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T H E
NAVAL ATALANTIS;

OR A DISPLAY OF THE

C H A R A C T E R S

O F

P O S T - C A P T A I N S,
WHO SERVED DURING THE LATE WAR.

By NAUTICUS JUNIOR.

P A R T II.

by Joseph Harris

L O N D O N :

PRINTED FOR J. RIDGWAY, YORK STREET, ST. JAMES'S
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M.DCC.LXXXIX.

THE
NAVAL ATTACHE'S

REPORT

ON THE

PROGRESS OF THE

NAVY OF THE UNITED STATES

IN THE

YEAR

1862

BY

JOHN B. MANNING

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DEDICATION,
BY PERMISSION,
TO HIS EXCELLENCY
LORD MALMESBURY,
KNIGHT OF THE BATH,

Ambassador Extra, and Minister Plenipotentiary, to
the United Provinces of Holland,

&c. &c. &c.

MY LORD,

IT is with inconceivable satisfaction that I dedicate this work to your Excellency, as a Nobleman

A 2

whose

whose splendid talents and unre-
mitted attention to the honour of
the illustrious Houses of Brunswick,
Brandenburgh, and Nassau, tended
so very essentially to humble the
ambition of the Bourbon race, and
to avert from this country the hor-
rors of war!

The illustrious Houses above al-
luded to, having permitted your
Excellency to quarter their arms
with yours, is a more striking proof
of your Excellency's transcendent
merit than any thing my humble
pen can convey.

The

The first part of my Naval Atlantis was dedicated to a Prince distinguished not only for his illustrious birth, but still more so on account of his having so gloriously devoted the prime of his life to a service, upon which depends the security of Great Britain—with her dependencies, and the real honour of the British Empire!

This dedication, my Lord, comes as a grateful tribute from the heart; and I shall consider it the greatest pride of my life to have been honoured with your Excellency's permission to transfer the signature
of

(vi)

of Nauticus Junior, to the real
one of

YOUR EXCELLENCY'S

Most devoted,

faithful, and

Most obedient servant,

JOSEPH HARRIS.

P R E-

P R E F A C E.

IT has been the Author's intention for some time past, to bring forward the characters of the Post-Captains in the Royal Navy; beginning at the head of the list; but not having yet been enabled to obtain a sufficient knowledge of the services of many of the older Officers, and wishing to preserve the line of seniority, he has thought proper to commence the 2d Part of the Naval Atalantis with the character of *Captain Macbride*—the friend and *Champion* of the Navy in the British Parliament!

The Author has only farther to add, that as the present state of public affairs solely occupies the

minds of every one, he finds it difficult to collect sufficient materials for completing the Characters of the Officers senior to Captain Macbride, or of such as are unavoidably omitted between that gentleman and Captain Bentinck. He will most thankfully receive, and most faithfully attend to, any authentic particulars of the services of the Officers so omitted, if sent to him, *free of expence*, and addressed, under cover, to Nauticus Junior, at Mr. Ridgway's, Bookseller, York Street, St. James's Square.

N. B. Should any gentleman be pleased to point out any errors that may appear in this work, they shall be corrected in a second Edition, by directing as above, where the first Part, containing the Characters of the Flag Officers, is to be purchased.

T H E

NAVAL ATALANTIS.

CAPTAIN MACBRIDE.

SO various and singular have been the services of this gallant officer, that I am at a loss whether to dwell most upon his skill in nautical science, or upon that enterprising spirit which has marked his professional conduct through life.

Captain Macbride is a native of Ireland, and entered very early in the naval service, for which he has shewn a constant attachment.

The first dawn of his rising fame, reflects very great credit on him—it was the following brave action :

B

When

When a Lieutenant, he commanded one of his Majesty's cutters, stationed to cruize off the coasts of France, and at that period determined upon the dangerous task of cutting some ships out of one of the French harbours. For this purpose, having previously caused the oars to be muffled, he with a chosen boat's crew actually rowed in, and brought out three of the ships from under the very muzzles of the guns of the French batteries. For this gallant service, he was very justly promoted to the rank of Master and Commander, and soon after, to that of Post Captain in the Royal Navy.

On the unhappy occasion of a frigate being dispatched to Denmark, in order to conduct the late unfortunate Queen from that kingdom, to the place allotted for her Majesty's retirement in Hanover; Captain Macbride was the officer made choice of for that important service, and by his spirited conduct evinced how worthy he was of the sacred trust committed to his charge. He resolutely demanded from the guns of the castle
of

of Elfineur (where this fallen Queen had been confined) that respect to the Sister of his Sovereign, which the vile machinations of the Danish court would have otherwise withheld from her; and the grateful Queen shed tears when the gallant protector of her rank and honor gave up his Royal charge.

Throughout the whole of the late war, we find the name of Macbride on every important occasion.

During the time he commanded the Bienfaifant of 64 guns, he captured the Artois, a French man of war, which would otherwise have committed great depredations on the coast of Ireland.

Captain Macbride's conduct in the action between Lord Rodney's squadron and that of Don Juan de Langara, was very highly extolled: some officers have gone so far as to say, that the Spanish Admiral's ship struck her colours while receiving a broadside from the Bienfaifant.—There are many opinions, however, on that subject.

Desirous of a ship of more active service than one of the line, Captain Macbride obtained the command of the Artois frigate, which he had captured, and cruising with her in the North Seas, he fortunately fell in with, engaged, and took two Dutch privateers, which were deemed of sufficient force to be commissioned as sloops of war; and are now called the Pylades and Orestes, in allusion to their having been commanded by two brothers when captured.

The official accounts which the gallant Captain gave of this capture to the Secretary of the Admiralty, has been by some persons thought improperly ludicrous, "*he winged the gentry,*" but when his conduct in every other respect is considered; it would surely be thought hard, to deny him the satisfaction of entertaining himself, in the hour of victory, with comparisons analagous to his favourite delight.*

At that critical æra of the late war, when this devoted country found itself encircled
by

* Cock fighting.

by increasing foes, it unfortunately happened that seamen could not be found, sufficient to man the ships of war equipped for its defence.

Upon this occasion Captain Macbride offered his assistance towards raising 20,000 volunteers in Ireland, for the service of the fleet, and no officer ever conducted a business of the kind with greater spirit than he did.

It could not be laid to his charge if these men, brought, as it were, from the wilds and gaols of Ireland, proved the original instigators of those mutinies; which, after their introduction, grew to such an alarming height in the fleet, as to threaten a total annihilation of all naval discipline.

Not less a champion in the field of Venus than in that of Mars, the gallant Captain was always a welcome guest where beauty held its court, generally carrying his conquests with equal success in either field.

At the conclusion of the late war, the freemen of Plymouth, in testimony of

their approbation of his public services, elected him one of their representatives to serve in Parliament, and his conduct as a senator has fully proved him to be a true friend to the British constitution.

Let us trace back a few of his Parliamentary actions.—In the first place he humanely brought in a bill for the relief of the widows of warrant officers in the navy, which was passed into a law; as was also his motion for restricting Captains in the Royal Navy, with respect to their holding civil appointments.

His glorious stand against the infamous fortification project is fully on record; and his recent opposition to the unprecedented fatal measure, of passing over and degrading officers who were entitled to the honor of a flag from their services; as well in the last as in many former wars, entitles this patriotic senator to the blessings and eternal gratitude of the British Navy.

NATICUS JUNIOR,

LORD

LORD MULGRAVE

IS considered by people in general, as something of the amphibious kind, naval yet military, proud yet humble, reserved though open, an enemy and yet a friend.

In order to reconcile these seeming contradictions, it will be necessary to enter first into his Lordship's *naval* character, which it must be confessed stands unimpeached, few officers of his profession having conducted themselves with a greater degree of judgment, prudence, and bravery than he has done.

His Lordship's attempt to explore the dangerous frozen seas, reflects very great credit on his patriotic endeavours for the welfare of his country at large; and the officers and seamen of the Western Squadron that served during the late war, speak amply in his praise.

One reference alone will shew how far his Lordship may be called *military*;—the

records of Parliament ; where it will appear, that he has negatived all great questions that could favour the navy, and has uniformly (a term not very applicable to the noble Lord's general mode of acting) given his vote for the augmentation of the army.

That his Lordship is *proud*, the officers of the ship he commanded (the *Courageux*) can attest; and that he is *humble*, it is unnecessary to go farther than *Downing street* for proofs!

In parliamentary debate a kind of *reserve* clouds his Lordship's brow, when the Minister keeps him in ignorance of what he would willingly affect a knowledge of—but when he is told to “let loose the dogs of war,” he is the first to *open*, that the world may judge he takes a leading part in great affairs.

That his Lordship can be an *enemy*, it need only be asked how often he has deserted those friends who placed him in power; and it must not be wondered at, if a new administration

stration were to receive a tender of his Lordship's *friendship*! "Such Things Are!"

The noble Lord has, no doubt, always acted from *strong* conviction and a desire to serve his country; but had his Lordship made choice of his office of treasurer of the navy, instead of that of the army, how often might he have pleased himself with the charming idea of having showered acts of benevolence on the brave tars, with whom he has been proud to serve, and who have assisted in raising him to the rank he now holds in the navy!

Instead of which, a Scottish lawyer, who never served either in the army or the navy, holds the treasurership of the latter, while officers who have served faithfully in the British fleets, are lately degraded and dishonored, and left to lament in solitude and sorrow, the few remaining years of a life, spent honorably in the service of their country.

Digres-

Digressions are sometimes necessary—these come from the heart, and I sincerely hoped, Lord Mulgrave's future conduct will restore him to the good opinion of the officers of the British fleet,

NAUTICUS JUNIOR.

CAPTAIN

CAPTAIN JOHN GELL

BEARS an universal good character throughout the navy, in which he has served with the highest reputation, for many years, in every quarter of the globe.

When a Lieutenant, he was employed in the Guernsey under Captain (now Vice Admiral) Milbanke, stationed at Gibraltar, in order to cruize in the seas adjacent thereto.

Having served the usual period, conformable to the customary routine, he returned to England, and soon obtained the rank due to his merits and services.

