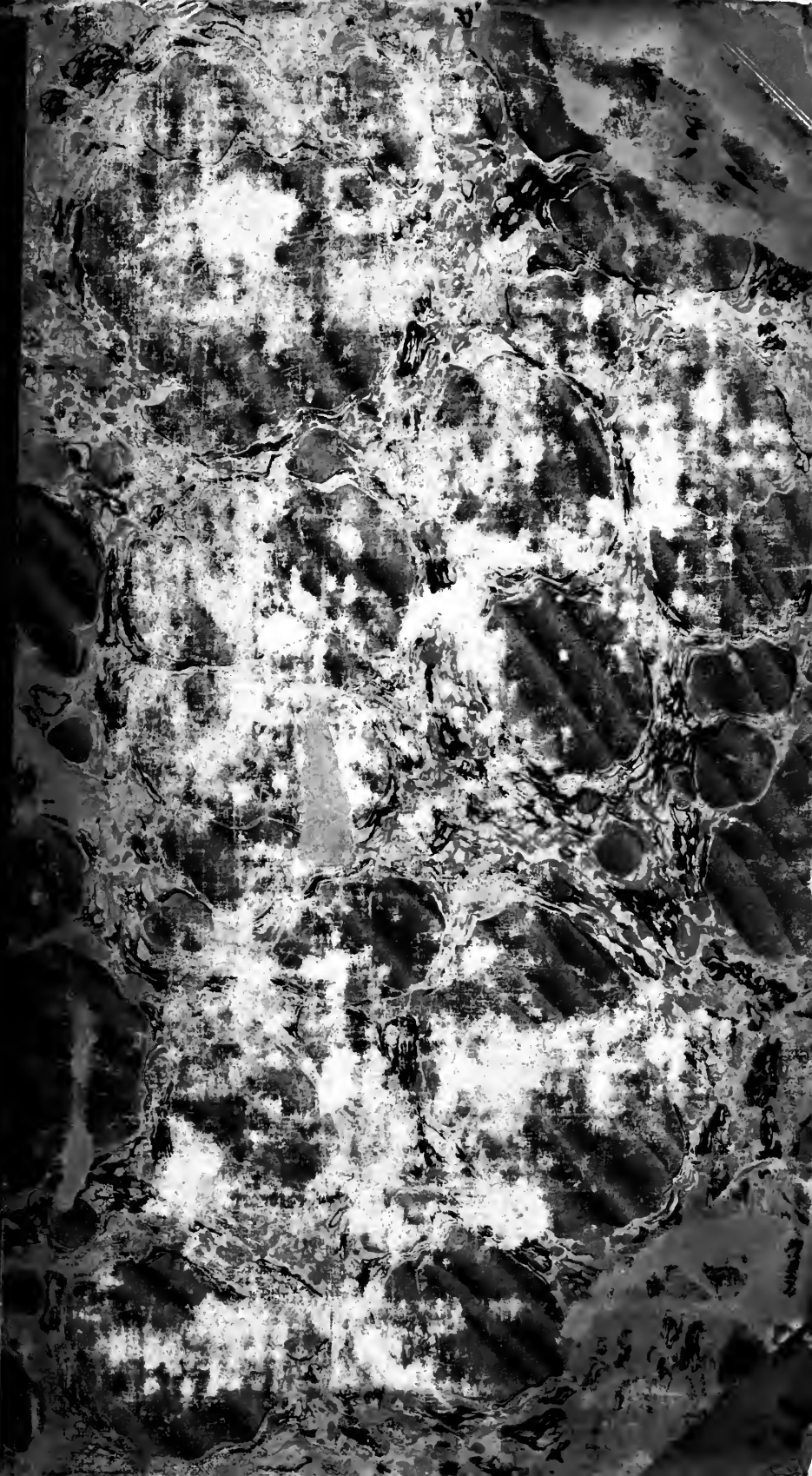


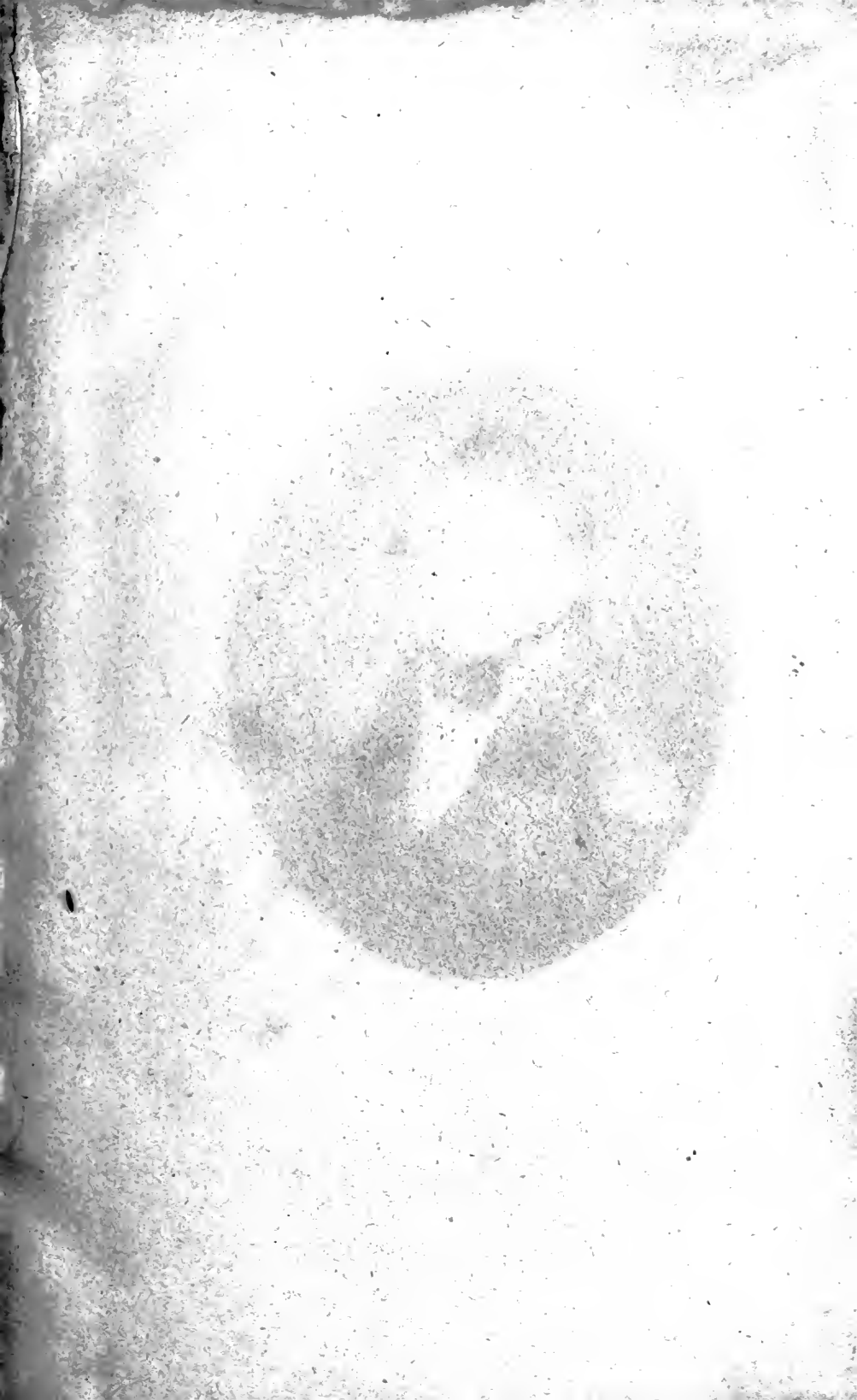
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LIEUT. WILLIAM ELLETSON KING, R.N.

NAVAL CHRONICLE.



Monument erected in Guildhall London A.D. 1810,
to the memory of the late
Vice Admiral Horatio, Viscount Nelson, & Duke of Bront, K. B. & c.

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THE
Naval Chronicle,

FOR 1811:

CONTAINING A

GENERAL AND BIOGRAPHICAL HISTORY

OF

THE ROYAL NAVY

OF THE

United Kingdom ;

WITH A VARIETY OF ORIGINAL PAPERS ON
NAUTICAL SUBJECTS.

UNDER THE GUIDANCE OF SEVERAL
LITERARY AND PROFESSIONAL MEN.

VOL. XXV.

(FROM JANUARY TO JUNE.)

Agnoscent Britanni suam causam.—Hic duc, hic exercitus, ibi tributa et metalla, et
cateræ servientium pœnæ; quas in æternum proferre, aut statim ulcisci, in hoc campo est,
Proinde ituri in aciem, et majores vestros, et posteros cogitate!

LONDON:

PRINTED AND PUBLISHED BY AND FOR JOYCE GOLD, 103, SHOЕ-LANE;

