ; is obliged to steer with her sails. Had 5200 lbs. of powder, has 3900 lbs. left, and balls in proportion.

The ship *Gouda*, Captain *Jan Egbertsz: Ooms*, has four killed and wounded, two of whom are soldiers. The fixed and running rigging in piece ; the main-mast shot to splinters by a ball, and the taffrail also carried away.

Had 3600 lbs. of powder on board, 800 lbs. expended.

The ship can be repaired in the *Balg*.

The ship *Pellican*, Captain *Overcamp*. The main-mast, and all its rigging shot away. Two killed, one whose arm was shot off ; four wounded. The rigging of the mainmast also shattered. The ship is very foul and unsteady.

Had 5000 lbs. of powder, 1000 lbs. expended.

The ship can be repaired here in the *Balg*.

The ship *Freedom*, Captain *van der Hulst*, has four killed and twenty-three wounded ; requires two top-masts and a foresail-yard, and mizzen-yard. Can also be provided for here.

The ship *Groningen*, Captain *Gilles Hyssen Campen*, has five killed and nine wounded ; the fore-mast and fore-topmast are shot through ;

the mizzen-yard of the mainmast must be replaced ; the ship is foul and leaky ; must be looked after ; the crew state she has been pierced by balls in a number of places under water.

The ship Campen, Captain van der Saen ; two eight-pounders blown to pieces, injuring a number of men ; has six killed and twenty-six wounded ; the bowsprit, fore-mast, fore-topmast and spritsail yard must be renewed.

Can be attended to in the Balg.

Has two shots under water, and is in want of a many great stores.

Had ninety-four barrels of powder.

Twenty-eight barrels expended.

Sixty-six barrels remain.

The ship Bommel, Captain Brakkel ; one killed two wounded. The main-mast can be made serviceable with a clamp ; the out-ligger¹ must be repaired, and the topmast and rigging fore and aft must be attended to.

Can be repaired here.

Has likewise four shots on the water-line.

Twenty-five barrels expended.

Twenty-five barrels remain.

The Angel Gabriel, Captain van den Bos ; two killed and wounded. The bowsprit and all its rigging shot to pieces and carried overboard. The fore-mast, with the mizzen mast and the topgallant masts shattered and shot away ; a beam in the cabin shattered ; also the joint-beam ; and several shots in the ship.

Had 3000 lbs. of powder, 1000 lbs. expended.

¹ *Uitlegger*, a stout spar projecting from the poop, used in hauling down the mizzen sheet. Cf. *New English Dictionary*.

The ship *de Vreede*, Captain *de Wilde*; fifteen killed and twenty wounded; all the round-timbers and walls of the ship shattered; thirty-six balls in the body of the ship. Has still fifty barrels of powder on board, sixty-four expended.

The ship *Zutphen*, Captain *Hillebrandt Jeroensz: de Moy*, ¹killed, among whom is the Captain; thirteen wounded. The main topmast with the foremast, the mizzen yard and spritsail yard, shattered; others must be put in their places.

Must be sent in to be repaired.

Two beams on the uppermost deck shot to pieces; one beam in the broadside shattered, also the poop with the out-ligger and the shiphead.

Cannot be repaired here.

De Gouwe Rijael, Captain *Adriaen van Loenen*, has no killed or wounded; one shot through the foremast, which can be clamped.

The ship is unfit to go to sea; will not tack or turn; none of the officers or crew are willing to go to sea.

Had 3100 lbs. of powder, 2600 lbs. still remain.

De Morgenstart, Captain *Quaeff*; four killed, two wounded. The mizzen-yard shattered.

Sixteen barrels of powder still remain.

The ship *de Swarte Bull*, Captain *Barent Cramer*; four killed and twenty-four or twenty-five wounded. The bowsprit and its rigging shot through in three places.

The foremast shot through the top, the yard of the mainsail shattered, likewise the mizzen-mast, nine balls in the body of the ship under water;

¹ No number given.

one ball forward in the bows at the side, three feet under water.

Has to be worked with two pumps constantly ; cannot say what powder is left.

Must be sent in.

The ship Overijssel, commanded by Jan van Campen, eight killed, thirty wounded ; the foremast and mizzen-mast shattered ; the yards of the mainsail and foresail and two topmasts also to pieces ; forward of the cabin a gun shot to pieces by the enemy, which did great damage ; thirty shots in the body of the ship, one also on the water-level.

Can be repaired in the Balg.

The yacht de Bracke, Captain Poppe Brinckers, has three killed and five wounded ; two balls through the body of the ship.

Had 3000 lbs. of powder, 1800 lbs. remain.

The ship Westvrieslandt, Captain Huijskens, has two killed and one wounded.

The mizzen-yard shattered, and three or four shots on the water.

The master declares that the ship was injured in careening in Zealand, cannot be handled ; is in such a crazy state, that her guns cannot be fired without danger of breaking through into the hold ; an eight-pounder has also burst. The Lieutenant and the other officers likewise state that the ship is not fit to go to sea.

Can be repaired here or in the Balg.

Has 2800 lbs. of gunpowder on board, had 4800 lbs.

The carriages of four eight pounders are unfit for use.

The ship Amsterdam, Captain Pouwelis

Egbertsz: Souck, has ten killed and eighteen wounded ; her mainmast, fore-mast with its yard, and both topmasts are shattered.

She has had fourteen balls both under the water-line and on it, and has been damaged above.

Can be repaired in the Balg.

Had 5000 lbs. of powder on board, 1900 lbs. still remain.

Have ordered them to repair to the Balg for repairs. But the Captain thinks that a shaft will have to be fixed.

The ship de Windhondt, Captain Jan Admirael, has four killed and ten wounded ; the mainmast and yard and the topsail yard are shattered ; some shots on a level with the water.

Has 2200 lbs. of powder left.

Can be repaired in the Balg.

The ship Leeuwerden, Captain Govert Riaal, has three killed and nine wounded ; the fore-topmast has fallen on to the deck ; five shots both underneath and on a level with the water-line. The upper part somewhat injured, and is also leaky.

Had 8500 lbs. of powder, 4600 lbs. left.

Can be repaired in the Balg.

The ship Leijden, Captain Croeger, has four killed and fourteen wounded ; the fore-topmast [? shattered]. Has four shots below the water-line and several above.

Had 5000 lbs. of powder, 2600 lbs. remain.

Can be repaired in the Balg.

The ship de Hoop, Captain Dirck Pater, has two dead and three wounded. Has eight shots on the water-line and eleven above.

Has 3000 lbs. of powder left.

Can be repaired here.

The ship de Phesant, Captain Jan Jansz. Lapper; eight wounded; the two topmasts shattered; has thirteen or fourteen shots in the body of the ship, some below the water-line, about half of which have penetrated right through, so that the ship is very leaky; has to be kept afloat by constantly pumping.

Had 5200 lbs. of powder, 2800 lbs. left.

A piece is off the shaft; it therefore does not hold the air.

The opinion of the carpenters has been required as to where she will have to be repaired.

The ship de Hollantse thuijn, Captain Joris Block, has no killed or wounded. The mainmast requires to be clamped, where a four-pounder has cut through the middle of it; the foremast and fore-topmast shattered, also the topgallant mast with all its rigging.

Had 7000 lbs. of powder, 5400 lbs. left.

Has three shots under water and a great number above, so that the ship is quite unmanageable.

111k, 290 w.

1180. August ^{2nd}/_{12th}, 1653.—O. COX TO CROMWELL

[S.P. Dom. Interreg. xxxix. 10.]

Sir,—After the tender of my very humble service to your Excellency you may be pleased to take notice what God hath done for your Excellency and the rest of our nation. Sir, thus on the nine and twentieth of the last being near the Texel about eleven of the clock we discovered Tromp and

his fleet that came from the Flushing, consisting of eighty sail or thereabout but not less. At our discovery of him we made him to make towards us with a great deal of violence till he came within two leagues of us or thereabouts, but when he saw we came on with undaunted spirit, their hearts failed them in so much that they tacked from us, but by the quick motion of our frigates we were up with them about three in the afternoon which forced them into a defensible position; our dispute continued till eight that night, then left because of the darkness of the night, intending to give him a breakfast the next morning, but it proved much wind and a great sea which prevented our coming together, but the next day, being the Lord's day, the wind and sea much abated, we began a dispute one with the other about six in the morning, they having the advantage of the wind, till three in the afternoon, then God gave us that advantage of them that they put themselves into a running posture and continued so the remaining part of that day. At our first encounter with the enemy we destroyed divers of their ships, amongst which was the *Garland*, which they took from us in a former engagement; she had her masts all shot by the board; she was altogether incapable of bringing home and upon that account set her afire with some others of their own, but the number I am not able to acquaint your Excellency, but thus far I judge they never received such a blow since they writ themselves high and mighty. I desire that God may have the glory. The Amsterdam squadron consisted of thirty sail, twenty-six men-of-war and four fire-ships, which joined with Tromp fourteen hours before our last engagement which made up his fleet in number about an hundred and ten sail of

fighting ships, but they were very thin before the sun went down. I judge they went not half well over into Holland; as for our own fleet we have not lost one, but much torn with great loss of masts. As for the loss of men I am not able to give your Excellency an account of, but thus the General had sixteen men slain the first day besides wounded. We cannot but lose many men in the last days of dispute, for it was very sharp for eight hours. The want of seamen will be much, therefore I humbly desire your Excellency to take it into your serious consideration so as the General may have speedy supply, and the rest of the fleet with what ships are ready for service for divers of our ships are disabled for present service as myself.

Sir, as for the General and the rest of the fleet I am not able to give you an account where they are; we were separated by foul weather, my ship being very leaky by reason of that received and loss of masts constrained me to put over for our own coasts. So having not else to advise your Excellency of, but the glad tidings of the downfall of your and our enemies, I humbly take leave and shall ever remain,

My lord, your Excellency's most
faithful servant till death,

OWEN COX.

From aboard the Phoenix frigate now
before Yarmouth, August 2nd, 1653.

1181. August $\frac{2nd}{12th}$ 1653.—CUBITT TO BLACKBORNE

[S.P. Dom. Interreg. xxxix. 11.]

Sir,—Having attended upon the Hollander upon his own coast ever since the 3rd of June last, the most part of our fleet coming to Sode¹ to put ashore our sick men, on the 26th of the last month about twenty-eight sail appeared in sight about the Helder, we riding close by the Texel by which we conceived Tromp was ready with his fleet at the Wellings, the which at night we weighed, got under sail the 29th about noon, we saw the Holland fleet which came from the Wellings, eighty-four sail as we are informed, which presently gave way, but near Egmont some of ours and theirs interchanged shot. The wind next day blowing West-North-West very hard we lay one by the other, they nearer the shore than we, not far from Gravesant. That night their Texel fleet and this met and joined; the 31st the weather being seasonably fair, in the morning both standing off to sea, we tacked upon them and went through their whole fleet, leaving part of one side and part on the other side of us; in passing through we lamed them several ships and sunk some; as soon as we had passed them we tacked again upon them and they on us, passed by each other very near; we did very good execution on him, some of their ships which had all their masts gone struck their colours and put out a white handkerchief on a staff and hauled in all their guns; my men were very desirous to go to them, there being two of them very close by us, but the fight being but then begun I would not suffer it. They were after

¹ *I.e.* Solebay.

fired by others when the fight was over. As soon as we had passed each other both tacked, the Hollander having still the wind and we keeping close by; we passed each very near one another and did very great execution upon each other. We cut off this bout some of his fleet which could not weather us and therefore forsook him on this board; some of them were sunk and we had the Oak fired by one of their branders. We tacked again upon them and they upon us and this bout was most desperately fought by either almost at push of pike. A Flushingier was sunk close by the Victory; he intending to board the Victory, had entered three or four of his men with their pole-axes but the Victory's carpenter's axe cut them down on the side of the ship. Our General must needs gall them very much this bout and so did all our ships, being constantly very near especially this last charge, two of their Admirals coming up close to the Resolution and had much ado to weather her, at which time the very heavens were obscured by smoke, the air rent with the thundering noise, the sea all in a breach with the shot that fell, the ships even trembling and we hearing everywhere messengers of death flying; eight or ten sail of his ships not being able to weather us forsook their fleet. We tacked again upon them but they, having had enough of it and their heads looking to fathers-land-ward, thought it not safe to tack any more but would willingly have gotten to the Meuse or Goree, but we beat them to leeward and stood after them half-way the coast of Holland betwixt the Meuse and Texel; the wind veering out at the South-West and beginning to blow with dirt and rain, several of our ships being disabled in their masts and yards our General laid his head off and so did all our fleet.

The Hollander I think is gone for the Texel. This fight was not far from the Meuse. About 4 o'clock we saw Gravesant steeple and at 6 or thereabout one of their Vice-Admirals, ready to sink, bore to Capt. Pearse and yielded; whose men were no sooner out of the ship but the ship sunk and some of our men in her (she was one of Enchusen); when the ship's keel was on the ground, part of her topmast and her top gallant mast was above water. They had about 112 sail: when they began we about 100 to 110. Some of our ships then lay off the Fly. I cannot tell how many ships they have lost, but I did hear an exact account given of fourteen sail sunk and burnt at which time several captains had not given in their reports; as for those which had formerly accounted very great care was had that two should not report of one ship nor a report was not regarded without an apparent proof of the truth of the thing. We here recovered the ship the Garland which we fired; our loss was of the Oak, a fire-ship and there is some speak of another ship of ours fired by them which, when I do know, I shall not hide.

I pray God make this mercy a further blessing unto us in the procuring a good peace betwixt us both, who have been so long friends formerly and so useful one to the other, and that our nation be not lifted up with successes lest we be humbled by them or some more contemptible at sea than they are, whose pride by the prevailing against the Spaniards have brought this evil upon them: and I heartily wish our nation may not cast off any pity nor forget the brotherly covenant or 'Covenant of brethren,'¹ but that still brotherly love may continue and however their usage be ashore here with

¹ Amos i. 9-11.

us though we fight them hardly if they fall into our hands we use them friendly, affording them the same allowance our own men have.