At the beginning of the late war, Captain Gell was appointed to the command of the Thetis frigate, and ordered immediately on foreign service, first to Gibraltar, and afterwards to America and the West Indies, where he continued, until ordered home.

There is an honest bluntness in the manner of this meritorious officer, which on some occasion

occasion gave offence to the Earl of Sandwich, and caused a coolness between his Lordship and him; in consequence of which he remained out of employment some time.

This inactive state, his feelings could not brook, and matters being accommodated through the medium of friends with the first Lord of the Admiralty, Captain Gell was appointed to the command of His Majesty's ship the *Monarca* of 80 guns, (a ship that had been captured from the Spaniards) in which he sailed, agreeable to his orders, for the East Indies, and on arriving there put himself under the command of Vice Admiral Sir Edward Hughes, K. B.

With an unweildy ship, badly manned and but poorly equipped, Captain Gell performed wonders.

The *Monarca* sustained the hottest part of the several actions that were fought, between the British and French squadrons in the East Indies.

These engagements were always bloody, but never decisive: the *Monarca* suffered
greatly

greatly in every one of them, and Admiral Hughes's public dispatches are the best proofs, of the honorable and gallant part Captain Gell performed in these desperate combats, which were the last of his naval achievements during the late war.

NAUTICUS JUNIOR.

LORD

LORD LONGFORD

MAY very justly be denominated a steady, brave, and scientific officer. The whole line of his Lordship's professional conduct has been invariably upright, judicious, and consistent throughout every stage of his nautical progress, which has been perfectly regular and independent, notwithstanding his great family connections.

Upon every occasion of service, this noble and gallant officer has instantly given up the sweets of that retreat which he possesses in the sister kingdom, and tendered his duty to the Board of Admiralty.

On the late war breaking out with France, his Lordship immediately repaired to London, and was forthwith appointed to the command of His Majesty's ship the *Alexander* of 74 guns.

When cruizing with the grand fleet in the Bay, they fell in with two French frigates.

The

The Alexander gave chase and soon came up with one of them. The noble Lord hailed to know what ship it was, and while he had his trumpet at his mouth, the French frigate had the audacity, on striking her colours to pour her whole broadside into the Alexander, by which several men were killed and his Lordship narrowly escaped.

*Forbore after
Not one killed
or wounded*

The French Captain by this infamous behaviour ran the risk of having his ship sunk and all his men innocently, nay wantonly sacrificed; for if his Lordship had not possessed the greatest humanity, and a mind endued with universal benevolence; he would certainly, in the first emotion of his passion, have returned the enemy's broadside, which must have been fatal, owing to the superior weight of metal and greater number of guns which a ship of the line carries above a frigate.

On the French Captain's going on board the Alexander to deliver up his sword, the noble Lord demanded how he dared to act in so rash a manner:—he replied, “ It was
“ for

“ for the honor of the French flag,” and conceived he had done his duty by discharging his guns.

Nothing more worth reciting can be said of his Lordship, except that he continued in the Alexander till his services were no longer required.

Lord Longford is a Peer of the kingdom of Ireland, in which character, he has on many occasions displayed great powers of oratory and Parliamentary information.

On the death of his mother, who is Countess of Longford in her own right, the noble Lord will succeed to the Earldom.

NAUTICUS JUNIOR.

CAPTAIN

CAPTAIN ROBERT FANSHAW

IS one of the ablest officers the British fleet can boast—cool, collected, brave and active. Ever ready for service when called upon, and rigidly attentive to the most trivial as well as the more important duties of his station. It may with truth be observed of him, that his ship is like his mansion—the ship's company, his family. The former in a constant state of regularity and neatness, the latter governed by a rigid, but a just hand. A scrupulous observer of the relative duties he owes his country, as a citizen and a foldier, Captain Fanshaw exacts a like conduct on the part of all with whom he may have any concern, whether civil or military.

The conduct of this gallant officer throughout the whole of the late war is spoken of in

C

terms

terms of infinite praise. On the coast of America he was ever most active and diligent. In the West Indies, his conduct as Commander of His Majesty's ship *Monmouth*, in the engagement between the fleets of Admiral Byron and Comte d'Estaing, was truly gallant, nor was it less so in the *Egmont*, which he afterwards commanded.

When Sir George (now Lord) Rodney was about to sail from Plymouth, with a squadron for the West Indies, the Commander of the *Namur* of 90 guns, having desired to be superseded, Captain Fanshaw, who then lived at that port with his family and was out of employ, being sent to, at the dead of night, to fill up the vacancy, he immediately arose, and having arranged his family affairs embarked on board the *Namur* without delay, and proved one of Admiral Rodney's most distinguished supporters on the glorious 12th of April.

At the late election for Plymouth, the freemen of that borough (of which Cap-
tain

tain Fanshaw is one) unanimously made choice of this brave Veteran to serve as one of their representatives in Parliament.

NAUTICUS JUNIOR.

C 2 CAPTAIN

CAPTAIN WILLIAM PEERE
WILLIAMS

HAS so fully established his professional character, by the superlatively gallant action he fought in the Flora frigate, last war, with a French frigate of superior force, which he captured after a most desperate combat of some hours, that nothing more can possibly be said to add to the fame of this gallant officer.

This action has been so highly recorded, as well in the British dominions as in those of foreign states, that it would prove a kind of second hand compliment to Captain Williams's merit, to suppose the recital of it would be new to the public.

Among all the officers in the British Navy, few, if any, can be found more deserving of general praise either in public or in private life. Through every stage of service, Captain Williams has so conducted him-

himself, as to acquire the esteem and admiration of every Commander under whom he served, and to gain the hearts of all the officers and seamen who served under him.

Many persons have asked what honor, what reward was conferred on this deserving officer for his gallant behavior? The former he had a right to expect, especially while honors were so bountifully scattered about the Court on less meritorious objects; however, as Captain Williams is heir to an hereditary title, that idea, added to the pleasing contemplation of having served his country with *real* honor, will no doubt afford him equal satisfaction in his happy retirement.

NAUTICUS JUNIOR.

C 3

CAPTAIN

CAPTAIN EVELYN SUTTON.

THIS persecuted officer is a striking instance of the weakness of an individual when opposed to the dominion of arbitrary power; of which more will be said hereafter.

It is notorious that he passed through the line of his profession without a blemish on his character, until he was charged with having suffered a Dutch man of war to pass him when he might have brought her to action, and would in all probability have captured her. Of this charge he was, however, most honorably *acquitted*.

During a part of the late war, Captain Sutton commanded the Proserpine frigate with so much credit to himself, that he was afterwards appointed to the command of His Majesty's ship Isis of 50 guns.

It

It was his evil destiny that the Isis made one of the squadron which was sent upon an expedition against the Cape of Good Hope, under the inauspicious command of the late Commodore, or more properly speaking, Governor Johnstone.

Far from wishing to disturb the ashes of the dead, it is only with the view of rescuing a deserving character from the stigma, under which it has so long laboured, in the minds of persons unacquainted with naval duty, that a name which was so thoroughly obnoxious to the British fleet is brought forward.

Every intelligent man knows that on the arrival of the abovementioned squadron in the road of Porta Praya, the Portuguese Governor of the island of Janeiro immediately informed Commodore Johnstone, that he had received orders from his Court to provide necessary refreshments for a French squadron which might be hourly expected.

Instead of availing himself of this important intelligence, the British Commander

did not even make any preparation for defence in case of a sudden attack. On the contrary, he anchored his own ship, the Romney, as well as the frigates, *within* the East India-men, and left the Isis alone as a kind of piquet guard; so very uncollected was he, that he had not even the presence of mind to dispatch a single frigate on the look out.

As he might have imagined, so it happened. The French squadron came upon him suddenly and stood directly into the Bay, in the most gallant manner, pouring their broadsides into the Isis; which kept up such an incessant fire, that the Commodore himself was the first to lavish his praises on her Commander.

Would any one then have supposed it possible, that Commodore Johnstone should put Captain Sutton under an arrest; supersede him in the command of his ship; and have the cruelty to send him, as far as the East Indies, a prisoner in that ship he had so gallantly defended. Such conduct could only originate from the Commodore's own

fears,

fears, lest Captain Sutton should bring him to a Court Martial for his un-officer-like conduct in exposing the Indiamen to the enemy's fire.

On Captain Sutton's return to England he was tried by a Court Martial, and *most honorably acquitted.*

The distress of mind and bodily infirmities which this officer had undergone for so long a time, led him naturally to commence an action against his persecutor, in the event of which he was adjudged damages, proportioned to the glaring magnitude of the defendant's offence; but Commodore Johnstone had been so long practised in the labyrinths and chicaneries of law, that he appealed to other Courts, and lived just long enough to know, that he had another crime to answer for, before that awful tribunal where the guilty cannot triumph. How will nations yet unborn be brought to believe that this injured officer was at last nonsuited! "*Tell it not in Gath, nor let it be heard in the streets of Ascalon!*"

Cap-

Captain Sutton is a branch of the illustrious house of Rutland, and it is hoped will have some future opportunity of shewing that he is not unworthy of his noble descent.

NAUTICUS JUNIOR,

CAPT.

CAPT. SAMUEL MARSHALL

IS the officer who struck the first blow last war as Commander of the *Arethusa* frigate, which engaged the most Christian King's ship *la Belle Poule*, and thereby brought on a commencement of general hostilities between Great Britain and France.

Captain Marshall is deservedly esteemed a very excellent officer and an experienced seaman. He served throughout the war with great credit and reputation, first in the *Arethusa*, which was stationed as a channel cruizer, and afterwards in another frigate on the West India station.

On his return from the West Indies, he retired from service, it is said on account of his health being impaired, and was not employed again till some time after the establishment of peace had taken place. He was then appointed to the command of His

Majesty's ship le Pegase, a guard ship at Portsmouth.

A vacancy for a commissioner of the victualling office having happened, and it being a rule that one of them should be an experienced Captain in the navy, this officer gave up the command of the Pegase, and succeeded to the vacancy at the victualling board, where his abilities and integrity must render him every way qualified to fill the office with credit to himself and to the advantage of his country.

NAUTICUS JUNIOR.