And sold by Messrs. Longman, Hurst, Rees, Orme & Browne, Messrs. Wilkie & Robinson, Messrs. Sherwood, Neeley, and Jones, and Mr. Walker, *Paternoster-row*; White and Co. *Fleet-street*; Messrs. Vernor, Hood, and Sharpe, *Poultry*; Mr. Asperne, and Messrs. Richardsons, *Cornhill*; Messrs. Black, Parry, and Kingsbury, *Leadenhall-street*; Messrs. Crosby and Co. *Stationers'-hall-court*; Messrs. Scatchard and Letterman, and Mr. Law, *Aemaria-lane*; Mr. Lindsell, *Wimpole-street*; Mr. Andrews, *Charing-cross*; Mr. Booth, *Duke-street, Portland-place*; Messrs. Mottley and Co. *Portsmouth*; Mr. Woodward, *Portsea*; Messrs. Congdon, Hoxland, and Platt, *Dock*; Messrs. Haydon, Rees, and Curtis, Smith, Rogers, and Nettleton, *Plymouth*; Mr. Godwin, *Bath*; Messrs. Norton and Son, *Bristol*; Mr. Robinson, *Liverpool*; Mr. Wilson, *Hull*; Messrs. Manners and Miller, Mr. Creech, and Mr. Constable, *Edinburgh*; Mr. Turnbull and Mr. Lumsden, *Glasgow*; and the principal Booksellers in the different Seaport Towns throughout the United Kingdom.