In this fight Providence cast me the three last bouts close under the General's stern being warned to follow him, which I did very close as the second time in the smoke I touched him gently, but soon backed astern again. At our first coming up within ten shot our cheque was killed close by me, shot in the head; his brains spoilt my suit, all my back and hat being full of it and of blood; yet, God be praised, I lost not one man after in the fight, though I was in the very midst of it and receiving in my hull thirty great shot, my sails much torn and rigging cut and had a dozen shot between wind and water, of which after the fourth bout I laid by the lee to stop leaks and got up again to the General about sunset, at which time, he, seeing little hopes to get up with the Dutch admiral and fleet, laid off at sea.

A flagship, the *Rainbow*, lying by the lee to stop leaks and our carpenter being very earnest with me to stop a leak which made much water and our men calling on me again to do it ere night, I again lay by the lee and stopped leaks, but our men had the pump constantly going and so have at present occasioned by a shot near the stern, four foot under water, which we since found. We have some six men slightly wounded, which with the former slain, is all the hurt we perceived in our company. Our ship is very much disabled and not longer fit to keep sea. I hope I now may, without any injury to my well-wishers, take leave of the service, having been in it these three engagements and constantly at sea all the time the stopping of my leaks at Portsmouth excepted (a time able to make sound men sick); especially hoping there will be but little

occasion now for me, and the State having such plenty of commanders, the ship having the worst accommodation for a captain of any in the fleet goes the worst and have been constantly leaky. If I may reap the benefit of a peace it will be time well employed; I take leave and rest.

Your affectionate friend & servant,

JOSEPH CUBITT.

Tulip, Aug. 2, 1653, 12 leagues off the Holland Coast.

1182. ^{2nd}/_{12th} August, 1653.—SACHEVERELL TO N.C.

[S.P. Dom. Interreg. xxxix. 9.]

Honble. Sirs,—It hath pleased our gracious God to deal very graciously with and to appear wonderfully for our first engagement with the Hollanders on Friday the 29th July and Sabbath day the 31st of the same, an account whereof I shall to the best of my knowledge give you. On the 28th July, about 6 o'clock in the evening, the General fired a gun and loosed his fore-topsail and we all weighed from before the Texel and stood off to sea; the 29th about 6 o'clock in the morning the General bore away Southward; by noon we had the land fair by us, we then discovered the Holland fleet standing to the North West, and when they made us they tacked and stood away to the Southward. All the frigates made sail and by 6 in the evening some twenty sail of us fought with them at a distance. We had two men killed that evening and five or six hurt; by that time it was night, the great ships came up, but could do but little service by reason of the night. The Hollands fleet were then eighty and odd sail; we both stood to the Southward all night; we

had both our mainmast and our main-topmast shot through that evening, the main-topmast made altogether unserviceable; the 30th it was wet weather and it blew hard and we had a great sea. Tromp was then in the lee of our fleet, the General tacked and all our fleet and the Hollanders fleet tacked and stood away from us and out-sailed the body of our fleet, but it was such bad weather that neither frigates nor any could engage them. In the afternoon there joined with them thirty and forty sail more of their men-of-war that came out from the Texel, so that they were now about 110 or 120 sail of able fighting ships. The 31st it was very fine weather; about 3 or 4 of the clock in the morning the Hollanders fleet stood after us, so the General tacked and all the fleet and stood with them, and about half an hour after six in the morning we engaged their whole fleet and charged through them and cut off many of their ships; they fired three or four of their fireships, but, (blessed be our God), they did us no hurt. After that we tacked about again and charged through them a second time, and then a third time; the fight continued very hot and was prosecuted with much vigour on both sides till about two in the afternoon, and then the Hollanders stood away from us with all the sail they could make; we chased them until it was night, and by 6 at night we came up by them again and passed twenty or thirty broadsides more upon them, which sunk or burnt at least twenty sail of their ships, two of which were the Garland and the Bonaventure which they took from us the last summer. They had two or three of their flag-ships sunk. It pleased God to give us a full victory over them. We did not preserve any one of their ships but sunk all. We have prisoners of theirs about 600 or 700, and I verily

believe about 2000 of their men were sunk down. We had two men killed in our ship in this day's engagement and eight or ten wounded. We received many shots through our ship and some between wind and water. We lost two ships, the Oak and the Hunter. We lost 500 or 600 men of which there were six or seven captains, Capt. Graves of the Andrew, Capt. Taylor, Capt. Cox, &c. and about six or seven captains more wounded and 500 or 600 seamen wounded. Our men were very courageous and, through the blessing of God, we were carried through the work and made instrumental to spoil and scatter this proud enemy of ours and to make him to fly before us. Let the glory of all be given to our God and let the instruments be encouraged somewhat according to their deserts; all our officers are well; the Lord keep us humble under all our mercies and go on to bestow more and greater blessings on you and us. So prayeth your humble and faithful servant,

THEOPH. SACHEVERELL.

They had the weather-gage of us all day. I humbly desire the enclosed may be despatched to Portsmouth. The fleet is now sailing for Sole Bay.

From on board the Portsmouth frigate, August 2nd, 1653.

1183. ^{3rd}/_{13th} August, 1653.—ORDERS OF C.O.S.

[S.P. Dom. Interreg. I. 90, p. 13.]

Colonel Montague reports from the Council of State a letter from General Monck from aboard the Resolution off of Camperdown, the 31st of July, 1653, was this day read.

Ordered by the Parliament that it be referred to the Council of State to take especial care immediately for the providing all necessaries for the relief and cure of the sick and maimed soldiers and seamen whensoever they shall be put on shore. And that they do also take care of the widows and orphans of those who are slain.

Ordered by the Parliament that the Council of State signify unto the Counties of Essex, Norfolk, and Suffolk that the Parliament hath taken notice of their great care and tender respect showed unto the sick and wounded soldiers and seamen put ashore in those counties, and their good resentment and acceptation thereof, and return thanks unto them.

HEN. SCOBELL,

Clerk of the Parliament.

1184. August $\frac{3^{rd}}{13^{th}}$, 1653.—MONCK TO A.C.

[S.P. Dom. Interreg. xxxix. 15.]

Gentlemen,—We are now in our way towards you and hope to get into Southwold Bay within these two days, where upon our arrival you may expect to be acquainted therewith. In the meantime I doubt not but you are preparing a general supply for us for which you shall receive a more particular demand by the next. We shall be in much want of 900 men, 500 whereof to be seamen, the rest soldiers, our wounded and sick men being many besides those who are killed, which I earnestly desire may be speedily sent down to us. I much wonder there is no news of these twelve ships

coming out of the River; if they be not on their way towards us already, pray let them be hastened away with all speed. I have writ to the Bailiffs of Yarmouth to send off as many boats and other vessels to us as will take in 600 wounded men, to which place I intend to send them and have also written to the Collectors of prize goods there to make payment of such moneys as the said Bailiffs shall demand to defray the charge that shall grow due for them, that they may the better be provided for and taken care of according to men in those conditions, which I desire you will second, that it may be the more effectual. There is daily such a complaint of beer, which proves generally very defective, that I think if the Lord had not so ordered it that we fought with the Dutch so suddenly we had been forced to come off from the coast presently after, without doing anything, and therefore my request is that we may have a considerable quantity of beer forthwith sent down to us and that special regard be had to the goodness of it, for want whereof the service hath already suffered very much also. Also what ammunition with canvas for cartridges, canvas to mend sails and old junk you can suddenly provide may be sent down to us, being my intention to send away as many frigates as possibly I can upon the coast of Holland very speedily to stop up their trade. I am,

Your very affectionate friend
and servant,

GEORGE MONCK.

Resolution the 3rd August, 1653, 5 leagues off of Lowestoft.

1185. August $\frac{3^{rd}}{13^{th}}$, 1653.—KENDALL TO A.C.

[Add. MSS. 18986, fol. 96.]

Right Honourable,—After my humble service presented unto you, these few lines are to give your Honours notice that I was with the Lieutenant of the Tower, and entreated him to do me that favour as to press for me, thirty or forty seamen, which accordingly he did, and sent them down, and gave his officers order, which had the charge of them to bring them aboard of the Success, but coming down, Captain Hatswell¹ sent them all aboard the Westergo; and the same night he sent me aboard fifty men which came under the notion of soldiers, but they are not, for they are boys and old decrepit men, and some fitter for hospitals than to be sent upon present service, for I have exercised them already and I cannot find six in the fifty which is able to fire a musket, but I shall use my best endeavour to teach them as soon as I can. Captain Hatswell was aboard of me on Saturday last, and desired me to make haste into Lee Road, which I did, and promised that I should have the first seamen that were prest sent aboard, but as yet he have not sent any, therefore my humble request is that your Honours would be pleased, if there is any, to send them down, or to send me an order to go to sea, and I shall endeavour to supply myself as well as I can. So praying for your Honours' health and prosperity in this life, and eternal happiness in the world to come

I rest

Your Honours' humble servant,

WILL. KENDALL.

From aboard the Success frigate in Lee Road, the 3rd of August, 1653, at 10 o'clock in the forenoon.

¹ MS. Hachell.

1186. August $\frac{3}{13}$, 1653.—DE WITH TO S.G.

[Archives of the Hague. Translated.]

Noble and Powerful Lords.

My Lords,—I beg to inform your Lordships that Vice-Admiral Jan Evertsz: and Commodore de Ruijter came in at early morning ; and the said Vice-Admiral shewed me his commission, by which their H.M. appoint his Honour second in command of the fleet ; and he persists in the same, and in his claim to the chief command now, owing to the death of the Lt.-Admiral. All this appears to me very strange, for a Vice-Admiral of Zeeland to take precedence in command of a Vice-Admiral of Holland, which has never yet been the case. For my own part, as a faithful servant, I venture to say that I have never had any other aim but to serve your Lordships in all loyalty ; and I humbly beg in this connection that I may not be set aside in my faithful service, and be obliged to yield first place to a Vice-Admiral of Zeeland. I trust your Lordships will take this request into consideration. As soon I have given orders here, I hope to repair to the Hague without delay, and to appear before your Lordships there, &c., &c.

(Signed) WITTE CORN: DE WITH.

Done on board the ship de Vrijheijt,
lying in the Texel, the $\frac{3^{\text{rd}}}{13^{\text{th}}}$ August, 1653.

1187. August ^{3rd}/_{13th}, 1653.—THOS. ORLTON TO N.C.

[S.P. Dom. Interreg. xxxix. 16.]

To the worshipful Commrs. of the Navy.

Most honoured and respected, the Lord having preserved my life in this our last engagement for which I am ever bound to praise his name for it for his protection over me in keeping of me alive to have another opportunity to write to your Honours. I know you are better acquainted than I can resolve you how it is with us, yet however the Lord hath so graciously appeared to us that we have caused our enemies to flee before us besides what remain of them in the sea which we judge with the last forty sail of them that we sunk and fired. We took the Garland again and fired her. Our General Monck did fight most stoutly and most nobly, so did all our fleet. We are very much shattered in our ship in the hull of her and all our masts and yards are shot. Well blessed be the Lord, we had but one man killed right out and four other shot and five splintered, for which mercy we are bound to the Lord that we had no more men hurt for we fought board and board with our enemies. The enemy by relation was 110 sail but the Lord was on our side to distribute them, they having in the morning five Admirals at night there was but one left, so at last they made another and so ran away: if so be that it had pleased the Lord that we had got up with their fleet the fifth time to have charged them through we had sunk most of all their ships that they should never have got home, for we think that some of them after they left us went down into the sea. I having occasion to send my

muster books thought good to acquaint you how it is with us in our ship, for expressing any further of our engagement I shall not write but omit, because I know you are better acquainted all. I think that we shall come in, our ship is much shattered in our hull and in our masts and yards, besides we have broke some of our timbers in our ship's sides by a ship coming aboard of us. I take my leave of you with my prayers daily for you I rest

Your faithful servant

THOMAS ORLTON,
Clerk of Cheque.

From Sole Bay, the 3rd August, 1653. Sophia.

1188. August $\frac{3rd}{13th}$, 1653.—BAMFORD TO A.C.

[S.P. Dom. Interreg. xxxix. 17.]

Right Honble.,—This present Monday at 8 o'clock we came into Yarmouth Road in the ship Recovery, James Bamford commander. We left our General and fleet on Sunday the last of [August] July at night in pursuit of the Holland fleet, whom we were engaged in a very hot dispute from ditto Sunday about 7 o'clock in the morning till 2 in the afternoon, in which were lost divers ships of either parties, but the enemy not enduring longer turned back and fled afore the wind and our General and fleet after them, they being about three leagues off the shore: we followed them with what sail we could make but could not keep company with them, having in the engagement our main mast shot overboard: so we kept as near as we could till the next morning, hoping to have

seen them, but not desecrating them, nor any other ship save the Exeter Merchant (whose condition was the same as ours), we made what sail we could for our own coast, our ship being very leaky by divers great shot received between wind and water. In this service we had ten men slain and fifteen wounded, I shall endeavour to get the ship into Harwich and there wait your Honors further orders this from your most humble servt.

JAMES BAMFORD.

From aboard the ship Recovery in
Yarmouth Road, August 3, 1653.

1189. August $\frac{4^{th}}{14^{th}}$, 1653.—MONCK TO A.C.

[S.P. Interreg. xxxix. 19.]