SIR

SIR RICHARD PEARSON, KNT.

WAS first brought forward to public notice as commander of his Majesty's ship Serapis, when she and the Scarborough armed vessel fell in with and engaged the squadron under the command of the Renegado Paul Jones, who after a most obstinate and bloody contest took the Serapis, but the Baltic trade under the convoy happily escaped. For this service Captain Pearson received the honour of Knighthood.

Sir Richard's services before that period were not considered of any great consequence. He commanded the Garland frigate on the North American station, and was, it is said, rather successful in his cruizes against the American Privateers. He was in general considered more as an obedient than as an ardent commander. Various have been the opinions which Naval Officers have formed of his conduct with respect to his action with Paul Jones, the crew

crew of whose ship *le Bonne Homme Richard*, consisted of people of all nations and descriptions, who were so ungovernable and mutinous that this marauding Pirate had an armed guard of considerable force, mostly French soldiers, always stationed at his cabin door, whilst he slept, as a necessary security for the safety of his person against the attempts of this heterogeneous banditti. It also appears that his ship would have struck her colours had those of the *Serapis* been kept flying two minutes longer.

Soon after this officer returned to England he was appointed to the command of a large new frigate fitted for channel service: but from what cause cannot be conjectured, he appeared ever after his captivity, to be under the unpleasant visitation of a sort of lassitude, which seemed apparently to render him in a great measure lost to himself. It is however to be hoped that lassitude was only of a temporary kind, and that he has recovered his spirits.

NAUTICUS JUNIOR.

CAP-

CAPTAIN JOHN COLPOYS,

FROM all his professional, as well as personal excellencies, stands justly high in the estimation of the world. The whole Navy pay tribute to his merits as an officer, and are free to confess Capt. Colpoys is one of the brightest stars that ever shone in the nautical hemisphere.

Ever since he arrived at the rank of a Captain, and even before, it has been his pride, nay even his most sedulous care, to form the minds of the young midshipmen, who were fortunate enough to walk his quarter deck, not only to the most strict attention to their duty, but also to every moral virtue that could render them fit to adorn the walks of civil life.

Brave and active to a degree, well versed in nautical science, prudent, wise and just, can it be wondered at, that Capt. Colpoys was constantly employed during the late war, in
various

various climes and in almost every various service?

When Sir John Lockhart Ross's flag was on board the unfortunate Royal George, Capt. Colpoys commanded that ship and gave infinite satisfaction during the period of that command to every officer and seaman belonging to her.

To expatiate on his particular merits would be an endless task, it is sufficient to say, that he possesses every qualification necessary to form a distinguished naval character.

NAUTICUS JUNIOR.

THE

THE L A T E
LORD ROBERT MANNERS.

IN forming this heroic nobleman, nature combined every mental grace, with the most captivating elegance of person. Laurels gathered round his ripening years so thick, that heaven itself was envious of his worth, and snatched him in early youth from the heights of this world's fame, to place him on that immortal pinnacle of glory, where God-like heroes only are enthroned!

Lord Robert “ inherited all his father's “ virtues.” He was the second son of the late Marquis of Granby and only brother to the late Duke of Rutland. As soon as he was capable of judging which line to pursue in the career of military fame, he made choice of the navy; and so great was his Lordship's attachment to that profession, that instead of engaging in those fashionable scenes of pleasure, for which he was so eminently

D

formed

formed by his birth, years, and accomplishments, he devoted all his time to nautical study and practical seamanship, in which he excelled most of his youthful competitors.

At the commencement of the late war this lamented hero served as a volunteer in the *Victory* with Admiral Keppel; and although the success of the fleet did not equal the sanguine expectations of the nation, Lord Robert nevertheless displayed during that period those promising seeds of growing ardor, which so rapidly shot up into maturity.

His Lordship's further progress to the rank of Post-captain, and afterwards, was marked with a thirst of fame and disregard of life, which certainly accelerated the period of his days and laid him so early in the bed of honour; for during the action on the glorious 12th of April, in the West Indies (on which occasion his Lordship received his death wound when commanding the *Resolution* of 74 guns) such was his extraordinary regard for the wounded seamen of his ship's company who all adored their gallant Captain, that
 he

he would not suffer his own wounds to be dressed until theirs had been under the surgeons hands; by which amiable attention (having then lost a leg and an arm) the British navy eventually sustained an irreparable loss: he lived, however, to hear the shouts of victory; and then, like the immortal Wolfe, declared he should die contented.

Some slender hopes were entertained by the Navy Physician and Surgeons of saving his life, provided he could be conveyed soon to England; for which purpose his Lordship was removed, "with trembling care," by his weeping crew on board the *Andromache* frigate, commanded by his amiable and gallant friend Captain Byron, who was ordered home with the account of the defeat of the French fleet.

Captain Byron's assiduous and humane attention to his noble friend gave his Lordship occasionally such spirits, that he would humorously say, if his relations did not provide for him when he arrived in England, he should make a capital figure as a beggar in

the streets of London, with a wooden leg, crutches, &c. However in one fatal moment on his passage, his heroic soul took its flight into eternity with that serenity and resignation which the afflicted Byron declared made such a death truly enviable.

Thus Great Britain lost, in the bloom of youth and fulness of glory, one of her brightest ornaments, whose actions alone are sufficient to perpetuate his memory; a grateful nation has nevertheless thought fit to strengthen the remembrance of his virtues by a magnificent monument, which is now erecting in Westminster Abby in honour of his Lordship and the Captains Bayne and Blair, who fell in the same action.

Let the young Patricians who thirst for fame go imitate the God-like *Manners!*
 “*Pour y parvenir.*”*

NAUTICUS JUNIOR.

* The motto of the Rutland family

CAP-

CAPTAIN ARCHIBALD
DICKSON.

THE constant scenes of service in which this meritorious Officer was employed throughout the late war, and his inflexible adherence to the various duties of his profession upon every occasion, entitle him to a place of eminence among the other gallant naval characters which it has been my lot to pourtray.

When rebellion had reared its baneful standard on the other side the Atlantic, the exertions of Captain Dickson, in the Greyhound frigate, which he then commanded on the coast of North America, were productive of very happy events to the Royal cause, owing to the great number of ships he had the good fortune to capture. His gallant behaviour at the destruction of the Rebel fleet at Penobscott acquired him the fullest

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thanks

thanks and approbation of the commander in chief, and the general tenor of his conduct, in those seas, stamped his character with the highest marks of military fame.

On Captain Dickson's return to Europe, although afflicted with a violent bilious complaint and other alarming symptoms of declining health; yet this circumstance by no means abated his ardour for service. In this state of infirmity he quitted the ease and comforts of domestic life, and his favourite villa in Hampshire, to take upon him the command of his Majesty's ship *Dublin*, then fitting out at Plymouth, to join the Western squadron, and in which ship he served till the end of the war with his usual reputation.

There is an honest, open candor, in the disposition of this deserving officer, which commands respect and esteem; and few men were ever more beloved by a ship's company, although an acknowledged Martinet, as a sort of pupil of Lord Howe.

Capt,

Captain Dickson at this time commands His Majesty's ship Goliath, which is stationed as a guard ship at Portsmouth.

NAUTICUS JUNIOR.

D 4

CAPT.

CAPT. GEORGE MONTAGU

NEEDS no panegyrist. His actions, like himself, have been ever generous, brave, and praise worthy, and his professional character free from any stain.

The Italics introduced in the delineation of the character of Capt. *George* Montagu will be perfectly understood by most of the naval officers who served during the late war, and lamentable it is, that the allusion is not less just than painful.

A youth on his first entrance into military life may be incapable of judging how far he may be qualified to face the enemies of his country; but when an officer after attaining the rank of Post-captain knows or rather feels himself *alarmed* at the sight of a white flag, it would certainly be more honourable to decline accepting of a charge so very important as that of the command of a British Man of War! A well founded *stigma* on a
 I military

military character is indelible, no time can annihilate its fatal record.

Capt. *George* Montagu deserves every praise that can possibly be bestowed upon him. His gallant behaviour in the Pearl frigate last war, when opposed to the enemy, has stamped his name with an eulogy far beyond any thing that even a partial pen could say. He bravely combated a frigate infinitely superior in every respect, but that of discipline, to the Pearl, and brought his enemy triumphant into port.

Blessed with the advantages of youth, experience, and the true *amor patriæ*, a distant view, a *prophetic* something seems to mark out this gallant young officer, as a character who may at some future period become a brilliant ornament to the British flag.*

NAUTICUS JUNIOR.

* Capt. Montagu is eldest son of the Admiral of that name.

HON.

HON. CAPT. GEORGE KEITH
ELPHINSTONE

IS an officer of very distinguished merit, and formed, in every respect, to support the dignity of the British flag. His services, prior to the late war, were not, however, of that kind to make his name distinguished as a naval character, although his professional merits were always fully admitted.

Captain Elphinstone is an honour to the noble and ancient stock from which he is descended, and in the character of a seaman has greatly added to the numerous achievements which are recorded of his family.

Without dwelling superfluously on trifling particulars, it may not be deemed improper to allow Capt. Elphinstone all the anterior merit to which he is undoubtedly entitled, and bring him at once to the command of His Majesty's ship Warwick of 50 guns.

When Admiral Digby was *entrusted* with the chief command of His Majesty's ships

in North America, the Warwick made one of his fleet. His Royal Highness Prince William Henry was at that time *unfortunate* enough to add to the consequences of this inactive flag officer, by composing a part of his suite.

The Prince feeling daily the indignities offered him at New York, requested permission to go to sea in order that he might get practical experience, and added to this reasonable request his wishes to cruize in the Warwick; which Admiral Digby judged it prudent to acquiesce in.*

Capt. Elphinstone is at this time secretary, chamberlain, and keeper of the signet in Scotland, and as a professional man may be very justly esteemed an admirable naval officer.

NAUTICUS JUNIOR.

* £. 1000 per Annum for a miserable Table is no bad thing.

CAP-

Elphinstone took the Proctor on of 50
guns in the Warwick, the day after
Sutton in the Iris engaged her

CAPTAIN ELLIOTT SALTER.