Journal of the

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P R E F A C E

TO THE TWENTY-FIFTH VOLUME.

PATRIOTISM, in the unsophisticated sense of the word, comprises nearly all that is elevated in the human mind. The real patriot, superior to all party, acts, feels, and lives for his country. He deplors her poverty, but rejoices in her wealth; sympathizes in her losses, but exults in her success; mourns over her defeats, but triumphs in her victories; shudders at the idea of her disgrace, but, as a simple part of the whole, he experiences a glowing pride, in all that adds to her honour, or increases her splendour.

During the period, to the history of which this Volume relates, little has occurred to irritate, but much to gratify and exhilarate, the mind of a patriotic Briton. Without adverting to the plains of the Iberian peninsula, where so many heroes have fought, bled, and conquered for their country, our naval expeditions alone will be found to have shed additional lustre on the annals of Britain. Our "*Letters on Service*," recording the capture of the Isle of France, and its dependencies; the defence of Anholt, by a brave little band, under Captain Maurice; and the victory of Captain Hoste, in the Adriatic, bear proud testimony of the truth of this position.—The value of our newly-acquired Eastern possessions is farther illustrated; the enemy's account of the expedition against Anholt is also given; and the French report of the action in the Adriatic, is recorded, as a curiosity.

The official particulars of the capture of Banda, by a little squadron under the command of Captain Cole, of H. M. S. *Caroline*, have not yet been published; but full accounts of the affair, reflecting the highest credit on the parties concerned, are given.

It is presumed, that the Correspondence department of the **NAVAL CHRONICLE**, while it has increased in extent, has been proportionately enhanced in value and in consequence. It has rescued from oblivion, and added to our previous stock of "*Letters on Service*," not published in the *Gazette*, the important letters from Commodore Owen; Captain Keith Maxwell; Mr. A. Gordon; and Captain F. Stanfell. To T. H. **TIM. WEATHERSIDE**, and A **CONSTANT READER**, our thanks are justly due for these communications.

In other respects, the *Correspondence* of the **NAVAL CHRONICLE** has been, and is likely to be, of much utility to the service.

SPECTOR'S letter relating to the detention of the half-pay of captains and commanders, has evidently been productive of the desired effect—that of causing the payments from the Navy Office to be more promptly made.—In the communications of X. NIHL, AN OBSERVER, and NAUTICUS, many important suggestions will be found, for protecting our merchantmen against the depredations of French privateers.—NIHL'S letters on the bad quality of slops, and the improper appointment of pursers, are also well deserving of attention. Connected with the latter subject, some remarkable facts will be found, in a letter from M. T. The hints thrown out by T. H. resulting from the loss of the *Nymphe* and the *Pallas*, are entitled to the most serious consideration of the Legislature. It is at once strange, and lamentable, that, in a maritime country, such dangerous and destructive nuisances as are alluded to should be suffered to exist.—To J. S. for his remarks on the Norwegian harbours; NAUTICUS, for his account of the exploit performed by H.M.S. *Rainbow*, Captain Wooldridge; AN EYE WITNESS, for his observations on the affair of Basque Roads; A SUBSCRIBER, for the particulars of the loss of H.M.S. *Lark*; TIM. WEATHERSIDE, for his communication respecting the intended naval establishment at Northfleet; ONE OF THE OLDEST POST CAPTAINS, for his illustration of Admiral Russel's memoir; MARMADUKE PIONEER, for his strictures on the disrating of Midshipmen; JOHANNES, for his disquisition on the shipwreck of *St. Paul*; and T. R. M. for his curious historical extracts, relating to the boatswain's whistle, our acknowledgments are eminently due. AN OLD SEAMAN, J. A. ROBUR, ORION, &c. &c. are also requested to accept our thanks, in general terms.—We shall be glad to hear again from PHILO-NAUFRAGUS.

We hope our increased industry in the collection of geographic materials, does not escape the attention of our professional and scientific readers. "Hydrography" has become an established head in the three last volumes: but we regret to say contributions towards it are far from commensurate with our wishes to render it more and more interesting: and we are farther led to deplore this deficiency of assistance from our naval friends, because we are convinced that the want of a known common *focus* of nautical information, has contributed to perpetuate the infancy of science, and the perennial succession of error: thus it has been that inventions have become fugitive, and discoveries are endlessly re-discovered. Not that we, by any means, advise every ship-master who can just write his own log-book, to hand his own name down