Gentlemen,—There are many of our great ships as well as frigates much disabled in their ground masts, besides topmasts and yards, and therefore have thought it necessary to dispatch this away unto you, earnestly desiring that you will forthwith cause to be sent down to us as many main masts, foremasts and bowsprits as you can, especially a mainmast and foremast for the James, those she now hath being wholly disabled, and without a supply whereof that ship will be forced to go in, which I am not willing should be till this summer be fully expired, also sails, rigging and ammunition, which if timely sent down I hope we shall be able to fit out a considerable number of ships in a very short time. It is the desire of the chief officers of the fleet as well as myself that some of your number would hasten down to us that we might consult and advise together

for the good of the service, which they conceive would put much life into affairs here which is my opinion also. I have received a letter from Mrs. Vesey the widow of Capt. John Vesey who was slain in the service not long since.¹ If what is laid down in her letter be true the loss of her husband must needs be a great affliction to her, having six small children whose condition I hope you will consider, that such relief and maintenance may be appointed for her as will answer her great charge and afford some comfort in her present estate. I am also desired by my partner Blake to recommend unto you for commander of one of the fourth rate frigates now a building one Capt. Adams whom (he saith) is honest and valiant, he was for some time in this ship where I could discern nothing to the contrary and if you shall think fit to employ him I hope he will so approve himself as may answer your expectation. I am

Your very affectionate friend and servt.

GEORGE MONCK.

Resolution, 4th August, 1653, 6 leagues East of Yarmouth.

I do desire you will appoint some fit person to take charge of the prisoners, and that they may be secured and not suffered to go away at their pleasure, for we have lately taken about thirty that were going for Holland in a small vessel. Pray let Doctor Whistler be sent down to look after the wounded men as soon as you can.

¹ Vesey was killed in an action with some Dutch West India-men off the Vlie on June $\frac{19}{29}$ th, being in command of the *Martin*; cf. No. 1108.

1190. August $\frac{4}{14}$, 1653.—A RELATION OF THE FIGHT

[Clar. MS. 46, fol. 151.]

This fight had begun upon Friday the 8th hereof and upon the 9th in the morning the States General received letters from Admiral Tromp, written about the height of Catwyck, whereby he advertised that upon Friday about 8 o'clock in the morning word was brought him that the enemy's fleet was discovered about five leagues off bearing their course towards him. At 11 o'clock the wind turned West-North-West, which being for the advantage of the English he thought fit to turn his course from them towards the Texel that he might give opportunity to the ships that were there to come out and join with him, but some of our ships being slow sailed, some of the English best sailed frigates came up to them about half an hour past 5 in the afternoon begun to shoot at them, and in the meantime the whole English fleet came up, consisting of about 120 sail, with whom we entered in fight which lasted till half an hour past nine, without any considerable advantage on either side though the English had the wind of us. Admiral Tromp longing much for the supply out of the Texel being confident with their help in all human probability to drive the enemy from our coast with honour and reputation.

The 8. hereof at night about 11 o'clock Vice Admiral de With with twenty-seven men of war and four fireships made sail out of the Texel, and upon the 9th afternoon came to join with the Admiral Tromp about two leagues from the English fleet, and that day being very foul weather both the

fleets stood to sea to gain the wind of one another, and upon the 10. in the morning, the English seeming to decline the encounter and being followed by our ships, at 7 o'clock they entered unto a sharp fight which lasted till a good while after sun-set. The Admiral Tromp and Vice Admiral Jan Evertsen falling on upon the van and the right wing, the Commodore de Ruijter upon the left wing, and Vice Admiral de With with Pieter Florisen the Night Scout¹ upon the rear, and having all of them broken through the enemy's fleet and back again, the Admiral gave a signal for the chief officers to come aboard him, where Commodore de Ruijter being come found Admiral Tromp lying dead in his cabin, which the chief officers thinking fit to conceal from the fleet, they continued the fight and charged four times through the English fleet except the Vice Admiral Jan Evertsen who, having lost his mast and his ship battered and made unserviceable, had retired himself betimes.

Upon the 11. at night the States General received letters from Vice Admiral de With relating the death of Admiral Tromp who, having upon the 10. about 11 o'clock in the forenoon received a musket shot in the breast, died forthwith of it, many ships of both sides having in that encounter lost their masts.

Commodore de Ruijter in his letter declares that he did see eight of the English ships sunk and burnt.

Vice Admiral de With says that he misses fourteen of our ships, whereof we hear of eight or ten that are come in to Goree and the Maze shattered and broken, so as we may reckon three of our ships perished and one taken. The said

¹ Cf. Vol. I. p. 177.

de With writes of twenty-four or twenty-six of our captains that have played the rogue having kept themselves without cannon shot of the enemy, and so occasioned the loss of many brave men, besides the hazard of the routing of our whole fleet unless he and Pieter Floris with some other brave men had made good their retreat towards the Texel where he was come with our fleet, consisting of ninety ships great and small.

The States General received also upon the 11. letters from Vice Admiral Jan Evertsen from Helevoetsluys, bearing that he had in the fight upon the 8. six or seven of his men kill'd and divers shots under water, so as he had much ado to keep his ship from sinking, yet at night having stopped the breaches as well as he could he had upon the 10. (with one ship more that he had commanded to follow him for saving of his men if his ship should come to sink) broken through sixty or seventy of the enemy's prime ships which had so dressed him and the ship that followed him that it is a great wonder they are not both sunk, having received many shots under water so as he and the other ship were forced to retire both towards Helevoetsluys, fifty of his men being dead and hurt, the captain of his ship having three wounds and himself a light shot upon the back. Commodore de Ruijter was likewise drawn off with his ship much shattered having lost her mast with forty-three men killed and thirty-eight hurt.

Upon the 12. the States General sent for Vice Admiral Evertsen and Commodore de Ruijter to hear their relation of what they saw in the fight, being unsatisfied with Evertsen for leaving the fleet when he might, as they conceive, have gone in to another ship, especially seeing he had a

private act, in case of failing of Admiral Tromp, to command the whole fleet, but the same day they heard from Evertsen that he was gone in a galiot to the fleet at the Texel, and they have sent two of their number to take ocular inspection of the said Vice-Admiral's ship and others that are come in to Goree and the Maze, some report being here that his ship is not in so bad a condition as he gave out.

Upon the 11. hereof the States sent order to Vice Admiral de With that he should not come in, but if it were possible keep the sea, the 13. they have again received letters from Vice Admiral de With giving them notice that he is come with the fleet into the Texel, sending withal a list of thirty-six captains who he says, if they had been hanged for the first fault, had not now again played the rogues to the destruction of so many brave men: he writes that the English fleet, having been about 135 sail great and small and having the advantage of the wind of us, have at last been obliged to leave our coast and make Northward. The same day there came a fisher of a herring buss that sailed through the English fleet, who made report to the States of Holland that he told them all and that they are but about ninety sail great and small, much shattered and spoiled, that they were Northward bound but went very slowly on.

The same day the States General have by letters of the 8. from their Commissioners in England understood that they had upon the 6. received answer from the English, who still persisted in their impossible and unreasonable demands, and that they had given over a new memorial to the Council whereupon they expected a further

answer. In the meantime they were preparing for their return hither, so as the treaty with England is here looked upon as quite broken off and no other expectation but a lasting war.

The Resident de Vries in Denmark hath by his letters of the 1st hereof advertised the States General that he hath not yet advanced much in his treaty concerning the conjunction of some Danish great ships with the fleet of this State, which if the States have occasion to use he finds must be upon their own charges and hazard, in case they should come to be lost.

1191. August $\frac{5}{15}$, 1653.—VAN BROECKHUYSEN AND C. DE WITT TO S.G.

[Archives of the Hague. Translated.]

High and Mighty Lords,—On the news that the National fleet had come into the Shallows here, the Council for Admiralty at Rotterdam immediately resolved to send us to this place, to take the necessary measures, with the least possible delay, for the fitting out and equipment of the ships under their direction. And, in accordance with their orders and resolution, we have used all possible zeal and diligence in performing our journey to this place. We arrived here on the evening of the $\frac{13}{23}$ instant, and the following day we visited the said ships with our master-carpenter. We found they had all suffered serious injuries, (but chiefly in their masts and round timbers), so that their repairs will necessarily take some length of time ; but we shall not fail, nevertheless, to make such prompt arrangements for all

matters as the position of this place will in anywise permit.

The officers and common seamen beg very earnestly, and make constant petitions, to be granted leave of absence for a few days, and permission for each one to go to his home and visit their wives and children, whom some of them declare they have not seen for four or five months, saying that they were previously kept like prisoners in Zealand, in the island of Walcheren, and now again in Texel. And it is to be feared that some of them, disobeying the prohibition issued by your H.M.'s Deputies here, will run to their homes, in which case they could not be constrained to re-enter the national service [even] with great trouble and bother. Moreover, on the ship *Brederode*, formerly commanded by the late Lt.-Admiral Tromp, we find there are several sailors who declare they were engaged only for one expedition, and who all now beg for their dismissal and discharge, amongst whom some fishermen from *Maeslantssluijs*, in our opinion, allege the most efficient reasons.

Similar appeals are made by the soldiers, who have been kept constantly on board the different ships for over four months, and long to see their wives, children and friends, and are also in need of refreshments in diet, and fresh linen and woollen clothing, which they have sometimes lost and been obliged to replace by other belonging to their companions. We have just this moment made representations on the subject of all these complaints and inconveniences to your H.M.'s Delegates here, and they have undertaken to advise your H.M. thereof. We beg that in any case the resolution your H.M. may pass on the above-mentioned points may be sent to us as soon as

possible, to the end that we, being informed of your H.M.'s intention and resolution, may know how we ought to act in this confusion and disorder, because the license of speech used by some people is sometimes so great that we are afraid it might possibly give rise to some inconveniences.

Further, we cannot omit very seriously to urge upon your H.M. the necessity, in the present great need and affliction, of promptly providing the Boards of Admiralty with funds, if it seems good to you; assuring your H.M., that without such funds, all your H.M.'s resolutions, and all our efforts and diligence will remain fruitless and of no effect; for, so far as concerns our Board, credit is entirely destroyed, and we are afraid that, unless prompt payments are made, no supplies can be procured, and the repairs of the ships cannot in consequence, be proceeded with.

Herewith, &c., &c.

Your H.M.'s humble servants, the Delegates
from the Admiralty-Board of Rotterdam.
(Signed) WITT. VAN BROECKHUYSEN,
C. DE WITT.

At the Helder, this $\frac{5}{15}$ th August, 1653.

1192. August $\frac{5}{15}$.—*T. BURTON AND OTHERS TO THE
MASTER WARDENS OF THE SURGEONS'
COMPANY*

[S.P. Dom. Interreg. xxxix. 22.]

Master Wardens,—There being a fresh engagement between our fleet and the Hollanders and many of our men being wounded to the number of 700 we desiring to discharge our duty and conscience (when need doth require) have thought

good to desire you to move the Commissioners at Tower Hill for recruit of chests. We judge that less than three chests will not serve our turn those which we had before being well near spent and we know not to how many several places we may be ordered unto. We desire that the chests may be very well furnished with surgery medicines of all sorts. We suppose here work will be so great that there cannot be allowed less than £20 to each chest. Thus with our humble respects and service to you presented we remain,

Yours to serve,

THO. BURTON,
HENRY JACKSON,
THO. HARRIS,
ISAAC HARRIS,
CHRISTOPHER BULLOCKE.

Ipswich, 5th August, 1653.

1193. *August* ^{5th}/₁₅, 1653.—BEVERNING¹ TO THE STATES OF HOLLAND AND WEST FRIESLAND

[Thurloe State Papers, i. 401.]

High & Mighty Lords,—My Lords, the lord of Nieupoort went from hence yesterday at noon, to make unto your Lordships a full and pertinent report of our treaties and entertainment here I refer myself likewise to the said lord concerning the sad news of such a considerable given to our fleet as is divulged here, only I shall add this withal, that all the bad and ill reports do diminish and lessen from day to day, and the loss of forty ships, as was given out at the first, is now

¹ Dutch ambassador to England, then at Westminster.

come to twenty and less. God give that they may have sung triumph before the victory and that it light upon their own heads that which they wish and rejoice to have befallen us. They are very busy here at present to equip and set forth more ships with all speed and to press great store of men, which doth make us to believe that they have had no great advantage over us and that they have no cause to rejoice . . . In the meantime, according to my duty praying to Almighty God, I rest, my Lords, your Lordships' humble servant,
 BEVERNING.

Westminster, August $\frac{5}{15}$ th, 1653.

P.S.—I stayed till it was very late before I sealed up my letter in hopes of some further news and am now certainly informed that General Monck doth advise the Council in his letter¹ which came to the Council to-night by an express that he had lost two ships, seven captains and three hundred mariners, besides seven hundred wounded

¹ This letter is certainly neither of those included in this collection (No. 1174 or No. 1176), but would seem to be very probably that mentioned by Whitelock in his *Memorials* (p. 544; edition of 1682), which gives the number of prisoners as 1,000, the English wounded as 700, and mentions seven captains by name as killed, *i.e.*, Graves (Andrew), Cox (Phoenix), Chapman (Golden Cock), Taylor (William), Newman (Mayflower), Crisp (Prosperous) and Peacock (Triumph). As regards Cox it is of course inaccurate. It also gives the names of five captains as wounded: Stokes (Laurel), Seaman (Dragon), Row (Portland), Holland (Assurance), Cubitt (Tulip). It differs as to the English killed, which it puts at 250, and it also speaks of sinking 30 of the enemy, adds that Cornelius Evertsen is among the prisoners, and that the enemy's loss must be about 3,000. Heath (*Chronicle of the late War*, p. 348), who gives the Dutch loss in ships as 26, gives the same names for the English captains killed and wounded, except that he calls Row, Rous, but puts the English dead at 500 and wounded at 800. He also estimates the Dutch losses at 4,500 and gives the names of five Dutch captains taken, *viz.* Cornelius Evertsen, Cluse Johnson Zanger, Andrew Fomeen, Gerbian Scotter and John de Hayes.

and that he had not one of our ships but had saved the men and had a thousand prisoners, but I do not hear how he came by them or what is become of the ships. Indeed here are some who say he sunk and fired what he took.