IT seems to be an evil concomitant on naval officers in general, that they consider a first Lord of the Admiralty as a demigod, and bow at his lordly shrine as a bigot would at the wooden image of his favourite saint.

Not so, Captain Salter.

This gallant officer, whose services are most highly on record, has great credit for *enforcing* not only good manners, but justice, from a quarter where such qualities it might be supposed were not to be found, in a word, from Earl Howe.

The noble peer had for a time indulged the pleasurable fancy of being inaccessible, even to officers, who, though inferior in point of rank, were superior to his lordship in point of merit.

Captain Salter, however, with a firmness which will ever reflect honour on his character,

rafter, told the noble Lord that if he did not see justice done to his ship's company relative to their prize money, he would bring the affair before Parliament. This just threat put a *stopper on his Lordship's cable*, and the business in question was settled *amicably*.

During the whole of the late war this excellent officer was employed and had the honour, when commanding the *Huffar*, to bring one of his enemy's frigates into port after a very gallant action, which was very well fought on both sides.

Captain Salter possesses an universal good character, and is held in great estimation among his brother officers.

NAUTICUS JUNIOR.

HONO-

HONORABLE CAPTAIN WALDEGRAVE.

AMONG the many young men now in the royal navy, who are not less ennobled by their gallant actions, than by the patrician blood which flows in their veins, we may justly set down Captain Waldegrave; and if we pursue his conduct through the paths of private life, this amiable officer will be found to be an example worthy of imitation as well to the humble as to the great.

Captain Waldegrave is son of the late and brother to the present Earl Waldegrave. The profession of the navy was his own particular choice, and he was happily placed under the tuition of such officers as were calculated to improve his early genius for nautical science. With them he commenced his military career, and having gone through the inferior gradations of service in
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the European and western seas, he was sent out to the East Indies under Sir Edward Vernon, with whom he returned (after remaining some years on that distant station) to Europe, Captain of the Commodore's ship the Rippon, of 50 guns.

The climate of the East had a good deal impaired Captain Waldegrave's health however, at the din of war he offered his services to the Board of Admiralty, and was appointed to the command of the Prudente, in which frigate he fought a most gallant, victorious action, and captured his enemy of superior force.

Having terminated his progress throughout the late war with infinite credit, the state of his health required him to seek a milder climate than that of England. Italy was the country he made choice of, and Naples the place of his residence.

Captain Waldegrave's personal accomplishments and exemplary conduct gained him the esteem of their Sicilian Majesties and all the Neapolitan Court; a passion
war-

warmer than that of esteem, however, captivated the heart of an amiable young lady of princely birth, with whom he is passing his days amidst the comforts of connubial ease, until the British lion shall rouse the gallant youth again to face the enemies of Great Britain.

NAUTICUS JUNIOR.

CAPTAIN

-CAPT. THOMAS PRINGLE,

IT has been frequently remarked, that the dispositions of our fellow subjects born in the tropical countries, are in a great degree similar to the genial warmth of those climates. This remark is very strongly exemplified in the character of Captain Pringle, who is a native of the Antilles, and possesses all the fire and benevolence of heart, so peculiar to the West Indies.

The events of this worthy officer's life have been always marked with the most consummate zeal, bravery, and propriety. To a sound judgement, he joins a well informed mind and a disposition alive to every friendly virtue. Having received the principal parts of his nautical instructions from his distinguished patron, Admiral Barrington, it cannot be supposed that he is in any respect unfinished as a naval character,

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Capt.

Capt. Pringle, during a part of the late war, commanded the armed vessels employed against the rebels on the vast lake of Champlain, Ontario, &c. in North America; upon which service his exertions were uncommonly great; nor was his zeal and bravery less conspicuous when Captain of the Ariadne frigate on the Leeward Island station.

Soon after this gallant officer returned to England, after his various services on the other side the Atlantic, he was appointed to the command of His Majesty's ship Dædalus, and again ordered to the coasts of America; being stationed for some time to cruize off Quebec, Newfoundland, and the adjacent seas.

Captain Pringle's conduct throughout the whole of the war, illustrated his character in the highest degree and will prove a lasting testimony of his exalted worth.

NAUTICUS JUNIOR.

HON.

HON. CAPTAIN WILLIAM
CLEMENT FINCH.

THERE are some officers in the navy, as well as many men of the world, whose characters are above description, or, in other words, rather incomprehensible. How far Captain Finch comes under that description, must be collected from the general tenor of his conduct during the late war.

Few men can alter that peculiar disposition which is implanted by nature, and inculcated in early youth; it may, therefore, be inferred, that however self-opinionated this officer might be found, in the execution of his professional duty, a great deal may be imputed to the causes above assigned, and the balance against it be fairly set to the account of his having been too nobly born, or too lowly nursed.

At the commencement of the late war, Captain Finch reluctantly accepted the command of His Majesty's ship Porcupine, of 20 guns it may be said *reluctantly*, as from his connections (the Earl of Suffolk, his brother-in-law, being at that time one of the secretaries of state) he had certainly a right to expect a better ship than such an old tub as the Porcupine, which would neither wear nor stay, and in which the honour of an officer might be undeservedly stained.*

It so happened however, that, in this reprobate ship, Captain Finch had the good fortune to fall in with and capture a homeward bound French East Indiaman, so richly laden, that he was ever afterwards distinguished by the appellation of the *Goldfinch*, his brother Seymour being also a Captain in the navy.

* By the naval rules, the Captain of an English frigate, however deficient in point of force, is expected to face an enemy's frigate, let her weight of metal and number of guns be what they may. Such a ship as the Porcupine was neither calculated to fight nor run away.

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The above appears to be the only essential service which Captain William Finch rendered his country (or rather himself) during the late war, but having still youth and some experience on his side, he may prove himself in future wars, a true descendant of the illustrious families from whence he sprung.

SIR ROGER CURTIS, KNT.

THERE are many officers in the British navy, possessed of the most striking talents, the most consummate skill, and the highest personal bravery, whose names no martial annals will record, whilst that of Sir Roger Curtis will be the theme of future ages, and of heroes yet unborn. By this prelude it is meant to insinuate, that however meritorious the conduct of this officer may have been, there are not wanting numbers in the English navy who would have shewn equal zeal and ardour in the defence of Gibraltar, had fortune placed them in that certain road to fame !

Sir Roger Curtis is the son of an opulent tradesman in the county of Wilts, and was sent early to sea, under the friendly auspices of the late Lord Feversham ; he served some time under that excellent master,
Admi-

Admiral Barrington, and was appointed a Lieutenant in the navy about the year 1770, through the interest of the present Duke of Cumberland. Soon after his promotion, he was employed some time in the Newfoundland station, under the command of Lord Shuldham, who paid great attention to him; he afterwards accompanied that Admiral to North America, and, in the year 1776, was appointed Captain of the Senegal frigate.

It was upon this station that Captain Curtis first attracted the notice of Lord Howe, with whom he soon became so great a favourite, that his Lordship on a vacancy, appointed him Captain of his own ship, the Eagle of 64 guns, in which he returned with the Admiral to England, and soon after his arrival at Spithead was obliged to give up the command of that ship, on account of his ill state of health.

We shall now come to that memorable æra of his life when he sailed in his Majesty's ship the Brilliant for Gibraltar, where he took upon him the whole department of

naval affairs, and conducted himself with such uncommon zeal and activity, that he won the entire confidence and esteem of the intrepid governor of that important fortress. The gun boats which he fitted out afforded great security to the troops in camp; and his arrangements in general were highly judicious.

About the month of August 1779, the Helena sloop of war, with dispatches from England for the garrison, being becalmed in the bay, and attacked by a number of the enemy's gun boats and other craft, Captain Curtis, with only three gun boats, assisted by the gallant defence of Captain Roberts and the Helena's crew, absolutely beat them off in fight of a Spanish frigate and xebec which were coming to their assistance. Captain Roberts's conduct upon this occasion was such, as, in point of nautical skill and personal bravery, was scarcely to be equalled by any action of the late war, and will, it is hoped, justify this little digression in his favour.

To return to Sir Roger Curtis: A plan being formed by the general for making a sally against the enemy from the garrison, one hundred sailors, under the command of two naval lieutenants, were employed in that sally, and Captain Curtis headed them with his usual intrepidity; and in two hours those works were demolished, which had been eighteen months constructing.

This signal service was performed before 15,000 Spanish troops, and in front of at least 70 pieces of cannon and 30 mortars. When the enemy made his grand and final attack on this impregnable fortress, Brigadier Curtis displayed as much courage in repelling, as he did humanity in saving the unhappy wretches, who, but for his exertions, must have perished, when the Spanish battering ships were set on fire by red hot balls, and blown up or burnt.

He received the thanks of both Houses of Parliament, for his gallant conduct at Gibraltar; to which His Majesty was pleased to add the honour of Knighthood as a particular
mark

mark of his Royal approbation. Crowned with those never-fading laurels, Sir Roger Curtis is now employed in less active service as Captain of a guardship at Portsmouth.

NAUTICUS JUNIOR.

CAPTAIN

CAPTAIN ROBERT MANN.

HIS excellent qualities have justly raised this active and experienced officer very high in the estimation of all navy people, and point him out as an example worthy of imitation to those nautical cadets who may wish to attain the height of their profession.

Captain Mann, whether as a Midshipman, Lieutenant, or in a higher degree of rank, was also noticed for his strict adherence to the rules of service, and his extreme alacrity, prudence, and resolution, in the execution of his orders.

He was stationed a considerable time in the Mediterranean, when his uncle, the late Admiral Mann, had the chief command there. His conduct as Captain of the Alarm frigate caused him to be particularly noticed by all the inhabitants of Gibraltar, to whose interest he paid uncommon attention.

During

During the late war, Captain Mann was chiefly employed in the Cerberus frigate, on channel service, and was always a most diligent cruizer. No ship was less in port than the Cerberus while under his command. His provisions and stores were got on board with such alacrity that she was at all times fit for sea. This reflects the greater merit on Captain Mann, when it is considered how often it happens that the commanders of his Majesty's ships make for port when they are able to keep the sea, and having once come to an anchor, a thousand studied delays are fabricated with a view to remain there.