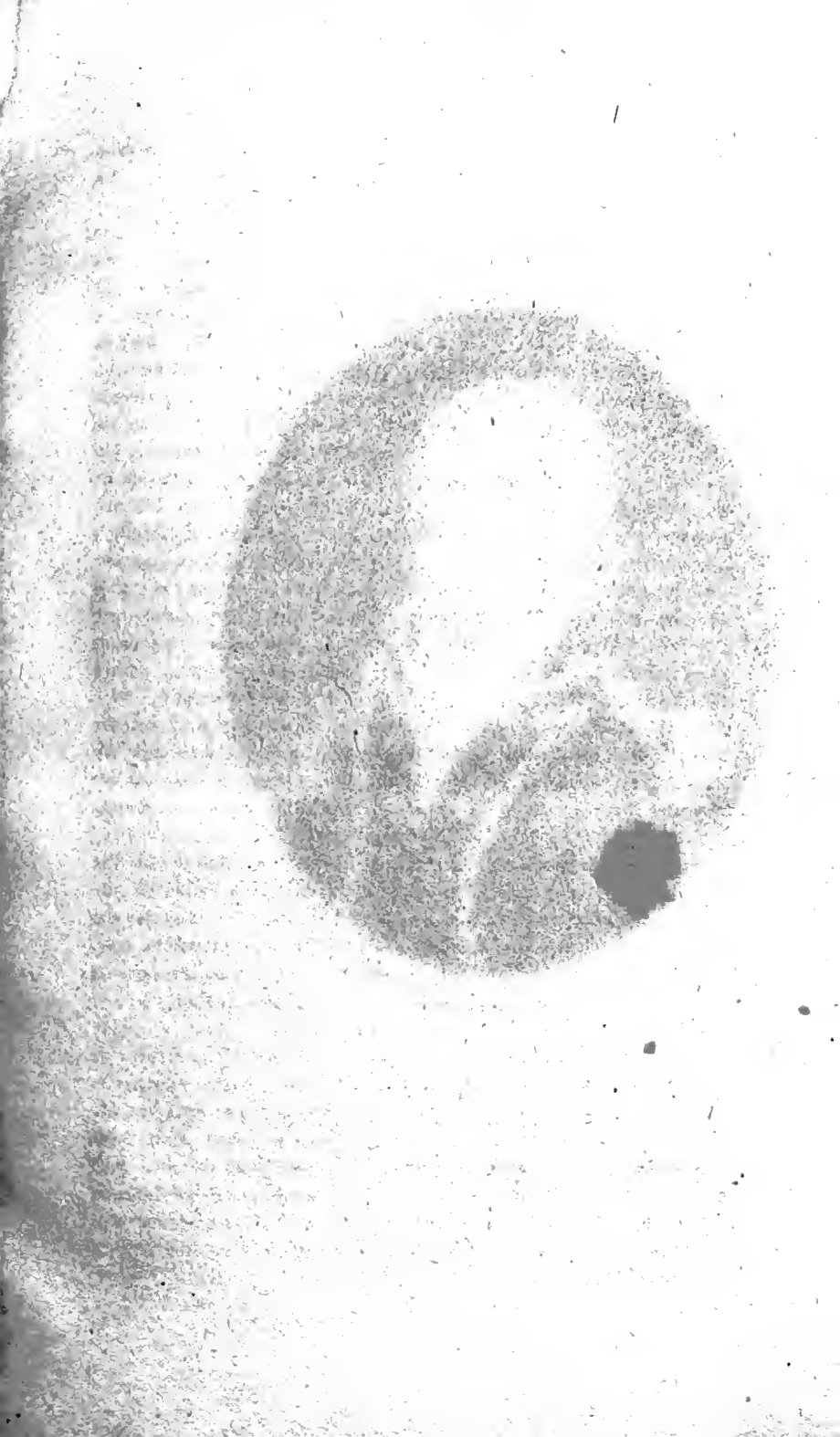
to posterity, affixed to every ten yards of land he happens to get sight of for the first time in his life ; to entertain the world with the terrific *phænomena* of every gale of wind ; or to harrow our feelings with the *pathos* of short allowance. But the foundation for a sober and lasting system must be laid by the diligence and ingenuity of enthusiastic observers, and by recording these *data* we hope to be instrumental in giving form and stability to a part of science at present in an imperfect state. We therefore again present the **NAVAL CHRONICLE** to travellers and navigators, as the safest depository for such memoranda, and renew our solicitations to naval officers, for hydrographical contributions, unchecked by any literary diffidence, as to the form or style of their documents : while we hope our correspondents on shore will lend their aid towards collecting, arranging, disposing, and condensing the details connected with the progress of this science, which are dispersed through a multitude of works in various languages,—in literary journals,—in the memoirs of academies,—and in the transactions of learned societies. Under this head, our present volume contains communications tending to determine important positions, or to verify dangers in the North and Mediterranean Seas ; Atlantic and Southern Oceans, respectively : for the example of which contributions our thanks are particularly due.