1194. August $\frac{6th}{16th}$ 1653.—MONCK TO A.C.

[S.P. Dom. Interreg. xxxix. 26.]

Gentlemen,—Yours of the 30th July last past I received yesterday, and as to the estimate of the victuallers of the Navy there enclosed about beer and water coming to the fleet, which we very much want not so much by the shortness of beer as the defectiveness, for though a double proportion were sent yet if the goodness do not answer the quantity it is as much as if we were in want by shortness, indeed we have had and still have very great cause of complaint in that particular, the service having suffered very much by it, and therefore do earnestly desire that the beer now to be sent us may be good and wholesome such as may be fit for men to drink.

Of the several ships mentioned in the margin of your letter there are none with us but the Amity frigate the rest having missed of us and tis supposed are gone upon the coast of Holland but I hope they will soon return when they do not find us there.

The fleet is now arrived in Southwold Bay where all endeavours are and shall be used to refit as many ships as can be for present service, which that we may the better effect I do desire you will hasten unto us what powder and shot you can, about which we have already writ but have nothing

in answer, also masts, yards and fishes in which particular the whole fleet generally are much disabled, also canvas to mend sails and all sorts of rigging with a considerable quantity of old junk for wads, also canvas and paper for cartridges, our store in this being very much exhausted through the late engagement, which I hope you will consider of for a speedy supply.

What ships are yet behind to be fitted out I desire you will hasten them unto us and that all instruments may be quickened in their duties in this juncture of time.

There are several ships in the fleet so disabled by this last engagement that I shall be forced to send them into the River and Chatham to be repaired, upon whose arrival I hope care will be taken for their speedy refitting. I have not more at present but committing you to the Lord for a blessing upon your undertaking and remain,

Your very affectionate friend and servant,

GEORGE MONCK.

Resolution in Southwold Bay, the 6th August, 1653.

Many of our frigates want ground masts as well as topmasts; this ship also wanteth two topmasts and a bowsprit which I desire you will provide for us and send to us with all speed. I desire that the ground masts for the frigates may be sent down first of all, for till they come nothing can be done, and tis my intention to send out a party of frigates very suddenly, which I hope will do more execution upon the enemy than the whole fleet might do, having respect to the season of the year. I hope you do not forget to send down some of your number unto us.

1195. August $\frac{6th, 8th}{16th, 18th}$, 1653.—ORDERS OF C.O.S.

[S.P. Dom. Interreg. I. 70, pp. 184–191.]

Saturday, 6th Aug. 1653, forenoon.

3. [Ordered] That the Lord General be desired to send out of such forces as his Lordship shall think fit 400 land soldiers to the service of the fleet.

4. That it be humbly reported to the Parliament from this Council that in regard to the pressing occasions for the sending of land soldiers to the service of the fleet that the regiments of Sir William Constable, Col. Ingoldsby, Col. Goffe and Col. Pride may be recruited to the number of 1000 men in each regiment and that they may be so continued for the space of three months and Mr. Strickland desired to make the report accordingly.

7. That a letter be written to the General of the fleet to send up Evertsen¹ and such other Dutch captains as are already or shall be discovered in safe custody to be disposed here as the Council shall direct.

1196. August, $\frac{6}{18}$ 1653.—VAN EWICJK TO S.G.

[Archives of the Hague. Translated.]

High and Mighty Lords,—Messrs. Thaemsz: and Scheltinga, our Delegates, who have been to Texel, have to-day made their report to us on the condition of the ships of war belonging to our Board which have been lying there, and those also which have put in again, which may be seen

¹ Cornelius, not John.

more at large by the accompanying copy of their statement. And we have given orders that those ships that require the least attention shall be repaired in the roads there ; others, that must be careened, are to be assisted to the Balg or Medemblick ; and further that all means that can be thought of are to be used to get the said ships ready for service again as soon as possible ; and to this end we have requested and commissioned the said gentlemen to return once more to that place, and to attend personally to the business there, in conformity with your H.M.'s resolution of the $\frac{1^{\text{st}}}{11^{\text{th}}}$ instant. Still, after very carefully examining the said resolution, it appears to us (under correction) that respect for the Admiralty Boards is not observed therein as hitherto, in accordance with instructions, orders and customary usages ; and also in addition to this (we speak with all respect), it is not practicable that our Delegates there should be listened to otherwise than as advisers in matters connected with the preparation, sending out and arranging for the ships of war, which are the special business of the Board ; also, that if any persons are temporarily suspended (we have not yet been informed whether anything of the kind is to take place, that will affect our Board) on board the ships under our control, commanders are to be appointed without communicating with us, and unknown to us, and as shall be thought fit by your H.M.'s Delegates after consultation with the commanding officers of the fleet ; also, that our Board is charged to execute absolutely, in the persons of our Delegates, the orders of the abovesaid gentlemen, the Delegates of your H.M., without any consideration as to whether our means and powers permit the same or not ; whilst, in spite of all our earnest

representations, up to the present time no prompt measures have been taken to procure the said means, which will make it impossible for us to do many things that your H.M. will expect of us. But, still, we shall not fail to make every effort, and we hope the same will be done everywhere ; for it is very possible (as our Delegates submitted to Vice-Admiral de With immediately on his coming in) that if a tolerable squadron be not formed forthwith out of the ships that are most nearly ready, to put out to sea from the Shallows and repair to the Sound to bring off five homeward-bound East Indiamen, and about thirty merchantships with valuable cargoes from Italy, Spain, Portugal and France, which, according to letters received to-day from Hamburg, have run into the Sound, while, at the same time several English frigates, detached from the fleet to drive them out of the Channel or to attack them, have, since the battle, appeared off the Elbe, close to Heligoland, and likewise off the Vlie, being altogether (report says) ten or twelve in number ; if, we repeat, such a squadron be not formed, it will be a reproach to the community to suffer such a thing, and to remain lying in the Texel with so many warships fit for the service, or which could be made so in very little time. Your H.M. will be able to decide therein in your H.M.'s wisdom and to make such arrangements as shall be deemed for the good of the country. Everything that is possible shall be done by our Delegates to assist in the execution of your H.M.'s honoured plans, provided the same can be done in accordance with our instructions aforesaid, and with safety to the position and means of our Board, which (with your H.M.'s leave) we intend, in the opposite contingency, to manage as our own affair only, as

not being called on to recognise any other arrangement or authority.

Herewith, &c., &c.

(Signed) G. VAN EWIJCK.

Your H.M.'s very humble servants, the Committee of Council for Admiralty, and by their command,

(Signed) DAVT. DE WILD.

At Amsterdam, the $\frac{6}{16}$ August, 1653.

1197. August $\frac{7^{th}}{17^{th}}$, 1653.—TARRANT TO N.C.

[S.P. Dom. Interreg. xxxix. 28.]

Right worshipful,—I have sent enclosed two perfect muster books of each man's time of every one aboard the John and Katherine, the one for the office and the other to be sent to the Right Worshipful the Treasurers, according to my instructions, we having over and above the number of men and not knowing what men should remain, as I did certify your worships in my last dated from Harwich July 5th. The seventh July six sick men ashore to Harwich and from thence to Ipswich for recovery of their health as the book makes mention: July 29 about 4 o'clock in the afternoon our fleet engaged with the enemy and fought till it was night.

That night our fleet having the wind of the enemy did much damage to the enemy, and on the 30th the enemy had the weather gage of our fleet, the wind and sea being rough that day, the enemy did a little scrimmage with some

part of our ships for the space of one hour and then left off: the 31st about 5 and 6 o'clock in the morning our fleet met the enemy and fought him till 4 or 5 o'clock that afternoon, and then the enemy's fleet and our fleet chasing the enemy till 8 o'clock that night, it is thought that our fleet did sink and burn in the fight and chasing of the enemy forty sail of the enemy's ships, the enemy having 110 sail as was thought at the least. Many of their Vice Admirals and Admirals were sunk in the fight, and one of their Vice Admirals sunk down in the chasing of them. Blessed be God our fleet received little loss by the enemy. We hear of the loss of two ships, the Oak and one fire-ship, and six captains and one of our Vice Admirals died which was wounded in the fight. Our ship has lost two men, and two men are wounded, one, William Colman, his right leg shot off and one, Isaack Salter, shot in his shoulder; these two wounded men sent to Yarmouth this 7th day of August; these men were all at the first broadside the enemy fired at us; our ship has received but small damage. We have some of our men on board that are sick to the number of six or seven men which course is taken for them when our ship is come to Harwich thus resting

Your worships' humble servt. to
command

JOHN TARRANT.

From aboard the John and Katherine at
anchor in Sole Bay, August 7th, 1653.

We have thirty prisoners aboard our ship which came from aboard the Hannibal the 3rd of August.

1198. August $\frac{8th}{18th}$, 1653.—ORDERS OF C.O.S.

[S.P. Dom. Interreg. i. 70.]

1653 Aug. 8 Council of State Days Proceedings

15. The £60 given by Col. Fitch's regiment in Scotland for the seamen in the fight with the Dutch 2 and 3 June, and their widows and children, to be paid to Mr. Blackborne and by him to the Generals of the fleet for distribution.

23. Mr. Moyer to report to Parliament that four gold chains of £40 be given to the four flag officers for service in the late engagement, and that the money to be laid out in these chains and in those to the Generals and Vice and Rear Admirals be raised to £2000 to be given in medals amongst the other fleet officers by advice of the Generals.

1199. August $\frac{8th}{18th}$, 1653.—MONCK TO A.C.

[S.P. Dom. Interreg. xxxix. 30.]

Gentlemen,—Yours of the 6th instant I this day received with an account of provisions coming down to us and should be glad they were now with us, especially the groundmasts for the frigates, nothing at all can be done but stand looking one upon another, and therefore do earnestly desire if they be not yet out of the River all possible diligence may be used to hasten them unto us. However, when those intended for us do come our want for groundmasts will be but half supplied, for our addition of ten more will but complete

us; which I pray may be expedited unto us, the good of the service lying very much thereupon in this juncture of time; also twenty fishes more and as much powder and shot as you can possibly provide for us; which I desire you will send down to us as you can get it, for though 1000 barrels of powder and seventy or eighty tons of shot now coming to us be a considerable quantity in itself, yet it will hardly be seen in such a fleet as this is, when the greatest part of what we had was spent in the late engagement with the enemy and some having little or none at all left. I much wonder that these ships coming out of the River are not yet arrived with us four of them are now come viz. Ruby, Westergate, Amity frigate and Gillyflower, but hear of no more as yet. A supply of seamen at this time will be a very great convenience, which to procure I doubt all means that can be used will be little enough. Doctor Whistler is come down whom I have sent to look after the sick and wounded men at Harwich, Ipswich, Southwold, Dunwich and Yarmouth: some surgeons also are come down and disposed of for the good of the service. Some of your number now coming down to us will be very welcome, being as much expected as desired by the chief officers here as well as myself, upon whose arrival I shall make known our present state more particularly. I remain

Your very affectionate friend and
servant,

GEORGE MONCK.

Resolution in Aldborough Road, the 8 August, 1653.

1200. *August* ^{*11th*}_{*21st*}, 1653.—*CAREW AND KELSEY TO A.C.*

[S.P. Dom. Interreg. xxxix. 43.]

Gentlemen,—We came hither late the last night and this morning repaired on board the *Resolution* in Aldborough Bay, where we communicated to the General and some of the officers the resolves of Parliament expressing the resentment they have of their faithfulness and courage in the late engagement.

We have also endeavoured to inform ourselves of the present state of the fleet and find the damage they have sustained in their hulls, masts and rigging to be far greater than was apprehended, and unless more than extraordinary care and diligence be used we are not like to get any considerable part of the fleet to sea in any convenient time, and therefore desire all hands may be quickened for the dispatching down with all possible speed the provisions wanting, especially some beer and gunners' stores, a good proportion whereof was signified to be put aboard for some time before we came away but we find not the same arrived here, which we much wonder at and without which the ships that were not in the engagement and are otherwise ready must remain useless.

We understand that the captains of the merchant ships in the fleet have sent up to their respective owners their demands of ammunition and other provisions wanting since the engagement, whereupon we conceive it convenient you should send for their owners and quicken them to dispatch down supplies accordingly, otherwise what the service may suffer by their failing therein must be considered when they come to be paid off.

Upon advice with General Monck we have judged it fit for the discharge of the quarters of the sick and wounded sent in hither and the places adjacent to take up £2000 from one Mr. Thomas Weekes, Agent to the Committee of the Army for Suffolk for the re-imbusement whereof we directed him to draw his bill of exchange upon the Treasurer of the Navy and desire your effectual order that the same may be accepted. We hope you have procured the Council's order for the powder remaining in the county stores of Norfolk signified by Major Burton. And not doubting but you are sufficiently sensible with us how much the service is concerned in the speedy supplying what may be of the provisions before mentioned we shall forbear to give you further trouble at present but remain,

Your very affectionate friends and
servants,

JO. CAREW,
THO. KELSEY.

Alborough, 11th Aug., 1653.

1201. August $\frac{11^{th}, 12^{th}}{21^{st}, 23^{rd}}$ —EXTRACTS FROM LETTERS
OF INTELLIGENCE FROM THE HAGUE

[Thurloe State Papers, i. 406-411.]

Here are great disputes of the election of an Admiral after the death of Tromp, betwixt the provinces, each asking to have one suitable to his desire and satisfaction, which may easily retain the going out of their fleet.

We are very confident here the victory in the late fight is ours and they have painted Tromp

with a laurel crown as victorious over the English, though he be dead, and as such an one they prepare for his funerals most solemnly with a tomb and an epitaph most magnificent, to be placed near the sepulchre of the Prince of Orange in the town of Delft.