Since the peace, Captain Mann has been appointed to the Bedford, a guardship at Portsmouth, which he now commands; and should our restless neighbours again rouse the British Lion, it is a happy reflection that the English fleet will not want a *Mann*!

NAUTICUS JUNIOR.

CAPT.

CAPT. JOHN BOURMASTER

IS a striking instance, that industry and merit must raise a man sooner or later in the world, however obscure his original, or slender his connections.

Captain Bourmaster has gone through every stage of naval service, in all of which he acquitted himself in such a manner, as to lay the foundation of his present rank and future fortune.

He displayed great judgement, activity, and integrity when he was employed as an agent for transports, &c. which is a service that requires uncommon attention and ability, if carried on with that vigour or provident care which is necessary to conduct it with effect.

To a vigilance in this business Captain Bourmaster is indebted for the rank he now so worthily bears in the Royal navy, and since his attainment to which, he has supported

ported in a manly, gentleman-like, and most becoming manner.

Several of His Majesty's ships during the late war were entrusted to the command of Captain Bourmaster, at different periods; particularly the unfortunate Royal George, which he commanded when bearing the flag of Sir John Lockhart Ross.

It has been often said, that true politeness is only to be found among those who have received a finished education in the higher circles of life. The behaviour, however, of Captain Bourmaster on board his ship, when compared to that of some of those ignorant striplings of quality who served last war, gives the lie direct to the admission of such a preposterous way of thinking, and plainly shews, that from the æra when British naval officers were not compelled to wear any cloaths but what they could afford to pay for, and were strangers to all signals but of indiscriminate battle, "*every man his bird*," may be dated Great Britain's Sovereignty over the Main.

Captain Bourmaster's uniform good nature will pardon this digression of the author, who, though unknown, wishes him, most cordially, every possible happiness in his present command,* and sincerely prays that the navy of England may be strengthened by a few more such meritorious characters.

NAUTICUS JUNIOR.

* Captain Bourmaster at present commands the Elizabeth, a guardship of 74 guns at Portsmouth

CAPT.

CAPT. CHARLES HOPE

HAS been ever deemed an acquisition to the navy, as an excellent pleasant officer, whose nautical experience and various services entitled him to the praises of a maritime, or more properly speaking, (considering the temper of the times,) a republican state !*

Captain Hope is a descendant of the noble house of Hopetoun, and has ever conducted himself in the line of his profession in a very meritorious manner. He has served on various stations abroad with great credit, and bids fair to be one of the best *Hopes* of the British fleet !

Prior to the period when Albion had established the blessings of peace (during the *pleasure* of the Grande Monarque) and de-

* An allusion to the Prince Regent's *restrictions*, or the farce of "Duke and no Duke."

clarations and counter declarations, treaties and commercial treaties, were exchanged between the most Christian King and his Britannic Majesty's *Ministers*, Captain Hope commanded the *Sampson* of 64 guns, which for some time bore the flag of Vice Admiral Milbanke, commander in chief at Plymouth.

When the designs of the Cabinet of Versailles respecting its adherence to the cause of the revolters in Holland became so apparent; as to render it necessary for Great Britain to arm in support of the Prince of Orange; the *Victory* was commissioned, and Captain Hope appointed to command her, under the flag of Rear Admiral Leveson Gower; which was intended to be hoisted on board that ship, had not matters been amicably settled.

Captain Hope's knowledge of the service, and other favourable traits in his character, bids fair to render his name more brilliant in future wars than it is at present.

NAUTICUS JUNIOR.

F

CAPTAIN

CAPT. GEORGE KEPPEL

DESERVES more of good fortune than has yet fell to his share: generous without conduct, he has unhappily involved himself in temporary embarrassments; of which the Jesuitical Locusts of society took advantage, and thereby rendered it necessary for him to retire to the continent.

Although an illegitimate son of the late Earl of Albemarle, Captain Keppel was, nevertheless, always treated by his father with every possible degree of tender affection; he was ushered into the naval service under the kind auspices of the late Lord Keppel, brother to the noble Earl.

Educated among young men of fashion, it cannot be a matter of surprise that Captain Keppel imbibed all the extravagant ideas of the fashionable world: he however was always attentive to his professional duties, and so rigid in seeing a strict obedience

main-

maintained, relative to the articles of war, that he got the name of a *Martinet*, and seamen felt a kind of dread to enter themselves for the ship he commanded.

As Captain of the *Æolus* frigate last war, he was rather successful when cruizing off the banks of the Newfoundland, where he had the good fortune to fall in with and capture an American ship, having on board Mr. Laurens, the celebrated president of the Congress, who was brought to London, and confined some time in the Tower.

The next ship Captain Keppel commanded was the *Fortitude* of 74 guns, on board which Vice Admiral Milbanke hoisted his flag, as commander in chief of a squadron destined to be employed in the north seas. This service having been performed, the *Fortitude* became a private ship, and sailed in Admiral Milbanke's division of the fleet, destined to relieve Gibraltar.

The war being at an end Captain Keppel obtained the command of the *Hebe* frigate (which had been captured from the French)

and after fitting her out in a most complete manner at Plymouth, was under the disagreeable necessity of retiring to France, in order to arrange the embarrassed state of his private affairs.

Captain Keppel is a good officer, whose merit will, it is hoped, be brought forward on any pressing occasion.

NAUTICUS JUNIOR.

HON.

HON. CAPTAIN WINDSOR.

THE fate of His Majesty's frigate the Fox, and the excellent combat Captain Windsor sustained with a French ship of superior force, to which he was compelled to strike his colours after a desperate engagement in which he was wounded, conveys a striking proof of his skill, bravery, and zeal for the honour of the British flag.

A great deal might be said of this gallant officer's conduct from the time he first went to sea under the late Admiral Young; but such retrospects are needless.

Captain Windsor could have no incentive to lead him to sea but a native ardour for the naval service. He is presumptive heir to the Earldom of Plymouth, and possesses accomplishments that would render him an ornament to any circle of life.

The rank of Master and Commander he obtained from the Weazle sloop of war, and

that of Post-captain from his command of the Europa, which was destined to receive Admiral Arbuthnot's flag;

It was subsequent to this period that Captain Windsor was appointed to the command of the Fox, and in compliment to his gallant defence of that frigate, another ship, bearing the same name, was laid upon the stocks, and given to him as a mark of public approbation of his conduct. No panegyric can be stronger.

NAUTICUS JUNIOR.

CAPT.

CAPT. ANTHONY JAMES
PYE MOLLOY'S

NAVAL character is great, and his professional abilities unquestionable. How far he has modulated his feelings on their way from the orlofs to the great cabin, the officers of the Intrepid, Trident, and other ships which he had the honour to command, must determine.

Every Captain of even a Merchant ship is compelled to do his duty by a kind of charter party ; but the honour and dignity of the Royal Navy requires and directs, that the commanders of His Majesty's ships shall be liable to be tried by a court martial for *tyrannical* behaviour alone. A naval Captain, however, (who is the only man on board a King's ship that can be tried by his *Peers*) feels

little dread when he overleaps the limits of reason, justice, and humanity; the reason is obvious.

It is greatly to be lamented, when a Lieutenant quits the wardroom to take possession of the cabin, that he instantly renounces the friends of his convivial hours, to mix with that race of arrogant mortals, who fancy that a laced coat would be tarnished by the pipe clay dust that might issue from the lappels of a Lieutenant.

Perish such unworthy, such illiberal distinctions, except on *real* service!

After allowing Captain Molloy full credit for his professional abilities and bravery, it may not appear ill timed, to embrace the present opportunity of giving a short sketch of the manners adopted by a naval Lieutenant on his acquiring the rank of a Captain.

First, On reading his commission he becomes thoughtful, then reserved, orders his boat to be manned in a more lofty tone than usual,

usual, and receives the congratulations of his messmates with a sort of stiffness, bordering on temporary insanity !

Secondly, He repairs on board the ship he is appointed to command, and with an air of complacency (in order to give the ship's company an idea of his goodness) directs his commission to be read, *and* on leaving the ship orders the barge to be manned.

Thirdly, He waits upon the Admiral's Secretary, to report his proceedings.

Fourthly, He visits the other Captains at their club, (a very great novelty indeed !) where he is informed it is beneath a Captain to treat any subordinate officer like a gentleman, and that he must only communicate with them on duty ; and that *in writing*, for fear he should derogate from his dignity.

Fifthly, Being a new thing, he keeps his barge's crew waiting (no matter what the weather is) whilst he is receiving the congratulations of the race of mortals he is now mixed with ; from whom he is to receive his lessons ; and probably at 12 o'Clock

at

at night he goes on board; and if he is a man of discernment, will forego his consequence until he has founded the depths of his officers; that done they are no longer fit companions for a Captain.

He is visited the next morning by the Martinet Captains of the fleet, who come to support the consequence of their new brother officer, and to enforce upon his mind, that all Lieutenants are black-guards if they have not interest (no matter whether petticoat or borough interest) at the Admiralty, or with the Admiral in command.

Seventhly, It is recommended to him, never to bring an officer to a court-martial, without previously consulting *those who are to try him*, how far he is likely to succeed.

In short so many and so extraordinary are the regulations, or rather customs, respecting navy Captains, that a recital of them would be too voluminous for this little work.

To return then to Captain Molloy. After allowing him every possible professional merit, it rests with himself to throw off that dark

dark shade in his private character, which appears in the form of an affidavit !

The passions of either sex are variable as the Thermometer ; sometimes high in the extreme, and at others below the freezing point. No efforts can calm the human mind but those which result from the force of reason, honour and reflection. It is then the business of man, if he has not fortitude to withstand the power of female temptation, at least when the moment of passion has subsided, to shelter the weaker sex from those malevolent censures which the world are too apt to propagate.

Captain Molloy at present commands a guardship at Plymouth, and is very capable of being re-instated in process of time, in the favourable opinion of his well-wishers.

NAUTICUS JUNIOR,

CAPT.

CAPT. WILLIAM YOUNG

IS the epitome of his late worthy father, Admiral Young, of respected memory, and has at all times conducted himself with such becoming propriety, and professional knowledge, as to claim the genuine praises of all who know him.