We have reason to believe, that much of the naval biography which this Volume comprises, has already excited considerable interest. The biographical memoir of Captain Tomlinson discloses a case of extraordinary hardship, of a complicated nature ; a case which, it is hoped, for the credit of government, were it to be taken up in an appropriate manner, might yet be redressed.—The respective memoirs of the late Captains Inman and Douglas will be found to have recorded the services of two meritorious officers. For a portion of the materials which compose the record of the late Captain Forrest's professional life, we are indebted to our esteemed Correspondent, A. F. Y.—Sir John Laforey's memoir, we hope, will be shortly followed by that of his son, the rear-admiral.

Under the head which bears the title of **NAVAL LITERATURE**, we have endeavoured to give our readers all the satisfaction which the materials we could procure would afford, and the plan of our work allow. If in some instances we have at all deviated from the strict letter of the title, by extending our selections beyond the line of works which are strictly professional, we wish to observe, not only that that term is of wide range, applying to a character towards which so great a variety of knowledge is requisite, as that

which concurs to form a finished naval officer: but we have also deemed it a part of our duty to aim at enlivening the *tedium* of a sea-life, by introducing a little variety into this nautical library; and we believe the generality of our readers afloat will no more disapprove of our occasionally transporting them in idea from the cabin or the cock-pit to more academic scenery, than they would object to our proposing them to exchange the quarter-deck for a refreshing walk on shore. As to our critical discipline, we can only say, that notwithstanding we consider the secrecy of anonymous criticism as essential to its powers as the summary prerogatives of a naval commander are to the success and safety of his ship, yet we hope never to abuse the advantages of obscurity by unwarrantable decisions. We invariably temper our revision of the writings of others, by the recollection, that "ten censure wrong for one who writes amiss." Correctness in orthography, and particularly in nomenclature, is so desirable, that we are not unwilling to sanction novelty in spelling when more correct: it is by this only that the constant inroads of the vulgar upon our national idiom can be kept in check. It is however sometimes unadvisable to change proper names of persons or places, where they have been sanctioned by history, or fixed by custom. We may therefore safely adopt *Linné* for *Linnæus*, and restore *Americo Vespucci* in place of *Americus Vesputius*, although we may still hesitate to call *Columbus* by his real name *Colon*, and are not yet quite prepared to usher *Confucius* to Europe as *Kong-foot-zec*.

The tide of political occurrences abroad we consider as the peculiar province of the daily press. We must leave to the means and ability of those connected with that engine to watch the ways, and trace the windings, of what is usually termed policy, contenting ourselves with recording such facts and documents alone as we deem necessary for the instruction or practical guidance of our naval readers. On home affairs, which certainly more strongly tempt the periodical writer to indulge his individual convictions or attachments, and which of late have not been deficient in matters sufficiently interesting, we have been obliged to prescribe similar bounds, and have uttered our political creed so often, that there can be no need to repeat it. Suffice it to say, that we give such an account of domestic movements and changes as we hope is agreeable to our readers; and have endeavoured to preserve that impartiality which it will always be so much our duty and wish to maintain.





H.R. Cook sculp.

CAPTAIN HENRY INMAN.

Published Jan^y 31st 1811, by J. Gold, Shoe Lane, Fleet Street.

MEMOIR OF THE PUBLIC SERVICES
OF THE LATE
CAPTAIN HENRY INMAN,
OF THE ROYAL NAVY.

“ Far may we search, before we find,
A heart so manly and so kind :
But, not around his honour'd urn,
Shall friends alone, and kindred mourn,
The thousand eyes his care had dried
Pour at his name a bitter tide.”—Scott's *Marmion*.

IN the progress of our labours, we have frequently had occasion to remark, that England is more particularly indebted to the clergy, than to any other class or description of men, for her heroes both by sea and land. Daily observation confirms the truth of this position, to whatsoever cause it may be attributed.

Captain Inman, the subject of the present memoir, was born at Burrington, a small village in Somersetshire, near Bristol, of which his father, the Rev. George Inman, was vicar; and, having enjoyed the advantages of paternal tuition, he commenced his naval career in the *Barfleur*, Captain Sir Samuel (now Lord) Hood,* in the year 1776. Highly to the credit of the character and conduct of Captain Inman, it deserves to be mentioned, that Lord Hood continued his patronage and friendship towards him, to the last hour of his life.

In 1778, Mr. Inman was removed to the *Lark* frigate, Captain Smith, then destined for the American station, and was in her, when D'Estaing's squadron appeared off Rhode Island.† D'Estaing, with part of his force, having entered Newport harbour, the few

* An ample memoir of the life and professional services of Lord Hood (also the son of a clergyman) will be found in the II^d Volume of the *NAVAL CHRONICLE*, page 1, *et seq.* and a portrait of his Lordship appears in Vol. XI. page 400.

† *Vide* *NAVAL CHRONICLE*, Vol. XX. page 32.

ships under the command of Captain Brisbane,* of which the *Lark* was one, made every exertion to receive him properly; but, in the end, to prevent her from falling into the hands of the enemy, the *Lark* was run on shore, and burnt, so expeditiously, that nothing was saved out of her, by any of the officers or men.† The crew of the *Lark*, with detachments from the other ships, were afterwards stationed at the batteries; and so resolute and determined was their conduct, in defending the position, that the French commander thought it prudent to abandon his object, and to stand out to sea.