It is strange here hath been such a noise and outcry that twenty-six or thirty-six captains of the fleet had done very ill their duty, but we do not hear that any one of those captains is apprehended and put into prison, but the commissioners do declare that they cannot yet get any true information, yea, that the fiscals themselves who were to observe the actions of the captains do speak at random without any ground of knowledge. In common they do confess now to have lost nine ships of war. De Witt hath writ in his letter that there were fourteen missing but that they had recovered five. All the rest notwithstanding are much torn.

The building of the new ships proceeds very slowly, for the workmen and those that deliver out the materials will do nothing but with ready money, so that in effect they equip none but the same ships which came back from the fight and the two ships of Genoa, item the Arms of Amsterdam, which have not been at sea make a relief or a new recruit, so that if they can make one hundred ships in all that will be very many.

They have a design and hopes that in time they will have also fifty or sixty good, great and new ships, but as they build new ones here they do not less in England, and the trade failing here the country cannot furnish for all, for it is little. In England on the contrary they have a great

country and are not in debt and can better furnish and provide for all that. I perceive great hopes that in those propositions of the English they shall find some moderation and if so Holland will be strong enough to keep under the Prince's party, otherwise Holland must submit. If the English do show themselves again before the Texel before that our fleet get out that will very much abate the courage of the Hollanders. For Admiral Tromp they will make a funeral and a tomb like to that of Piet Hein. In the mean time they make certain poems, hymns, songs and verses to his honour and John Evertsen and de Ruijter should have said if they should cast twenty John Evertsens and twenty Ruijters into one they could not make one Tromp and to make him alive again that they would yet once more fight the last fight. As for de Wit; they say he hath courage enough and is a good pilot, but in his commands he is not to be endured and John Evertsen will not serve under him. Also he is the more ancient captain, and if John Evertsen will not go to sea any more then neither will de Ruijter go to sea likewise.

1202. August $\frac{12th}{22nd}$, 1653.—JOHN DE WITT TO
BEVERNING

[Thurloe State Papers, i. 419.]

My Lord . . .,—We perceive that in the last engagement there were many of our ships that were hardly touched; to the number of forty, which are ready to go to sea again, and therefore there is order given for them and other ships that

are now ready to set sail forthwith for the Sound to fetch home five East India ships and a good number of rich merchantmen from divers parts and moreover to show to the whole world that the English are beaten home from off our coasts. Their High and Mighty Lordships have ordered that all merchantmen designed for the Eastland are forthwith to go along with this fleet. We do receive from time to time further information that the English fleet is very much torn and many of their ships lost. And the Vice-Admiral John Evertsen and the Commodore de Ruijter have made report to their High and Mighty Lordships, coming from the Texel where they did examine their captains what they had seen concerning the destroying of the English ships as well as themselves, that undoubtedly there could be burnt and sunk no less than twenty of the English in the last engagement. Since we have received no certain advice of their fleet, though we have sent several barques to inform and know what is become of them. Of the ships of this state as I can gather out of the lists of the respective Admiralties there are thirteen missing in number, and not one of them in the hands of the enemy but were either fired or sunk. In the meantime we are very busy to set out the fleet to sea again with all speed, and there are some of the new built ships in Amsterdam and in Zealand ready for that purpose and in North Holland are likewise some that will be ready three or four weeks hence. Their great Lordships do all that they can to give encouragement to the seamen.

JOHN DE WITT.

1203. August $\frac{15^{th}}{25^{th}}$, 1653.—ORDERS OF C.O.S.

[S.P. Dom. Interreg. i. 70.]

Aug. 15 Council of State Days Proceedings

13. To write to the Generals of the fleet of the intelligence from Land's End desiring them to dispatch the Foresight frigate from Harwich towards Land's End and to let them know that the Convertine, Katherine and Hector shall be dispatched out of the River for the clearing of the coast unless they have given other orders to those ships.

51. Ordered that it be referred the Commissioners of the Admiralty to give order that the ships Nonsuch and Katherine may be forthwith dispatched out of the River of Thames to the Westward in order to clear the coast about the Land's End of some Dutch and French men of war which are now there.

1204. August $\frac{16^{th}}{26^{th}}$, 1653.—RICH. MILL TO A.C.

[S.P. Dom. Interreg. xxxix. 54.]

Right Honble.,—This day being the 16th of August I received your Honors' order of the 6th of August from the hands of Justice Moyle who said his letter was miscarried. This day we have a meeting at East Loœ in Cornwall, where two Hundreds appear, and on Thursday another at Tregony, and on Saturday two Hundreds at Helston. All the Justices almost in Cornwall did sign with me for the getting of a small quantity and there being reason to impress no more in that County for the summer. Justice Moyle is now here and I think

Colonel Bennett also will be here this day. I shall be at these meetings and some Justices have appointed to be at each meeting. I shall according to order act as you have commanded me, but as for seamen there are very few to be had in Cornwall and Devon, except in seaports, and them, most being strangers, after they have received press money will run away except there be some frigates to take them in forthwith. I shall make the number so great as I can, as I have made bold to send a letter to your Honours that there might be a frigate sent to take them in and if your Honours thought fit I might be called up, for I shall do very little service more in these Western parts for most will go under the notion of bargemen and seanors.¹ My desire is that if your Honours please to call me up and to give in my accounts, and if your Honours think fit I shall come down again at any place where your Honours please to command me.

To keep seamen after impressed it cannot be done without a strict guard upon them. Justice Moyle and Colonel Bennett have acted very much being visible to them how much this concerns the good of the State. Having not else at present to trouble your Honours but craving pardon for my boldness remain,

Your Honours' very humble servant,
RICH. MILL.

1205. August $\frac{19th}{29th}$, 1653.—MONCK TO A.C.

[S.P. Dom. Interreg. xxxix. 59.]

Gentlemen,—I understand that you went for London yesterday, whither I hope the Lord will safely bring you ere this arrive, though I should

¹ Fishermen.

have been glad to have seen you once more before your return if Providence had seen it fitting, yet I doubt not but our condition is so before you that you are very sensible thereof, and do hope you will take care for a speedy supply of our wants, which as to powder, shot and beer are represented in the enclosed papers to which I refer you. I suppose you were sensible in your journey of the storms of wind yesterday, which was very violent the whole day, whereby some of our ships suffered loss yet through the goodness of the Lord not so much as was expected. The King Fernando, Mary Prize and Samson are so disabled by this storm that they will not be in a condition to sail with Captain Lawson, but intend to send them along with the remaining part of the fleet, which I hope will sail from hence the latter end of next week if powder, shot, beer and water be supplied in time; several other ships have been forced to let slip, leaving their cables and anchors behind them, and are gone to Ousley Bay¹ and to the Rolling Grounds, whither I have sent to make their immediate repair unto their fleet and do hope they will be ready to sail to-morrow morning according to order with Captain Lawson who cannot be ready to sail from hence till then. By the next I intend to send you a list what ships will be most fit for the winter guard as I conceive, having little more at present but to assure you that I am,

Your very affectionate friend and servant,
GEORGE MONCK.

Resolution in Aldborough Road, 19 Aug., 1653.

¹ *I.e.* Hollesley Bay.

1206. August ^{19th}/_{29th}, 1653.—BEVERNING AND VAN
DE PEER TO ADRAIN VAN HOOG

[Thurloe State Papers, i. 428.]

In Solebay¹ lay, the 20th of August (N.S.), four ships, at Aldborough lay General Monk on the day aforesaid with fifty-eight ships which are making ready to set sail very suddenly, there being 250 English wounded, and most of those ships would go to sea within ten or twelve days and the rest at the end of this month, or the 8th or 10th of September (N.S.). Thereabouts at the same time have cruised upon the coast twenty frigates, coming every foot near the shore, and might be seen now and then from thence, in all likelihood to discover the sea and to secure the ships that lie there, which might be otherwise assaulted with apparent success, there being amongst those twelve that were not in the last encounter but were pressed out of the river² at that time and had lain ever since at Dover. And this day we received further information and do understand that the said twenty frigates and forty or forty-two of the said fifty-eight were out at sea, but with no full certainty.

At Yarmouth there was no other the 21st of this month but coal-ships which were bound for London. In that place there were about 500 wounded men.

At Harwich there lay the 25th of this month thirty-five ships much torn and shattered, twelve without any masts, some without any rigging, some without their bolt-sprits, others much damaged elsewhere and some of them cannot be fitted

¹ MS. Swould's Bay.

² *I.e.* the Thames.

out again in six weeks. On others they work hard. In that place there are 140 wounded men. In the river of London there was come in at that time four or five ships very much torn. In and near the said place is a strict watch set to keep their men from running away. The last encounter came and arrived here 122 or 123 ships, and as we can learn out of several captains there were seven or eight of those ships lost. The fire also had taken hold of Vice-Admiral Penn, Andrews, and the Triumph, but was quenched again by the assistance of other frigates.

Two ships with masts, pitch and tar coming out of Norway and belonging to Sweden, as it's thought, are brought in or come to Yarmouth even just before the arrival of the fleet there, without whose help the said twenty-five ships at Harwich for want thereof would have been forced to come for London, with many more inconveniences and loss of time, the same being laid now very near the wall in a very secure and fit place to be repaired.

There is great store of great guns sent to the said ships, so that many of their guns were dismounted in the last encounter.

The number of dead is uncertain by reason the same is kept secret and concealed as much as is possible; it being said by some 300, by others 1100. In the town of Ipswich were the 21st afore-said 300 wounded, whereof men die daily. There were as many more wounded carried into the country. The number of the wounded is said to be 1200 or 1300. Many persons that were in the English fleet declare that the Dutch fought most courageously and like valiant soldiers and that their victory was not so great as it was made and reported to have been.

They do count the damages suffered here in

their ships to amount to at least £200,000. Men are very scarce and not to be had, especially experienced men. Men are taken out of those ships that are torn and are put on board of those ships that lie ready to set sail. As many ship-carpenters as can be gotten are sent to repair the damaged ships.

Many soldiers are ordered out of several garrisons and commanded up to London.

There is great lamentation made amongst the women for their husbands, that are either slain or wounded.

1207. *Aug. 25th*
Sept. 4th, 1653.—WHISTLER TO N.C.

[S.P. Dom. Interreg. xxxix. 75.]

Right Honourable,—Since my last from Yarmouth the number of sick and wounded men of the fleet since the last engagement are much increased about Aldborough and at Ipswich and Harwich. At Aldborough they were the last week increased to 400 and in the towns adjacent, viz. Thorpe, Laston, Feverton, Rusthall, East Mundham, Kelshall, Freeston, Steinfield, Otford, Haslewood, where many were scattered for want of room here, in all about 200. I visited them all on Friday last, and for the better administration of means to such sick as wanted more help than air and fresh diet for their recovery, caused such to be returned hither and to make room for them, dismissed about 150 of the recovered here to their ships. On Saturday I went to Ipswich where I found about 374 sick and wounded since this last engagement, whereof there are of considerable wounded men (whom I visited all) besides such as come home to be dressed for slighter wounds 133, besides also about 500 sick and wounded of the former engage-

ment, notwithstanding seventy were dismissed immediately before my coming. Of these this week I have near 300 will be sent to Harwich for the ships; I intend likewise for the lessening of public expense to send about forty dismembered men, and others of long cure that are not likely ever or suddenly to be fit for service, the next opportunity of shipping to London for the Hospitals for whom I wish room were provided. The wounded that are at Harwich since the last engagement are eighty-four and the sick eighty-seven. Whilst the fleet is mainly here there are small additions and dismissions daily. At Yarmouth there have died thirty-one and about so many of the slighter wounded dismissed cured to their ships. Of those that remain now there I hope by the blessing of God there will not many men die of their wounds. The Hamburg fleet, being above forty men of war, departed from hence the last Lord's day and the rest here hope to be ready to weigh anchor on Saturday next. On Monday last we kept a day of thanksgiving aboard the General for the late public mercy where Mr. Jessy and Mr. Simpson spake and prayed with great attention of the seamen. The next day they removed to visit the Congregational Churches about Yarmouth. On Monday came news from the Texel of the Hollanders being ready with forty-five sail to come forth. The Yarmouth herring fleet intend to set forth for fishing on Monday next with two men of war for their convoy. At the departure of General Monck from this place I intend for Yarmouth, there to communicate my experiences to the surgeons there, having more than ordinary studied and observed by my frequent employment therein the surgical part of physic. I doubt not but Ipswich, where most of the sick men are, will be sufficiently cared for by

Dr. Bathurst of whose ability and care I have good assurance. I hope the next week I may be remanded home from Yarmouth unless there be expectation of a sudden new engagement. So with my prayers for your Honours, I remain,

Your Honours'

Most faithful friend and servt.

DANIEL WHISTLER.

Aldborough, Aug. 25, 1653.

1208. ^{Aug. 26th}
^{Sept. 5th} 1653.—*BISDOMMER TO THE DUTCH DEPUTIES IN ENGLAND*

[Thurloe State Papers, i. 439.]

My Lords,—The going out and burial of Lord Lieutenant Admiral Tromp of blessed memory was performed this day with the same ceremonies as formerly advised, only that the burghers of Delft being in arms received the corpse at the Hague gate and after the burial discharged their muskets thrice. It is said that the Lord Opdam is like to be chosen to the charge of Admiral because it hath been offered him by this State. And besides this there are some lords sent to dispose him to accept of it and it is believed that he will accept of the offer. In the meantime the flag is to be carried by Witte Wittesen¹ who hath desired their High and Mighty Lordships that some blunderbusses may be sent unto him, being of the new invention wherewith de Ruijter in the last sea-fight did burn and destroy two of the enemies' ships. Last Monday the said de Ruijter came out of Zealand hither and went to the fleet from hence in the Texel.

¹ *I.e.* de With.

The Lord Commissioners at the Helder are writ unto that they should send out to sea those ships that are ready with all speed, without any delay, unless they had any further news of the enemy than formerly and therefore should not judge it convenient. . . .