There is a sort of modest diffidence in Captain Young's manner which is very engaging, but particularly in the exercise of his duty, to which he has at all times paid the most rigid attention.

His Majesty's ship the *Hinde* (an old 20 gun ship) afforded very little opportunity of signalizing himself during the late war. He commanded her for a considerable time, and did every thing that a Captain could possibly effect in so wretched a ship.

A propos, a frigate of this class:—they are calculated only to bring dishonour, infamy, and disgrace on the British flag. The ene-
mies

mies of Britain have no such ship in their service but such as they have captured from us ; nor do they build any. They are even unfit to protect a valuable convoy coastwise, and are in other respects mere shadows of Men of war, but they give the rank of Post, so far they are of utility.

Many privateers sailed last war from the ports of Liverpool and Bristol, superior in every respect to the *Hinde*: Captain Young was, however, too well acquainted with his duty to repine, and therefore cheerfully made the best of her, in a manner that does him very great credit, and justifies the good opinion which is generally entertained of him.*

NAUTICUS JUNIOR.

* Captain Young commanded the *Ambuscade*, the latter part of the late war.

HON.

HON. CAPTAIN HUGH
SEYMOUR CONWAY.

THIS distinguished young officer is the compendium of every military and transcendant virtue, and unites to his other amiable accomplishments, a figure formed to engage admiration and captivate esteem.

The whole tenor of Captain Conway's life, has been one continued system of uniform excellence; and his character as a naval officer stands first among the gallant youths who distinguished themselves throughout the late war. Anxious to glean instruction from those whose names stood high on the lists of nautical fame, he continually attached himself to such officers as Admiral Barrington, Sir John Jervis, and others of that eminent description; and so well has he profited by their lessons and examples, that although young in years, he may be said to have nothing to learn in the line of his profession.

During the late war, Captain Conway's military character received the most finished polish, from his conduct in the command of His Majesty's ship *Latona*, of 36 guns. This ship was mostly attached to the grand fleet, and when Lord Howe sailed for the relief of Gibraltar, the *Latona* was the first man of war that entered Rosia bay, and gave intelligence of the arrival of succours to the brave defender of that fortress. She was also of infinite assistance in transporting the troops from the ships of the line into the garrison, and, in short, proved the most serviceable frigate upon that important expedition.

Such distinguished qualities were not alone the admiration of the British navy, they made a deep impression on the heart of the accomplished Lady Horatio Waldegrave, daughter of Her Royal Highness the Duchess of Gloucester, who in consequence of Captain Conway's illustrious descent and unblemished character consented to their union, and they are at this time the brightest example of connubial happiness.

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The Prince of Wales whom merit never escapes, has thought proper to place Captain Conway near His Royal person, in quality of master of the Robes and privy purse to His Highness; but not all the allurements of splendid ease, nor the fascinating powers of love and beauty, could restrain him from the glorious pursuits of military fame.

No sooner did Great Britain shew a disposition to arm in support of the Stadtholderian cause, than this zealous officer offered his services, and was appointed to the command of the Alarm frigate, in which he remained until that ship was paid off.

Captain Conway is Son of the Earl of Hertford, and was lately elected member of Parliament for Tregony in Cornwall.

NAUTICUS JUNIOR.

CAPTAIN

CAPTAIN GEORGE ANSON BYRON.

TO the most amiable qualities of the mind, this excellent young officer unites the highest professional virtues. Brave, without ostentation, generous without misconduct, and hardy without being rash; it has of course been his good fortune to be esteemed and respected by all who have had the pleasure of being any way connected with him.

Captain Byron is the son of the late Admiral of that name, and was early educated for the navy. During the late war he distinguished himself on many important occasions, particularly while commanding the *Proserpine* of 28 guns, to which a French frigate, called the *Alcmene*, struck her colours, as did also the *Sphynx*, which had been captured by the enemy, and was retaken by the *Proserpine*, after a very smart en-

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gage-

gement, which reflected great credit on Captain Byron, especially as the Sphynx was assisted by an armed vessel, which was cruising in company with her.

At the time the Sphynx was retaken, she was commanded by a nephew of the Governor General of the French West India Islands. This young man possessed such a habit of vain boasting, that he publicly declared at Saint Eustatius, his determination to capture the Proserpine wherever he could fall in with her, and being informed that Captain Byron and his officers usually regaled themselves with a few slices of ham at breakfast; the *audacious gascon* furnished, himself with one, by way of treat to the foes he had already vanquished in his mind; nowever, it so happened, that victory declared for the Proserpine, to the utter confusion of the French commander.

This gallant officer afterwards performed very signal services as Captain of the Andromache; and to this activity and good lookout may be attributed the engagement of the
the

the glorious 12th of April; for being stationed to cruize off the Diamond rock, near Martinico, he gave Admiral Rodney such immediate notice of the enemy's motions, that the British squadron, then lying off Saint Lucia, were enabled to intercept and bring them to action.

In consequence of that important victory, the English Admiral dispatched Captain Byron with the pleasing intelligence thereof to Europe.

A squadron having lately been equipped to serve in the East Indies, under the Hon. Commodore Cornwallis, Captain Byron was judged a proper officer to be appointed to the command of one of them, the Phoenix of 36 guns, and there is no doubt but his conduct in the Oriental seas, will reflect equal credit on him with that he has already acquired in the Western hemisphere.

NAUTICUS JUNIOR.

CAPTAIN JOHN THOMAS

MAY be numbered among those spirited officers who seek preferment only from their merit and professional exertions. The great deeds he performed, and the wounds he received during the late war, in a very severe action in the West Indies, rendered him for a time an object of the utmost commiseration.

Captain Thomas obtained his first commission in the navy, on account of his having boldly undertaken, and most admirably executed, what no other midshipman in the ship to which he belonged, would venture to undertake.

His conduct on the Leeward Island station was sufficiently meritorious to entitle him to the rank which he there attained. After serving some time in a sloop of war he was raised to the rank of Post-captain, and appointed to the command of the *Albemarle*,

marle, a frigate which had been captured from the French, and was so named by the Admiral in compliment to the noble house of Keppel.

More might be said relative to the merits of Captain Thomas, was it necessary; but the records of the Admiralty bear ample testimony to his meritorious services.

It is reported that a pension has been granted to this gallant, maimed officer; if so, it is the only mark of favour of that kind which appears in proof of public reward for naval services, performed by young captains.

NAUTICUS JUNIOR.

CAPT. FRANCIS JOHN HARTWELL.

THE services of this officer, during the late war, were chiefly confined to the West Indies. He owes the first rudiments of his nautical education to his father, the late Captain Hartwell, who died Lieutenant Governor of Greenwich Hospital.

Captain Hartwell for some time commanded His Majesty's Bomb vessel the *Ætna*, stationed at the island of Antigua; and on the death of Captain Broughton succeeded that officer in the command of the *Sphynx* frigate, on board which ship he continued some time, and was afterwards removed to the *Brune*. After commanding the latter ship on different services, he returned in her to England.

The engaging manners and amiable qualities which illustrate Captain Hartwell's
cha-

character, have always conduced to render him respected and beloved by the officers and companies of such ships as he was destined to command ; and although no striking marks of gallantry adorn his professional name, he may nevertheless be considered as an officer whose zeal, honour, and principles, are in every respect calculated to add to the lustre of the British flag.

In private life, Captain Hartwell's is held in universal estimation, and he may safely say, (what every Captain in the royal navy cannot say,) that those who have ever served under his command, would be happy to find themselves again under his pendant.

In consideration of Captain Hartwell's former services, he at present commands His Majesty's ship Ardent, a guardship at Portsmouth.

NAUTICUS JUNIOR,

CAPT. ERASMUS GOWER

IS a most singular instance that it is dangerous and impolitic to render ourselves of too much service and utility to our country.

Captain Gower was of the number of those daring adventurers who endeavoured to trace the sources of the southern seas, and to explore the islands with which they abound. He was employed a long time on this arduous service under the ever-to-be lamented Captain Cook, and was afterwards employed in the Indian seas.

His practical knowledge, added to a judgement ripened by the most sedulous study of the sciences of geography and astronomy, led him to be considered as an officer whose abilities would be of infinite use to any flag officer who might be destined to command in the East Indies.

With this view the Earl of Sandwich, whose zeal for the good of his country carried his Lordship, on this occasion, rather beyond his private feelings, insisted on Captain Gower's taking the command of the *Medea* frigate and proceeding in her to India.

Captain Gower, oppressed as he was by bilious and other complaints which endangered his life, obeyed, nevertheless, the orders he received from the Board of Admiralty, and having happily returned in health and safety, will, it is to be hoped, meet that recompence which his professional services so justly merit.

The last service of this officer was, in the command of His Majesty's ship the *Salisbury*, the late flag ship on the Newfoundland station under Admiral Elliot.

NAUTICUS JUNIOR.

CAPT.

CAPT. JOHN HOLLOWAY

COMPRIZES the genuine character of a true British tar and gallant officer, Honest without disguise, brave without ostentation, and independent without being assuming. He merits every thing that can be said in his favour as a deserving naval Commander.

When Commodore (now Admiral) Hotham hoisted his broad pendant on board His Majesty's ship the Vengeance, in the West Indies, Captain Holloway served under him as Commander of that ship, and conducted himself in so gallant and judicious a manner, as to secure to himself the patronage and good opinion of that brave officer.

Captain Holloway was employed upon various other services during the late war; but I shall particularize his command of the Buffalo of 60 guns, at the relief of Gibraltar under Lord Howe,

It must *first* be mentioned that the Buffalo had for a long time been stationed as a flag ship in the Downs, on account of her being considered as unfit for sea. *Secondly*, that she was badly manned, and therefore selected by that admirable officer Lord Howe as a proper ship to take charge of a convoy of store-ships destined for the relief of a distressed garrison; and *thirdly*, placed as the last ship in the rear division of that fleet, which Great Britain had thought fit to entrust to his Lordship's charge.

By his judicious conduct, Captain Holloway, who, with his convoy, were driven up the Mediterranean by a violent gale of wind and separated from the fleet, happily regained the rock, and he saw his store-ships, &c. into the garrison.