In consequence of the destruction of his ship, Mr. Inman was then ordered on board the *Pearl* frigate, Captain J. Linsee, under orders for the West Indies, whence, in a short time, she was despatched to England. Promoted to the rank of lieutenant, he was next appointed to the *Camel*, in which he again sailed to the West Indies; where, soon afterwards, he was removed into the *Santa Monica*. Lieutenant Inman was in that ship, when she unfortunately struck on an unknown rock, off Tortola, and again lost all his property.

After the action of the 12th of April, 1782,‡ he joined the fleet under Sir George Rodney, and was sent, first on board the *Ville de Paris*, and subsequently into the *Hector*, of 74 guns, Captain Bourchier. In the latter ship, he was destined to experience all the horrors to which a seaman can well be exposed; as well as to prove his nautical skill, his undaunted courage, and his unwearied perseverance; for, in the tremendous gale of September, 1782, from which every ship of the fleet then returning to England, experienced some disaster, and which hurried many a brave fellow to a watery grave, the unfortunate *Hector* was a distinguished sufferer.

The *Hector*, it is proper to mention, was an old ship; and, from the battered and mutilated state to which she had been re-

* Father to the present Captain Sir Charles Brisbane, whose memoir and portrait were given in the XXth Volume of the *NAVAL CHRONICLE*, page 81.

† The *Orpheus*, *Juno*, and *Cerberus*, experienced a similar fate; and the *Flora* and *Falcon* were sunk.

‡ *Vide NAVAL CHRONICLE*, Vol. I. page 388; in our biographical memoir of Admiral Lord Rodney.

duced, by the battle of the 12th of April, it was found necessary, before she sailed from Jamaica, to take out twenty-two of her guns. Her masts had also been replaced, by others of smaller dimensions; and her short complement of men amounted to only 300, most of whom were invalids from the fleet, with constitutions shattered by the attacks of a West Indian climate. In this miserable condition the Hector dropped so far astern, on the 22d of August, that she parted company with the fleet. To add to her distress, an event shortly afterwards occurred, which, at any other time, would have been a source of pleasure and exultation. On the evening of the 5th of September, she fell in with two French frigates, each mounting 40, or 44 guns, and having a complement of 300 men, independent of a great number of land officers and troops. The weak state of the Hector was soon perceived by the frigates, which instantly bore down, and, placing themselves one upon her beam, and the other upon her quarter, commenced a furious cannonade. A most gallant resistance was made; but the slackness of the Hector's fire, and the slowness of her movements, gave the enemy frequent opportunities of raking her. Confiding in their numbers, they attempted to board the Hector; but they were nobly repulsed, with great slaughter; and, after an action of six hours, they were compelled to seek safety in flight; indebted for their preservation, only to the crippled state of the Hector's masts.*—Forty-six of the brave fellows belonging to the Hector were either killed or wounded. Early in the engagement, Captain Bouchier received so severe a wound in the arm, that he was under the necessity of going below; as was every officer, whose health had suffered him to appear upon deck, excepting the first lieutenant, Inman, on whom the command of the ship devolved. Captain (now Admiral) O'Brien Drury was a

* The frigates which engaged the Hector were l'Aigle and le Lion, which had been sent, in the first instance, to intercept our American convoys, and, afterwards, to proceed to America with some land forces. In consequence, however, of the warm reception which they experienced from the Hector, they were compelled to leave their station, and were fallen in with by some of our cruisers. L'Aigle was taken, and sent to New York; and le Lion was captured, as she was proceeding to the West Indies to be repaired. Thus the enemy were deprived of two frigates, through the severe drubbing which they experienced from the Hector.

passenger in the Hector ; and the conduct of Lieutenant Inman appeared to him so gallant, so persevering, so perfectly that of a British seaman, that he conceived a friendship for him, which terminated only in the death of its object.

The damages which the Hector had sustained in the engagement were prodigious. Her previously crazy hull was almost torn to pieces ; whilst her masts, sails, and rigging, were rendered useless by the shot. Her emaciated crew had performed prodigies of valour ; but they had yet to encounter calamities more serious and more dreadful. A few days after the action, a tremendous storm arose, in which the Hector lost her rudder, and all her masts. The leaks increased to such an alarming extent, that the hold was filled with salt water, and a great quantity of the provisions and fresh water was totally spoiled. This trying situation imperiously demanded the exertions of every individual on board ; but, to keep the pumps constantly going, was a task greatly beyond the ordinary powers of the sickly and deficient crew of the Hector to perform. Lieutenant Inman, for the safety of the whole, was under the necessity of resorting to pistols to enforce his commands, which, at this time, were more dreadful than death itself. Numbers of the crew were so exhausted, so completely worn out by incessant fatigue, that they dropped from their severe labours into the arms of death ; while others, on being relieved, lay down amidst the torrent of water which was thrown up, till they were again aroused to their duty.—To beings in such a situation, life can have no charm. What, then, must be the feelings of the officer, who, witnessing the rapid approach of his ship and men to destruction, finds the stimulus, which dire necessity alone compelled him to resort to, fail of its desired effect ! For a fortnight, intreaties, commands, and threats, were almost unavailingly made use of ; for a fortnight, Lieutenant Inman never enjoyed one hour's repose : to the few, on board, who were not absolutely indifferent to life, hope was nearly extinct ; some of the men preferring, even courting death, to a continuance of their hardships. The only remaining sail had been fothered, and drawn under the ship, in the forlorn hope of diminishing the influx of water, but without the slightest effect : the decks were sinking, and some of the beams of the orlop deck had actually fallen into the hold.