Concerning the apprehended captains there hath been as yet no injustice done upon them and they are all of them clear and continued in their places, except it be some seven or eight of them.

My lords,

Your Lordships' humble servant,

BISDOMMER.

The Hague.

1209. *Aug. 27th*
Sept. 6th, 1653.—MONCK TO A.C.

[S.P. Dom. Interreg. xxxix. 84.]

Gentlemen,—Yours of the 24th instant I received yesterday, and give you thanks for your acceptance of the weak endeavours have been used to equip the fleet since the last engagement, which was very much shattered, as is well known to some of you, and am very sensible of the great importance it will be to the public service that the remaining part of the fleet do sail from hence very speedily in order to a conjunction with Rear Admiral Lawson, and so hope we shall (if the Lord will) set sail accordingly by Monday next, if the supply of beer and water with powder and shot promised do come to us in time, which I could wish might not have stayed to come under the convoy of the *Convertine*, in regard the *Nicodemus* is appointed for that service and lies now at the River's mouth expecting all vessels of that nature :

and when they do come we shall yet want about 3000 round shot for demi-culverins and as many for sakers with a few minion, and for beer I question whether we shall find that supply, as is mentioned in the letter you received from the victualler here ; for that we shall want above 100 tuns to complete these ships now here, if all those from Harwich come provided, which hitherto hath not been for the most part but were supplied by us here, besides the defectiveness in beer, so that I desire we may have 200 tuns along with us to answer that want we have hitherto found in the fleet to the prejudice of the service. The hundred barrels of powder which were appointed for the fleet out of the county of Norfolk appear to be but ninety and that very old, so that 'tis questionable whether eighty barrels fit for service will be picked out of it which the Treasurer for the county declared having been with me about it. It is now in the storehouse at Yarmouth, whither I have sent to be brought to the fleet ; however, I hope we shall be able to make shift with that coming by the Convertine and what shall be taken out of some merchant ships intended to be sent in. For the 10,000 men for the winter guard I think it will be sufficient for the moving body mentioned in the list I sent, which was intended to be made up forty sail out of the new frigates now abuilding, which I perceive is not like to be and therefore must make the best choice we can out of other ships. I do conceive it very necessary that 2000 men more be declared for to supply such ships as shall be particularly designed for guard of the English, Irish and Scotch coasts. The enclosed¹ is a list of such ships as sailed with Capt. Lawson, and how many are since gone to him, with what ships are yet remaining and

¹ No. 1210.

intended to sail according to promise if provisions come in time, I am

Your very affectionate friend and servt.

GEORGE MONCK.

Resolution in Aldborough Road, the 27 Aug., 1653.

Since the writing hereof here is a considerable quantity of beer come to the fleet which will answer our want if it prove good.

1210. *Aug. 27th*
Sept. 6th, 1653.—A LIST OF SHIPS WHICH
SAILED FOR THE COAST OF HOLLAND UNDER
THE COMMAND OF REAR ADMIRAL LAWSON

[S.P. Dom. Interreg. xxxix. 84. I.]

George	Unicorn
Newcastle	Westergate
Great Charity	Success
Middleburg	Black Raven
Marmaduke	William
Recovery	Dolphin Merchant
Peter	Expedition
Guinea	Dragoon
Satisfaction	London
Exchange	Samaritan
Culpeper	Paul
Merchants Delight	Marygold
Half Moon	Crescent
Seven Brothers	Raven
Samuel Talbot	Merlin
Victory	Hamburg Merchant
Discovery	Eagle
Elias	King Ferdinando
Gilliflower	Matthias
Golden Fleece	Roebuck
Phoenix Merchant	Victory Merchant
Foresight	Welcome
Tiger	

Ships upon the coast of Holland before expecting his command, viz.

Bristol	Centurion
Essex	Pelican
Ruby	Amity
Kentish	Mermaid

Ships which sailed for the coast of Holland the 24th and 26th instant.

Reserve	Laurel
Great President	Providence
Samson	Prudent Mary
Dragon	Lisbon Merchant
Mary Ketch	

Ships in Aldborough Road which will be ready to sail for the coast of Holland on Monday the 29th instant.

Resolution	Portsmouth
James	Worcester
Triumph	Cock
Andrew	Assurance
Lion	Waterhound
Sussex	Charity
Martin	Adventure
Loyalty	Entrance
Society	Besides eight or nine
Portland	merchant ships

Ships now at Harwich which will be ready to sail with the fleet on Monday next. Hampshire, Diamond.

1211. $\frac{\text{Jy. } 23^{\text{rd}}}{\text{Aug. } 2^{\text{nd}}}$ $\frac{\text{Aug. } 3^{\text{rd}}}{13^{\text{th}}}$ 1653.—*DE RUIJTER'S JOURNAL.*

[Archives of the Hague. Translated.]

$\frac{22^{\text{nd}} \text{ July}}{1^{\text{st}} \text{ Aug.}}$ Friday.

Item at noon on the $\frac{22^{\text{nd}}}{1^{\text{st}}}$ I came on board, the ship lying off Zouteland, wind N.N.E., with the whole fleet under the command of Admiral Marten Harpertsen Tromp, ready to depart at the earliest possible moment in the service of our beloved Fatherland. May the Lord God graciously bless us, Amen.

$\frac{23^{\text{rd}} \text{ July}}{2^{\text{nd}} \text{ Aug.}}$ Saturday.

Item in the morning of the $\frac{23^{\text{rd}}}{2^{\text{nd}}}$ wind N.E. The Admiral hoisted the blue flag as a signal for us to get under sail ; so we lay on one anchor till the fleet came into the water about 2 o'clock. Then the wind rose and blew, and veered right round to the S.W., so that we were forced to remain lying there till the

$\frac{24^{\text{th}} \text{ July}}{3^{\text{rd}} \text{ Aug.}}$ Sunday.

Item in the morning of the $\frac{24^{\text{th}}}{3^{\text{rd}}}$ wind N.E., a good sailing breeze. We got under sail with the whole fleet, consisting of eighty-three ships of war and four fireships, sailed out of the Dearloo and about seven o'clock got out of the shallows, and then stood off and on till three o'clock, when we anchored in Schooneveldt. Towards evening the wind blew from due North, a good steady breeze and we lay there till the

$\frac{25^{\text{th}} \text{ July}}{4^{\text{th}} \text{ Aug.}}$ Monday.

Item in the morning of the $\frac{25^{\text{th}}}{4^{\text{th}}}$, very fine weather with calm. The Admiral signalled with his small flag for the commanding officers to go on board, and after we had talked together he hoisted the white flag to summon all the captains on board, to whom he committed the

service of the country, each doing their duty as faithful captains, and then every one returned to his own ship. In the afternoon all the commanding officers summoned their squadrons on board, to assign to every one his place; and I have chosen as my second Captain Gijlles Jansen, with Captain Jan Olijverijzen and Captain Adrijaen Cornelijssen van Eckersloodt; continued lying as before this day and night, with fair weather and calm, until the

$\frac{26^{\text{th}} \text{ July}}{5^{\text{th}} \text{ Aug.}}$ Tuesday.

Item in the morning of the 26th we got under sail, and waited in readiness. We saw five ships coming out; among the number was Captain Cor: Tijbij, with the East Indiaman Louise and three merchant-ships. We spoke the East India Company's yacht, with the Directors on board; they said Captain Pieter Merkus was also under sail to come out; towards evening he came in to us. The wind dropped, and as darkness fell we anchored, and lay there through the night, until the

$\frac{27^{\text{th}} \text{ July}}{6^{\text{th}} \text{ Aug.}}$ Wednesday.

Item early in the morning of the $\frac{27}{6}$ th, the wind W., a stiff breeze. We got under sail. The weather was very variable, with thick fog and sometimes a good deal of rain. About 10 o'clock the wind was due W.N.W.; at noon, N.W. and N.W. by W., a stiff breeze. In the forenoon Captain Frans Mangelaer's main-yard fell down, and also Captain Cornelis Tijbij's. We computed we had sailed this morning six to six and a half miles on a continuous course N.N.E. so that we had the North point of the Meuse E., and a little S. of us, four miles distant according to our calculation. Then we took our main topsail in again

and sailed with our mainsails till about 3 o'clock, then the Admiral and we both took in our fore-sails together, and lowered our topmasts before anchoring. About four o'clock we anchored, with a stiff breeze from the W.N.W., and lay there through the night till the morning of the

28th July
7 Aug.

28th July
7th Aug. Thursday.

Item in the morning of the $\frac{28}{7}$ th, fine clear weather, wind N.W. by W., a tolerable breeze and convenient weather. We raised our topmasts and got under sail, and sailed towards the shore, reaching it North of 's Gravenzande, then sailed on to off Monster; then drifted during the night till about 7 o'clock in the morning of the

29th July
8th Aug.

29th July
8th Aug. Friday.

Item about 9 o'clock in the morning of the $\frac{29}{8}$ th our outlook-boat came in and reported that the English fleet were lying off Texel, four miles East of the Kijckdune, and five and a half miles N. by E. of us. Shortly afterwards we saw the fleet bearing down upon us. About one o'clock in the afternoon we stood off to the S.S.W. away from the fleet; we counted 118 ships, and there were reported to be more. About four o'clock we got into fight with them with a division of the ships, and we were very fiercely attacked, with Vice-Admiral Jan Evertsen, but (God be praised) suffered little damage to our crews; both our stays were shot away and our sails much injured. Towards evening the Admiral came up with us; the fight lasted a good hour after sundown; then we stood off and on until the $\frac{30th\ July}{9th\ Aug.}$ with the wind N.W., blowing a good steady breeze until the $\frac{30}{9}$ th.

^{30th July}
^{9th Aug.} Saturday.

Item in the morning of the $\frac{30}{9}$ th, about 6 o'clock the Admiral was a good way to windward of us, and fired sundry times at the English, but they were too strong for him, and he retired and re-joined us; and we sailed N.N.E. We were off the Meuse with quiet weather, wind N.W. and the English sailed with us to luffward in our wake, about two o'clock in the afternoon we caught sight of our fleet coming out of the Texel, with twenty-nine ships, and when they had joined us, the admiral and all the fleet bore down on the English ships, but they turned as soon as they caught sight of our fleet. And now, with God's blessing, I hope we shall fight a good fight against our obstinate foe; we followed them during the night with a soft breeze from the N.W. by W., till the ^{31st July}
^{10th Aug.}

^{31st July}
^{10th Aug.} Sunday.

Item in the morning of the $\frac{31st}{10th}$ we were about one and a half miles from the English fleet, and did our best to come up with them. About 7 o'clock we were on the left side and the Admiral¹ on the right, the Vice-Admiral² midway between, and then we sailed through one another; in this several ships on both sides lost their masts overboard, and some caught fire; an English ship blew up. Altogether we broke four times through their fleet. About two o'clock our fore-mast fell overboard, with the main topmast, and we had seventy-eight killed and wounded, including forty-three stone-dead. We were then towed by Captain Claes Haldersen to the Meuse or Goree, whichever we could reach first; and in the evening at sunset we arrived off the Meuse, Brielle S.E. by E. of us, and we anchored

¹ *I.e.* Tromp.

² Either Evertsen or de With; *cf.* No. 1190.

and lay there through the night till the morning of the $\frac{1st}{11th}$ Aug.

$\frac{1st}{11th}$ August. Monday.

Item early in the morning of the $\frac{1st}{11th}$, we did what we could by splicing and tying, and got our main topmast up as a stump, and so made the ship ready again. We also saw a Zealand ship of war, that had lost both her topmasts, but did not recognise her. As night fell, a fishing-boat came up with two troopers, bringing a letter from their H.M. to learn how it had fared with the fleet. I dispatched a letter to them at once, informing them as well as we could. Remained lying there till the

August $\frac{2nd}{12th}$. Tuesday.

Item early in the morning of the $\frac{2nd}{12th}$, we fixed what was left of the main topmast as a stump on our mainmast, and hoisted our topsail on it, and got under sail, wind S.S.W. tolerable weather. About noon Vice-Admiral Jan Evertsen came in a galliot from Goree, with a letter from their H.M., and an order from their H.M. that I should go with him in the galliot to look for the fleet ; which I did forthwith ; and we found one of our Vice-Admirals foundered in fourteen fathoms of water on the North bank of the Meuse, the topmasts above water. It [was] Captain Tanneman of Enkhuizen. We sailed on till the evening. We saw another large ship lying at anchor off Scheveningen, two miles out at sea ; it was Captain Swart's ship de' Gerechtigheijt of Amsterdam, hired from the East India Company ; continued sailing till the evening, when we lay by, in order to see in the morning if the English fleet were on the coast or off Texel ; and stood off and on till the

$\frac{3rd}{13th}$ August. Wednesday.

Item early in the morning of the $\frac{3^{\text{rd}}}{13^{\text{th}}}$, we were between Putten and Egmond, three miles out at sea ; but we saw no one, and then sailed along the coast towards Texel, and came inside there about 9 o'clock, and found our fleet in that place with eighty-four ships of war, and twelve in the Meuse, Goree and Zealand, altogether ninety-six, and we had been 106 ships, ¹ so that ten ships were lost, viz.—

Four belonging to Amsterdam.

One belonging to Enkhuizen.

One belonging to Friesland.

One belonging to Rotterdam.

Three belonging to Zealand.

—

Ten

1212. June $\frac{11^{\text{th}}}{21^{\text{st}}}$ —Aug. $\frac{20^{\text{th}}}{30^{\text{th}}}$, 1653.—JOURNAL ON
THE VANGUARD

[From the MS. of Sir Joseph Jordan, found among the papers of Sir William Penn, printed by Granville Penn, i. pp. 532–5.]

June $\frac{11^{\text{th}}}{21^{\text{st}}}$.—Wind blustering at S.W. and S.W. by W. Divers small vessels with water, victuals and ammunition came to the fleet to-day : also two or three small ships of war. We plied off the Texel.