This service performed, the Buffalo took her station in the rear division of the fleet commanded by Vice Admiral Milbanke, and during the action that took place, was for a long time so pointed an object for the enemy's

enemy's heavy ships, that they had nearly sunk her.

Captain Holloway now commands the Solebay frigate on the Jamaica station, and will at all times merit that valuable characteristic of a good seaman ;—an honest fellow.

NAUTICUS JUNIOR.

HON.

HON. CAPT. PAKENHAM.

THIS eccentric, dashing, excellent young officer is a brother of Lord Longford's, and has evinced the native ardour which animates his soul, in many glorious instances.

It might be almost unnecessary to advert to any other circumstance of his professional life, than that of his gallant defence of the Crescent frigate, upon which occasion he merits every praise that can possibly be bestowed upon him.

Captain Pakenham is one of those kind of commanders who are always prepared for service, on every possible emergency; and notwithstanding the gaiety, congenial to an honest breast which sometimes leads him to admit of certain excesses on board the ships he may command; there is not an officer in the British navy who feels more zealously,

lously, or who acts more ardently, for the honour of his profession, *than* he does.

The olive having spread her peaceful branches over the British dominions, this gallant officer has of course retired to his native isle, and has been lately appointed to a civil office, in the Government of the sister kingdom.

NAUTICUS JUNIOR.

LORD

LORD HERVEY.

THERE is a heat and violence in the disposition of this young nobleman, which, if tempered with reason and moderation, would render him more respectable as an officer, and less exceptionable as a man. His Lordship is the eldest son of the Earl of Bristol, now Bishop of Derry, in Ireland, and was introduced into the navy by the late Commodore Hervey. The noble Lord's character is tinged with the heterogeneous wanderings of the family—consistency was never a leading feature in the portraits of the Herveys; and his Lordship is by no means an alien to his relations in that respect, although he has been long at variance with his noble father.

As a naval officer, Lord Hervey justly merits praise; and during the last war, was forward with his services upon every pressing

sing occasion. While Captain of the *Raisonnable*, of 64 guns, the general tenor of his conduct was approved; but in one particular instance relative to his attack on Lord Howe, he certainly departed from his dignity, by suffering himself to be prevailed upon publicly to deny, what he had as publicly asserted. His Lordship was perfectly right in the outset of that unpleasant controversy, but the event cast a blot upon his professional character, which cannot be easily done away.

Great praise is due to Lord Hervey for bringing the mutineers on board his ship to condign punishments: they were executed at Chatham as an example to the seamen of the fleet.

He is at this time Envoy at the court of Florence; but there is no doubt, in case of hostilities with any foreign power, that his zeal and spirit will lead him to quit the effeminacies of an Italian court, for the more glorious and active scenes of military life. Should that be the case, it will be his
 Lord-

Lordship's own fault, if his name is not enrolled upon the gallant list of naval British worthies

NAUTICUS JUNIOR.

H CAPT.

CAPT. JAMES HAWKINS

IS the son of an Irish Bishop, and although somewhat singular in his mode of thinking, that singularity originates solely from the actuating principles of a generous mind.

Captain Hawkins's personal accomplishments are confessedly captivating; his professional conduct truly meritorious, and his services various.

During the late war this deserving young officer shewed great activity in the command of His Majesty's ship the *Ceres*, which was some time employed on the seas of North America.

When terms of accommodation had taken place, so far as to sink the appellation of Rebel in the milder tone of that of independent states, the military chest at New York was put on board the *Ceres*, and brought to England under the charge of Captain Hawkins.

Since

Since the conclusion of peace, he has had the command of the *Rose* frigate, which has been stationed to cruize off the coast of Scotland and Ireland ; and the exertions Captain *Hawkins* has used against the smugglers in the northern seas, does him great credit.

Few officers are better calculated by nature to support the dignity of a naval Captain than this officer, and many are the proofs he has given of it in the course of his several commands in that rank of his profession which he now holds.

NAUTICUS JUNIOR.

LORD CHARLES FITZGERALD.

THIS gallant young nobleman is descended from the great Earl of Kildare, in the kingdom of Ireland, and is next brother to the present Duke of Leinster. His Lordship made a very conspicuous figure during the late war in the several ranks of Lieutenant, Master and Commander, and Post-captain in the Royal navy. Captain Marshall had the satisfaction to receive Lord Charles as junior Lieutenant on board the *Arethusa* frigate, which ship had the honour to strike the first blow last war, in an engagement with the *Belle Poule* French frigate, now in the British service; during which action, his Lordship displayed all the native bravery of his illustrious ancestors, but was unfortunately wounded. We next find his Lordship employed as commander of his Majesty's cutter the *Tapageur*, which had been recently captured from the enemy.

This vessel gave Lord Charles the rank of Master and Commander, and she was sent to the West Indies with dispatches for Lord Rodney, but had the misfortune to strike upon the rocks in the carenage at Saint Lucia, where she was lost; but happily his Lordship and the crew were saved. Not long after this accident he was made Post into the Sphynx of 24 guns, which was for some time an attendant frigate on the Leeward Island squadron. Rear Admiral Parker being ordered home, hoisted his flag in the Medway, which, with the Centurion and Sphynx, convoyed to England a very valuable fleet of merchant ships. The same fatality which happened to his Lordship on the rocks of Saint Lucia, had nearly befallen him on those of Scilly, from which he had a miraculous escape. Such was the ardour of this distinguished youth that he scarcely allowed himself time to visit his noble family and numerous friends before he obtained the command of the Sybil frigate, and immediately returned to the great theatre of war,

in the West Indies, where he rendered him-
 very active at the capture of Saint Eustatius,
 particularly in chasing the Dutch Admiral,
 and the ships which were endeavouring to
 escape, and which by the exertions of his
 Lordship, under the Captains Reynolds (now
 Lord Ducie) and Harvey, were added to
 the number of prizes taken in the road of
 Statia. The various gallant actions of Lord
 Charles Fitzgerald are too eminently on re-
 cord to need any farther praise; but there is
 one in particular, which reflects so much
 honour on his Lordship's bravery and hu-
 manity, that it would be injustice to with-
 hold the knowledge of it from the public.
 It unfortunately happened, that a sailor fell
 from the main yard into the sea, when the
 ship was absolutely going through the water
 at a great rate; his Lordship observing the
 circumstance, pulled off his coat, immedi-
 ately jumped over board, and heroically sa-
 ved the man's life, at the extreme hazard
 of his own; thereby illustrating in its ful-
 lest force, the motto of the Leinster family,

Crom a-boo, which signifies “ *Help in distress.*”

It is needless to say more, than that Lord Fitzgerald is a nobleman of the most social virtues, and an officer of the most distinguished merit.

NAUTICUS JUNIOR.

H 4 CAPT.

CAPT. JOHN WILLET PAYNE.

THE general merits of this excellent young officer are so fully established on the naval records, and his manners in private life so justly the theme of panegyric, that it is almost impossible to add more lustre to his character, than that which at present irradiates it.

Captain Payne is brother to the accomplished Knight of the Bath of that name, and was born in that genial country over a part of which Sir Ralph presided as governor, with so much credit and reputation, for several years.

The promising dawn of his early years had scarcely appeared, when Mr. Payne immersed as a Midshipman on that ocean, which engirted the possessions of his ancestors, in the islands situated in the West India seas; his professional entrée was auspicious, and his progress rapid. Having by the regular

gular course of service acquired the rank of Post-captain, this gallant officer eagerly embraced every opportunity of signalizing himself in that character, during the late war, at the conclusion of which he returned to Europe, more full of glory than of years.

The Prince of Wales very soon distinguished Captain Payne from the general class of naval officers, and he has the honour to share the flattering smiles and confidence of that illustrious friend to merit.

When his Royal Highness and the Duke of York lately paid Prince William a visit at Plymouth, Captain Payne was made choice of, as the most agreeable naval attendant on that visitation; upon which occasion he acquitted himself in such a manner, as to add greatly to the satisfaction and pleasure of the Royal brothers.

NAUTICUS JUNIOR.

HON.

HON. CAPT. BERKELEY.

THE rays of intrinsic merit and the voice of honest fame, have so thoroughly established the character of this truly honourable officer, that this humble panegyric of an humble pen can add no lustre thereto. This is, therefore, meant as a tribute to the graces and virtues of the mind.

Descended from an illustrious line of ancestry, and allied to the first families in the British realm; presumptive heir to an English earldom and its concomitant blandishments of fortune, yet does this unaffected officer attend to the arduous duties of his profession, with a degree of attention scarcely to be paralleled.

Actuated by the most zealous attachment to the late Lord Keppel, he commenced his military career, last war, on board the *Victory*, under the flag of that Admiral, by whom he was promoted to the command of a fireship. From that he was made Post
into

into the Vestal frigate, in which he sailed for Newfoundland, and cruized in the adjacent seas for some time, with the most exemplary activity.

After Captain Berkeley's return to England, he was appointed to the command of His Majesty's ship *le Pegase* of 74 guns, (which had been captured from the French) and his conduct in that, as well as in every other ship, marked this great and polite officer:—qualifications—not always united in naval characters.

He lately commanded the *Magnificent* of 74 guns, a guardship at Portsmouth.

Through the interest of his brother the Earl of Berkeley, and in consideration of his own distinguished merits, the freeholders of Gloucestershire have elected him knight of the shire for that county.

Captain Berkeley has on every occasion, *but one*,* displayed a truly independant,

* Captain Berkeley voted against the navy on Mr. Bastard's patriotic and constitutional motion; in consequence of which he has irrecoverably lost his nautical popularity.

generous

generous spirit. When he accompanied his friend Admiral Keppel to dine with the corporation of London, being called upon for a toast he gave the following, “ *A long pull, a strong pull, and a pull altogether,*” which was a very apt nautical allusion to the divisions that reigned in the cabinet; in a word, this officer is not less an ornament to the calm senses of private life, than to those ruder ones which are incidental to the profession he has made choice of.