The sick died apace ; the small quantity of spirits, which, for some time, had kept the remainder of the crew from perishing, was exhausted ; and, for four days, they were reduced to the deplorable necessity of existing without either spirits or water. At this distressful period, a sail was providentially seen. Fully to estimate the value of such a discovery, is perhaps not possible, unless by those who have been in a situation precisely similar. Life, so late an object of indifference, is, all at once, desirable ; the idea of friends, of all that is dear, rushes upon the mind ; every link of nature is more firmly rivetted than before ; and the chain that unites us to the world is again complete. Such, at least, were the effects which the prospect of deliverance produced on the wretched sufferers of the *Hector*. The active impulse of hope invigorated their feeble frames ; and the pumps were once more manned, and worked with alacrity, till the approaching vessel came within hail.* She proved to be the *Hawke* snow, a letter of marque, belonging to Dartmouth, commanded by Captain John Hill, from Lisbon, and bound to St. John's, Newfoundland. She is thus minutely mentioned, because the conduct of her commander deserves to be commemorated in letters of gold. The distressed situation of the *Hector* was no sooner known to this humane and generous man, than, without calculating on the risk to which he and his crew might be exposed, he applied himself to her relief. He remained by her all night ; and, in the morning, he took Captain Bourchier, and all that survived (about 200) on board. Lieutenant Inman saw every man out of the *Hector*, before he quitted her ; and, in ten minutes after, she went down ! An escape more providential, or more critical, cannot easily be conceived.

For the accommodation of the crew of the *Hector*, Captain Hill threw the greater part of his cargo overboard ; a proceeding which was rendered necessary by the smallness of his ship. The *Hawke*, however, was still so much crowded, that only a certain portion of her new inmates could be allowed upon deck at a time ; an arrangement with which they cheerfully acquiesced. The evil most dreaded was that of famine ; as the provisions necessary for the

* On the 3d of October.

voyage, with a small crew, could but be sparingly issued to a greatly increased number. A suitable portion of meat, and only half a pint of water, became, consequently, the allowance of each man daily. At this proportion, the last cask of water was broached when land appeared; and, the wind proving favourable, the ship fortunately reached St. John's the same evening.*

When the late distresses of their visitors became known, the hospitality of the inhabitants was universal; every hand, and every house, were open to them. The seamen, considering Lieutenant Inman as their preserver, chaired him through the streets of St. John's, amidst the loudest plaudits of the populace, for the steady perseverance and courage which he had displayed during their trials; virtues through which, by the aid of providence, he had happily succeeded in restoring them to their friends and families.

From his great, and almost super-human exertions in the *Hector*, Lieutenant Inman, soon after his arrival in England, was attacked by a fever; but he fortunately recovered, and, a peace immediately ensuing, he sought, at his father's, a temporary enjoyment of that liberty and relaxation, which an eight year's absence had rendered greatly desirable.

At the time of the Spanish armament, relating to the possession of Nootka Sound, in 1790, his services were again called for, and he was appointed to the *Latona* frigate, Captain (now Admiral) Bertie. He remained in the *Latona* about a twelvemonth, when he was removed to the command of the *Pigmy* cutter, of 14 guns, stationed at the Isle of Man. To a young officer of spirit, such an appointment is very desirable and satisfactory: desirable, as it affords opportunities for the display of gallantry, not always to be

* The following anecdote, though it may perhaps shock the delicacy of the over fastidious reader, will forcibly illustrate the feelings which may be induced by a scarcity of what may be regarded as one of the essentials to our existence.—At the time that the crew of the *Hector* were on half-pint allowance of water, per day, on board the *Hawke*, Lieutenant Inman, a black servant, and another, received their respective proportions together. By some accident, the black put one of his feet into the mess-bowl where the water was; when, to prevent loss, his stocking, which had not been off for three weeks before, was wrung into the bowl, the contents of which were immediately afterwards drank!

obtained, on account of rank, in larger ships; satisfactory, as proving that zeal and abilities are not, at all times, unnoticed.