June $\frac{12^{\text{th}}}{22^{\text{nd}}}$.—Wind at W.S.W., rainy. In the afternoon plied. The General sent for me to dinner, but not well, desired excuse by my servant.

¹ This figure does not agree with Tromp's eighty-four and de With's twenty-seven exclusive of fire-ships, so that de Ruijter's estimate of the loss is not to be accepted, unless he is merely speaking of Tromp's own command and includes fire-ships and the other vessels which seem to have joined him (*cf.* No. 1160).

Colonel Goff, Major Bourne and Captain Hatsell came to the Generals about business and to congratulate them.¹

June $\frac{15^{\text{th}}}{25^{\text{th}}}$.—Foggy weather. Went aboard my Admiral, after that on board the General; no seamen there, then a signal was given of some ships seen in the offing. The whole fleet weighed and stood toward them, found it to be some ships come from England to us. This day received a supply of fifty barrels of powder and some shot for my division.

June $\frac{16^{\text{th}}}{26^{\text{th}}}$.—Wind at N.E. Stood in and anchored about 11 morn two leagues to the Southward of the Texel (a fresh gale of wind). Went aboard my Admiral,² after that aboard the Vice Admiral of the fleet.³

June $\frac{17^{\text{th}}}{27^{\text{th}}}$.—Wind at N.E. Continued at anchor before the Texel: wind shifted this night Southerly.⁴

June $\frac{22^{\text{nd}}}{\text{July } 2}$.—Wind Northerly. Weighed anchor about 8 in the morn and stood in towards the shore made the land, being off the isle Ireland⁵: stood off again: the frigates set to ply off the Vlie and Texel, with three prizes: they sunk two; they⁶ (took one), which was bound into the Vlie: five escaped.⁷

June $\frac{27}{\text{July } 7}$.—Wind N.W. About 4 in the afternoon

¹ June $\frac{13^{\text{th}}, 14^{\text{th}}}{22^{\text{nd}}, 24^{\text{th}}}$ omitted.

² *I.e.* Lawson.

³ *I.e.* Penn.

⁴ June $\frac{18^{\text{th}}}{28^{\text{th}}}$ —June $\frac{21^{\text{st}}}{\text{July } 1^{\text{st}}}$ omitted.

⁵ This must be one of the islands near the Texel, but I have been unable to identify it.

⁶ MS. illegible: supplied by conjecture.

⁷ June $\frac{23^{\text{rd}}}{\text{July } 3^{\text{rd}}}$ — $\frac{26^{\text{th}}}{6^{\text{th}}}$ omitted.

wind came to W.S.W. then weighed anchor and plied to and again; this night much rain.

$\frac{\text{June } 28^{\text{th}}}{\text{July } 8^{\text{th}}}$.—Wind at W.S.W., variable. This day arrived the Assistance and the Falmouth frigates.

$\frac{\text{June } 29^{\text{th}}}{\text{July } 9^{\text{th}}}$.—Wind variable, Westerly. Went aboard the General to a general council; the result was, for several reasons (debated) the whole fleet should convoy those prizes taken, especially two ships taken with 360 pieces of ordnance, for Solebay; there take ballast, water, &c.; so to fit to be in a capacity suddenly to return to the enemy's coast or what might most conduce to the public advantage.

$\frac{\text{June } 30^{\text{th}}}{\text{July } 10^{\text{th}}}$.—Wind blustering at S.W. and S.S.W.: stood to the Westward on our courses.

July $\frac{1^{\text{st}}}{11^{\text{th}}}$.—Wind at S.W. by S., rainy, stood to the Westward.

July $\frac{2^{\text{nd}}}{12^{\text{th}}}$.—Wind Southerly. At noon made the land steered in about Scarborough; coming night, wind veered about Westerly (off the shore) and varied Southerly again: soon after to the N.W., a small gale steered away S.E.¹

July $\frac{4^{\text{th}}}{14^{\text{th}}}$.—Wind at W.N.W. and N.W., made the land of Norfolk about Winterton: after that Yarmouth.

July $\frac{5^{\text{th}}}{15^{\text{th}}}$.—Wind Northerly: arrived to Solebay about 8 in the morn: went aboard my Admiral.²

July $\frac{7^{\text{th}}}{17^{\text{th}}}$.—Wind Southerly: took in provisions; from the Thames came the Phoenix and other frigates to the fleet.³

July $\frac{13^{\text{th}}}{23^{\text{rd}}}$.—Wind at N.N.E.; weighed about ten in the morning with the ebb: anchored about

¹ July $\frac{3^{\text{rd}}}{13^{\text{th}}}$ omitted.

² July $\frac{6^{\text{th}}}{16^{\text{th}}}$ omitted.

³ July $\frac{8^{\text{th}}}{18^{\text{th}}}$ $\frac{12^{\text{th}}}{22^{\text{nd}}}$ omitted.

5 in the afternoon: the Laurel came in and passed by with two prize (as conceived) to convoy them to the land.

July $\frac{14^{\text{th}}}{24^{\text{th}}}$.—Wind N.N.E. : weighed about noon :—plied with the ebb and anchored with the flood about 7 at night in eighteen fathoms.

July $\frac{15^{\text{th}}}{25^{\text{th}}}$.—Wind N.N.E. weighed at noon and plied all day and the night following stood off till 4 in the morning.

July $\frac{16^{\text{th}}}{26^{\text{th}}}$.—Wind Northerly. About noon descried the land Egmont about four leagues bearing E.N.E. by S.¹

July $\frac{18^{\text{th}}}{28^{\text{th}}}$.—Wind Northerly and N.N.E. : plied to windward, made the land this day between Camperdown and the Texel. Went aboard the Vice Admiral of the fleet to dinner.

July $\frac{19^{\text{th}}}{29^{\text{th}}}$.—Wind at N.N.E. Stood in to the shore within a league of Camperdown : about noon stood off again. Went aboard the General ; after aboard my Admiral.

July $\frac{20^{\text{th}}}{30^{\text{th}}}$.—Wind at N.N.E. : plied off Camperdown. Went aboard Rear Admiral Graves to dinner : came to anchor in fourteen fathom at 8 at night.

July $\frac{21^{\text{st}}}{31^{\text{st}}}$.—Wind at N.N.E., an easy gale. Weighed anchor about 5 morn and plied about till noon and then anchored. This day, at morn, went aboard the General to council : the result was the fleet should ply near as with convenience to the Texel to prevent a conjunction of those ships there with Admiral Tromp, to call off those from the Vlie and send only four small vessels to ply there ; to send a smack or some other vessel the General should appoint to go to Hamburg

¹ July $\frac{17^{\text{th}}}{27^{\text{th}}}$ omitted.

about powder designed to come thence to England. About 6 at night weighed and plied: anchored about ten at night.¹

^{July 23rd}
^{Aug. 2nd}.—Wind Easterly. At daylight this morning espied a fleet of ships about thirty sail standing to the Westward: made the signal. About six morning weighed anchor and plied in towards the shore: anchored about two in the afternoon about three leagues off the entrance of the going to Texel. This day arrived the Pelican, Dragon, Norwich frigates and divers others, all fourteen, that came from England together.²

^{July 26th}
^{Aug. 5th}.—Wind at W.N.W. Foggy in the morning, then the ships in the Texel turned down to the outer part of the Channel, as we conceive to have got out and away in the fog to join with Admiral Tromp.

^{July 27th}
^{Aug. 6th}.—Wind variable, S.W. and W.N.W. blustering. Went aboard the General to council, the result was we should ply under sail as near as with safety to the Texel in order to be in a fit posture to avoid danger in riding and to meet with Admiral Tromp: having an eye to prevent his conjunction with those in the Texel.

^{July 28th}
^{Aug. 7th}.—Wind Westerly and N.W., blustering. This day arrived several vessels and frigates from England. About 8 at night weighed with the wind W.S.W. and stood off all night to the Northward.

^{July 29th}
^{Aug. 8th}.—Wind Westerly. Plying off the Texel; about noon espied a fleet, which we conceived to be Admiral Tromp, to the Southward, steering to gain the wind of us; which they might

¹ ^{July 22nd}
^{Aug. 1st} omitted.

² ^{July 24th}
^{Aug. 3rd} and ^{July 25th}
^{Aug. 4th} omitted.

have done but they tacked and stood to the Southward. We chased: the frigates flying before us came to engagement about five in the afternoon, the General, Vice-Admiral and Rear Admiral about six at night. Myself followed the General, seeing no good ships by to assist him, he then to leeward. We continued to fight till nine at night.

^{July 30th}
^{Aug. 9th}.—Wind at W., blowing so hard in gusts, could scarcely keep our top-sails half mast high: sometimes down as low as could stand. Admiral Tromp's ship stood close after us to the Southward this morning within shot and fired several pieces till that he came nigh: then the General and we and some tacked after him: he stood about to the Northward and bore towards his fleet to leeward of him. It pleased God at night to bring the wind to the N.N.W., yet we could lay it off the shore.

^{July 31st}
^{Aug. 1st}.—Wind Southerly. About eight in the morn, having stood off all the former night (W.S.W., wind at N.W.), we came to engagement with the enemy. About seven in the morn, my General tacking to meet them, each division followed. Most of the enemy weathered us, the rest were scattered. We strove to gain the wind which the enemy kept, though many of their ships' masts were shot by the board, others sunk, to the number of twenty. At last God gave us the wind, upon which advantage the enemy ran and we pursued and continued the fight till eight at night. A little before that one of their Vice Admirals was sunk. Our fleet followed the enemy till about midnight; then the wind veering about to the W.S.W. rain and thick weather forced our standing off to keep it from the shore. Several ships' and frigates' masts, &c., being much shattered, our ship at her

lower mast unserviceable: divers shot under water we could not stop: five men slain, about fifteen wounded, three of them dismembered.

Aug. $\frac{1st}{11th}$.—Wind at W.S.W. Went aboard the General to a general council: the result was, considering the defects and wants of the fleet to go for Southwold Bay to receive recruits.¹

Aug. $\frac{4th}{14th}$.—Wind Southerly: weighed anchor about nine in the morning, stood to the Westward. Anchored at four in the afternoon: Yarmouth steeple bearing W.N.W., about five leagues distant.

Aug. $\frac{5th}{15th}$.—Wind variable, Southerly and Westerly. Weighed anchor about nine on the morn and plied with the tide to Solebay: went aboard the General to council: the result was to see what ships fit for present service: the rest to be sent in speedily to repair.

Aug. $\frac{6th}{16th}$.—Wind at S.W.: weighed about noon and anchored a little short of Aldborough.

Aug. $\frac{7th}{17th}$. Wind variable, Westerly: weighed about noon and plied up to Aldborough Bay: there anchored.

Aug. $\frac{8th}{18th}$.—Went aboard the General and in the afternoon ashore, to the burial of Rear Admiral Graves: wind variable, Southerly, Westerly.²

Aug. $\frac{11th}{21st}$.—Wind variable, Southerly and Westerly. Went aboard the General: the Commissioners of the Admiralty were aboard with the General.

Aug. $\frac{12th}{22nd}$.—Wind variable, Southerly. Went aboard the General to a council; the result was

¹ Aug. $\frac{2nd}{12th}$ and $\frac{3rd}{13th}$ omitted.

² Aug. $\frac{9th}{19th}$ and $\frac{10th}{20th}$ omitted.

order to expedite some ships presently and about thirty sail to be ready next Monday. The Commissioners of the Admiralty were aboard.¹

Aug. $\frac{16^{\text{th}}}{26^{\text{th}}}$.—Wind variable. Went aboard the General: received order about receiving ammunition and supplying those of my division appointed for the sea.

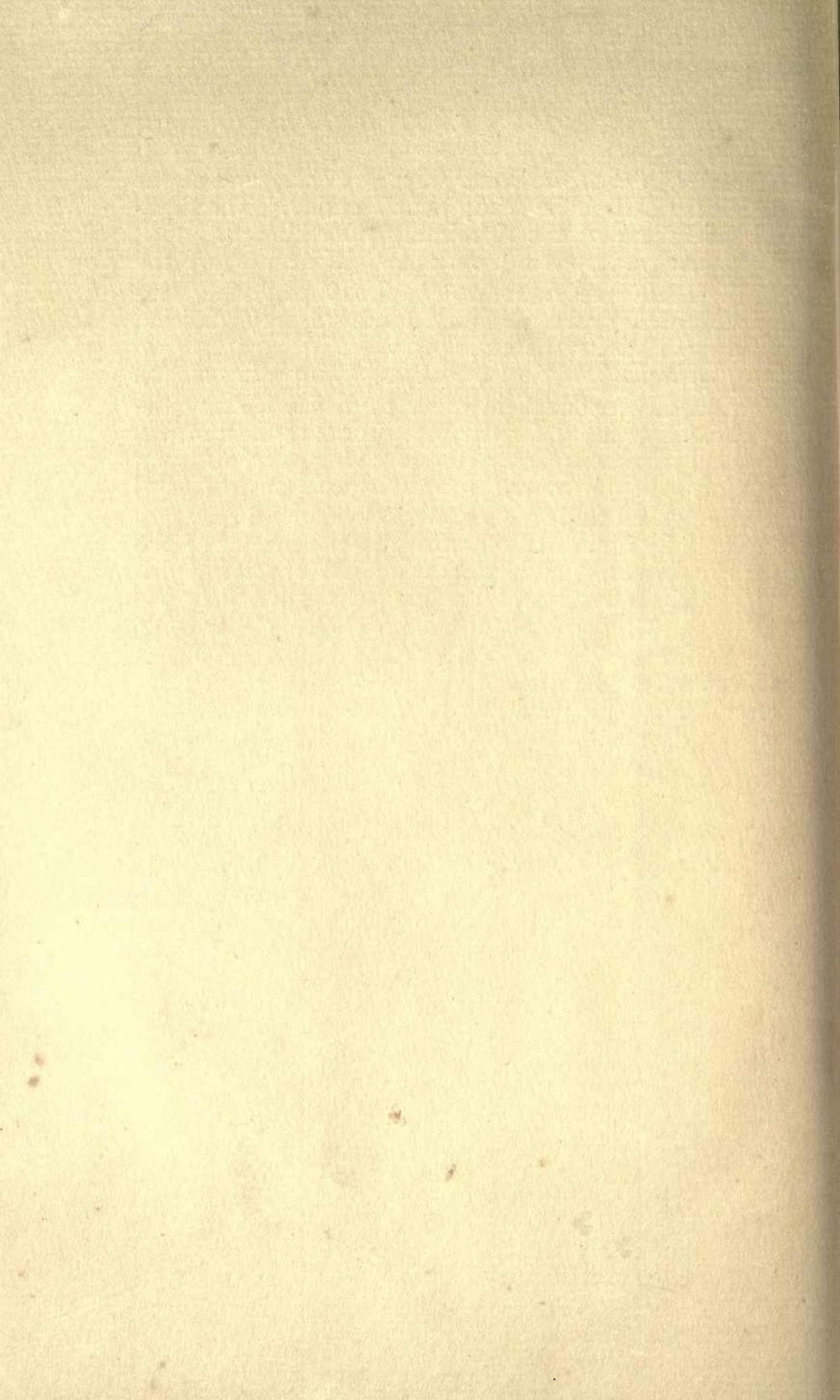
Aug. $\frac{17^{\text{th}}}{27^{\text{th}}}$.—Wind variable. Went aboard the General to council in order to dispatch away the fleet appointed for the sea. A court martial was held about Captain Dey, his taking some sturgeon and cucumbers out of a Dantzic vessel: and though he had made satisfaction for all damages done by him or his company to the master of the said vessel, yet, in respect of not observing discipline, being found breaking the 7th article, the court awarded him to take his choice, either to be discharged the service, or pay double damages: the latter he chose.²