On the death of Captain James Lutterell his Grace of Richmond has appointed Captain Berkeley to the lucrative office of surveyor general of the ordnance; as his fame now stands fair, let us hope this mark of favour will not bias his mind in favour of his * new relation's fortification scheme; so repugnant to the interest and prosperity of the BRITISH NAVY.

NAUTICUS JUNIOR.

* Captain Berkeley married his Grace's Niece, a daughter of Lord George Lenox.

CAPTAIN

CAPTAIN INGLESFIELD.

POST tot naufragia portum exprefles more than can be faid in a thousand other words, and conveys in the ftrongeft terms, the uncommon and imminent dangers from which this officer fo very miraculoufly efcaped, when under the dreadful neceffity of quitting His Majesty's fhip the Centaur.

The ftory of this wonderful interpoftion of Providence in favour of Captain Inglesfield, and thofe who were partakers of his efforts to preferve life, if life was to be preferred, has been fo much the topic, as well in general converfation as in prints of various denominations, that it would be a trefpafs on the public to dwell upon the particular circumftances, which attend this melancholy difafter.

Captain Inglesfield's fervices, at the commencement of the late war, were moftly as
a Lieu-

a Lieutenant in His Majesty's ship the *Courageux*, at that time under the command of Captain (now Lord) Hood.

In that situation, and indeed in every subsequent one, Mr. Inglefield is truly deserving of general approbation, and is esteemed a very able and diligent officer.

When England was again at peace, Captain Inglefield was appointed to the command of a guardship at Chatham, in which he continued during the regular period of service, as laid down by Lord Howe, when he entered into office, but which regulation of *his own*, it was found convenient to break through by way of political arrangement. How difficult a task it is to drive a *drone* from the sweets of a hive!

Should Captain Inglefield's destiny lead him again to tempt the perils of the deep, it is sincerely hoped that future good fortune will fully repay him for past calamities.

NAUTICUS JUNIOR.

HON.

HON. CAPT. RODNEY.

THE gallant stock from whom this young branch sprung, augurs more in his favour than all the actions of his professional life ; which in short have been but few.

Volatility of spirit and the aspiring ardour of youth, which often leads to vanity, are very strong traits in Captain Rodney's character. Tempered, however, by the dictates of prudence and the experience of riper years, he bids fair to tread in the glorious paths of his noble father.

Captain Rodney entered into the naval service under such favourable auspices, and was so very fortunate in finding an affectionate parent, chief commander of the fleet in which it was his destiny to serve, that he has yet to learn, how widely different it is to depend upon meritorious services, and on the partial kindness of a father. This lesson Captain Rodney has yet to learn.

When

When Admiral Rodney commanded the British squadron in the West Indies, he gave him for the rank of a Post-captain, by appointing him first to the Sybil frigate, and afterwards to the command of His Majesty's ship Anson of 64 guns.

It is impossible to form a decided opinion of this young officer's professional abilities; thus far, however, may be said, that his past conduct is sufficient to evince him a true *Rodney!*

NAUTICUS JUNIOR.

CAP.

CAPTAIN TROLLOPE.

THERE is no opportunity which enables an aspiring young officer to distinguish himself in the navy, with so much *éclat*, as when his country is attacked by increasing foes. It was at the period when the ungrateful Republic of Holland, by her inimical acts in favour of our nautical enemies rendered it necessary for Great Britain to commence hostilities against her, that Captain Trollope, at that time commander of the *Kite* cutter, stood forth an active champion in his country's cause. His uncommon exertions in the channel of England occasioned the unweildy Dutchmen to croud our ports for many succeeding weeks, and the *hovering Kite* scarce ever saw one of them upon which she did not fix her fascinating talons.

That pre-eminent first Lord of the Admiralty, the Earl of Sandwich, under whose

friendly auspices Mr. Trollope first made his nautical entrée, was so sensible of his services, that his Lordship thought fit to put the *Kite* upon the establishment of a sloop of war, by which this enterprising officer obtained the rank of Master and Commander. His continued exertions soon gained him the superior rank of Post-captain, and his conduct in that station acquired him additional fame, to that he had gathered in subordinate characters. When commanding the *Rainbow* of 44 guns, Captain Trollope had the good fortune to capture the *Hide* French ship of 40 guns, which is now esteemed the finest frigate in the British navy, and is an excellent pattern for our builders to copy from, if the commissioners of the navy would be liberal enough to depart from the pitiful system, which has so long disgraced that self-approving board.

After passing a general and deserved eulogium on the military merits of Captain Trollope, it is but justice to declare, that his manners in private life, are correspond-

dent with the excellence of his public character ; and that he diffuses with liberality, in the milder scenes of retirement, the ample fortune which he acquired by his professional labours.

NAUTICUS JUNIOR.

CAPT. THOMAS BOSTON

IS an officer who has always conducted himself with so much propriety, diligence, and utility in every branch of service upon which he hath been employed, that he has fully merited the rank to which he hath attained.

After passing the inferior duties of his profession with credit, he was promoted to a Lieutenancy, and in that quality rendered himself extremely serviceable on the impress service. He commanded a tender for a considerable time, and in consequence of his uncommon exertion was raised to the rank of Captain.

When Commodore (now Admiral) Elliot's broad pennant was on board the Edgar, Captain Boston had the honour to command that ship, and his conduct upon that occasion was of a-piece with his other services.

In

In consequence of his knowledge of every circumstance relative to the rendezvouses, established for the raising of seamen, Captain Boston was appointed to accompany Vice-Admiral Milbanke, on his visitation to the regulating officers, in order to look into their conduct.

He was afterwards appointed to the command of His Majesty's ship *Latona*, in which he remained a considerable time on the Mediterranean station, and has since retired to the scenes of private life with an unblemished character.

NAUTICUS JUNIOR.

CAPTAIN THORNBROUGH.

TOO much praise cannot be bestowed on this very brave and active officer.—His name is a tower of strength supported by the firm basis of praise-worthy actions.

Captain Thornbrough's gallantry in North America gained him very great credit, and in *some measure* justifies his having commanded the finest frigate in the British service, (the Hébe) during the almost unexampled continuance of more than six years !

This circumstance may be accounted for from the mighty Commodore (now Admiral) Gower having hoisted his broad pennant in the Hébe, when he made the tour of the coasts with Prince William Henry on board as third Lieutenant of that ship.

After the Commodore had struck his broad pennant, the Prince still continued in the same station under Captain Thornbrough,
until

until he was appointed to the command of his Majesty's ship the Pegasus.

The Hébe has proved a most successful cruizer against the smugglers, owing to the uncommon exertions of her gallant commander; it is, however, extremely hard that other meritorious officers with large families should be suffered to lead inactive lives in unprofitable obscurity.

It is on the other hand pleasing to reflect that Captain Thornbrough's merits have been so fully rewarded, and that there is one instance of the kind to be adduced, in favour of Lord Howe and the miserable board of Admiralty, he has left to patch up his numerous blunders, preparatory to the dismissal of the ignorant locusts that compose it.

NAUTICUS JUNIOR.

CAPT. GEORGE CAMPBELL

IS a most accomplished officer, and calculated to inspire foreign nations with a more elevated opinion than they at present entertain of the politeness of the commanders of His Majesty's ships.

It will be said, that politeness is a qualification not necessary in the formation of a nautical character, in contradiction to which it may be argued, that it would be more to the honour of the British nation to imitate the French in that respect, than in forming *signals of manœuvre*, which only tend to damp the ardour of English seamen.

Captain Campbell had not any opportunity of signalizing himself in any part of the late war. He commanded the Aurora frigate, which was constantly employed in convoying merchant ships round the coast of England, Wales, and sometimes Ireland. This frigate was a wretched going ship, by no means

means suited to the ardour of so spirited an officer as Captain Campbell, whose zeal for the honour of the service merited greater encouragement.

Soon after the establishment of peace Captain Campbell was appointed to the command of the Orpheus, a very fine frigate, which has been ever since employed on the Mediterranean station, and in which he has acquired very great credit among the states of Italy, and even among those of Barbary.

NAUTICUS JUNIOR.

HON.

HON. CAPT. DE COURCY.

THIS officer is a true de Courcy. He has shown himself in every respect a descendant of the great Kinfales, whose achievements were such, as to obtain for him and his heirs the extraordinary privilege, of being covered in the presence of the Monarchs of England.

Captain de Courcy has been regularly bred to the navy, and after the usual gradations of service was made Post into the Europa of 50 guns, on the occasion of the late Vice Admiral Gambier's flag being hoisted on board that ship, as Commander in Chief of His Majesty's ships employed on the Jamaica station.

No opportunity offered, to give Captain de Courcy an opportunity of displaying his native gallantry, but future times may prove the means of recording his name.

He

He now commands the *Hyæna*, a frigate which is stationed on the coasts of Ireland, to prevent illicit trade; it would, however, have been much more to the credit of so young an officer, had he sought for employment on more distant service.

To be plain—Lord Kinfales has a pension—what then must be the situation of a younger brother?

NAUTICUS JUNIOR.

CAP-

CAPTAIN BENTINCK.

WHEN foreigners of illustrious descent condescend to become volunteers in the naval service of Great Britain, and forego the ease and comforts attendant on their exalted birth, to mingle with the common mass of inferior officers; they assuredly raise that service high in the estimation of the world, and show the nobility of England an example worthy of imitation.

Such is the example which Captain (or more properly speaking Count) Bentinck, now offers to the rising generation of British Patricians.

Ennobled by birth, aggrandized by connections, and blest with the gifts of fortune, this excellent young man sacrificed them all in early years, regardless of wealth or ease, to a nation which he had been taught to look up to with veneration and respect.

Possessed of every possible personal accomplishment, and allied by the nearest ties of blood to the noble house of Portland, he had very just right to expect far more than preferment. He was entitled to be solicited to take the command of a British frigate: instead of which this young nobleman was made Post into a flag ship destined for the Halifax station, and in order to provide for a friend of the Commodore's, he found himself so very much under *restrictions* similar to those which so recently disgraced the British legislature; and which time will never efface, that his feelings could not brook it, and he returned to England in dignified disgust.

For the honour of the British nation, it is hoped that Captain Bentinck will meet with that encouragement to which he has so just a claim.

NAUTICUS JUNIOR.

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