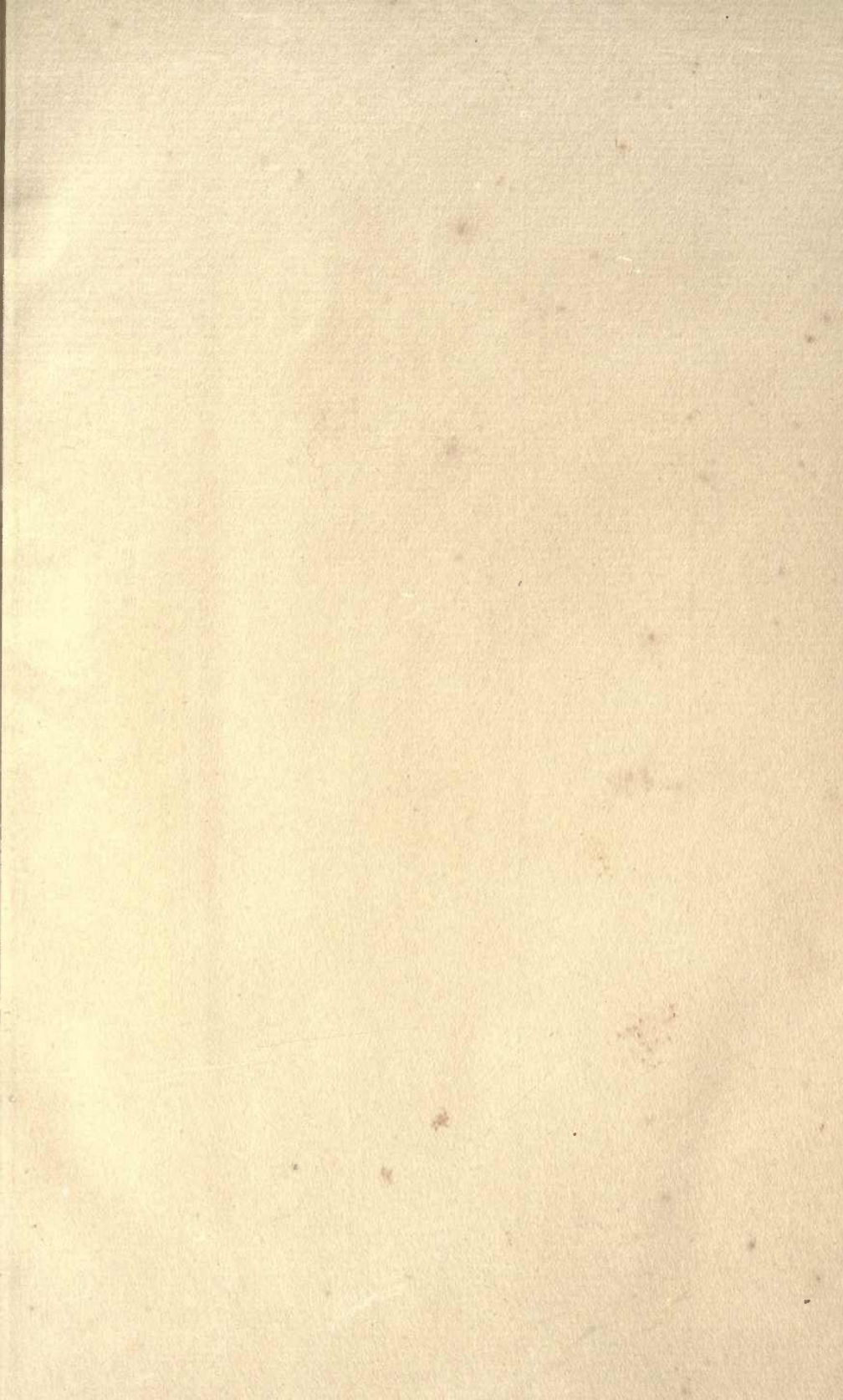
Aug. $\frac{20^{\text{th}}}{30^{\text{th}}}$.—Wind at S.W. and N.W., variable; the fleet with Rear Admiral Lawson sailed from hence toward Solebay.

¹ Aug. $\frac{13^{\text{th}}}{23^{\text{rd}}}$ to $\frac{15^{\text{th}}}{25^{\text{th}}}$ omitted.

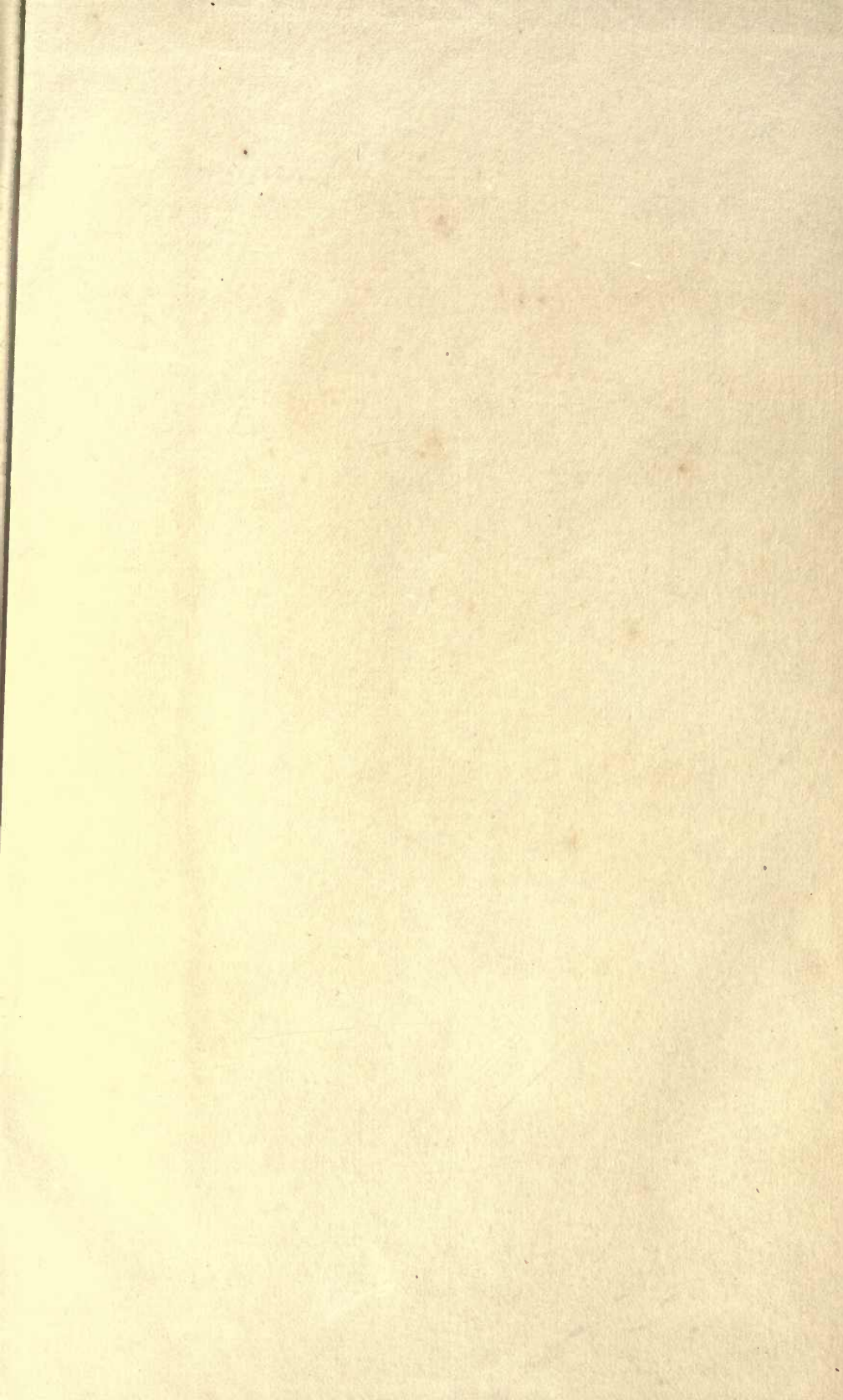
² Aug. $\frac{18^{\text{th}}}{28^{\text{th}}}$ and $\frac{19^{\text{th}}}{29^{\text{th}}}$ omitted.

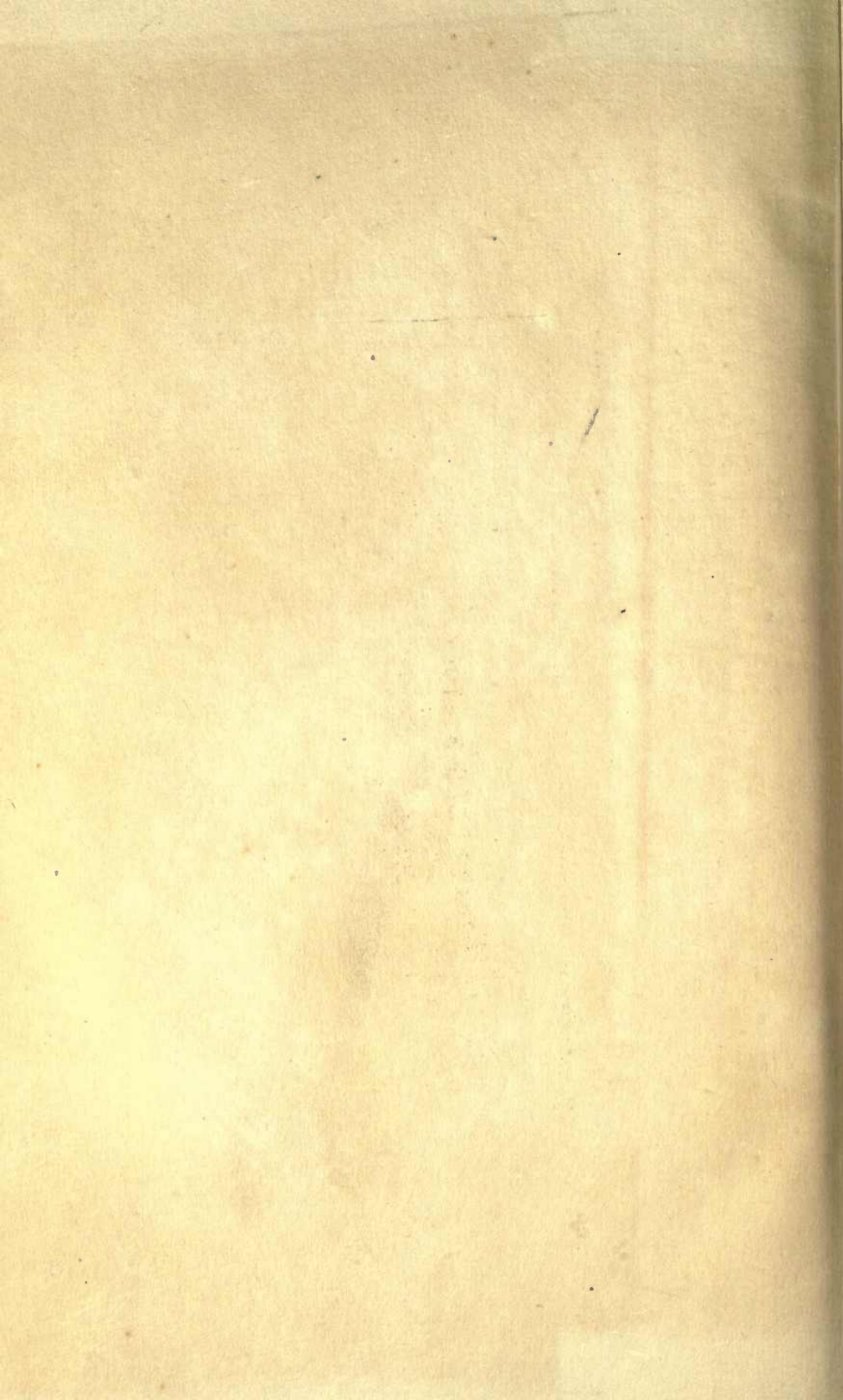
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