The Pigmy was not of the largest class of cutters, nor a very prime sailer: and though her commander was not fortunate in his captures—in consequence, perhaps, of the latter circumstance—a combination of events rendered the command, and the station on which she was employed, delightful. At this period, Lieutenant Inman formed a matrimonial alliance with Miss Dalby, the sister of Captain Dalby, of the royal navy. The civility and politeness which every officer on the Isle of Man station is sure to experience from the inhabitants, are almost proverbial. To Lieutenant Inman, the Athol family paid particular attention; an attention which every individual on the island seemed anxious to emulate. Perhaps this spot, so enchantingly delightful, both from the urbanity of its inhabitants, and the variety of its amusements, presented Lieutenant Inman with the happiest moments of his life. But, like all other human joys, they were destined to terminate. After remaining about two years at the Isle of Man,

“ The war, that for a space did fail,
Now trebly thundering swell'd the gale;”

and the commander of the Pigmy was removed into the Victory, the flag-ship of the commander-in-chief, then proceeding for Toulon. Active operations soon afterwards took place there;* and, as a reward for the indefatigable zeal which Lieutenant Inman displayed, Lord Hood appointed him to command *L'Aurore*, of 32 guns, one of the ships which he had assisted in bringing out of the harbour.† *L'Aurore* was immediately stationed against a battery, in the vicinity of Hieres, where she continued, for a long time, engaged in the most arduous duty. That the reader may form some idea of this duty, it will suffice to state, that she expended no fewer than 8000 balls during the first month, and 12,000 the second; the enemy rebuilding in the night, what the frigate had destroyed in the day. This, it is obvious, was no

* For the details of these operations, *vide* NAVAL CHRONICLE, Vol. II. pages 25, 102, 192, and 288.

† Captain Inman's post commission bore date October 9, 1794.

common service ; but Captain Inman had the credit of performing it completely to the satisfaction of the commander-in-chief.

After the evacuation of Toulon, l'Aurore sailed for Corsica, and then to Malta, where she took in thirty volunteers, to recruit her crew ; which, from having nearly eighty men short of her complement, was very weak. Thus strengthened, l'Aurore rejoined Lord Hood off Corsica, where she was ordered to receive on board a number of prisoners ; some of whom were those who had been taken by the Juno,* at Toulon, and others belonged to the army, their aggregate numerical amount greatly exceeding that of the crew. The prisoners were placed in the hold, and a certain number of them, as usual, admitted on deck at a time. This gave them an opportunity of observing the weakness of the ship, which suggested the idea of endeavouring to retake her. Fortunately, the scheme was disclosed soon after its formation ; some of the Maltese, faithful to their engagements, imparting it to the captain. The discovery was not made known, but measures were secretly taken, to crush the plan of the conspirators, the moment that its execution should be attempted. It had been ascertained, that, at a certain time, a French colonel, one of the conductors of the plot, was to come upon deck, to see whether every thing might be quiet, and favourable to their views. Orders were consequently given, for blowing his brains out, on his setting his foot on the first step of the ladder. Accordingly, on the appointed signal, the gunner, to whom this duty had been assigned, clapped a pistol to his head ; but it missed fire, and the colonel escaped with his life ; convinced, however, that the plot had been detected, and every preparation made to receive the conspirators. Of this they were farther assured in the morning, by the ring-leaders being put into irons, and their aiders and abettors confined in smaller bodies.

What rendered the intentions of the Frenchmen particularly nefarious, was, that the officers, who headed the conspiracy, had been treated, at the captain's table, more as brother officers and

* Sir Samuel Hood's interesting narrative of the escape of this ship, will be found in our memoir of that officer, NAVAL CHRONICLE, Vol. XVII. page 10.

friends, than as enemies and prisoners; necessity alone, from the short complement of the crew, being the cause of their being put below.*

Soon after this affair, l'Aurore was dismasted, near Corsica, when she put up jury masts, and made for Gibraltar. The prisoners now became exceedingly noisy, turbulent, and vexatious; and, previously to the ship's arrival at Gibraltar, one of them, a carpenter, was induced to bore a hole in her bottom. Fortunately, she reached her port in safety; when, as a just punishment for the mischievous conduct of the Frenchmen, she was placed under the batteries, in a depth of water just sufficient to allow her to sink, without risking her eventual loss. The officers and crew of l'Aurore all went on shore, and the Frenchmen were told, that they must administer the remedy themselves, for their own works. This, at first, they flatly refused; nor, until the water came up to their middles, did they make any effort to save themselves. The prospect of death, however, aroused their energies, and they applied to the pumps with the utmost activity. To many, it will be satisfactory to know, that it cost them several days hard labour, before the leak was got under. When that had been accomplished, they were delivered to the garrison, as prisoners, with a statement of their refractory conduct.

Captain Inman was removed from l'Aurore to the St. Fiorenzo, and, almost immediately after, to the Romney, which was ordered to England with convoy. Being in want of repairs, she was paid off on her arrival, and her crew turned over to another ship. Captain Inman consequently returned, once more, to enjoy the sweets of domestic life; but his retirement was short, as, in 1796, he received an acting order for the Lion, of 64 guns. Having remained in her about six months, his next ship was l'Espion, an old eight-and-thirty gun French frigate, which was ordered to the mouth of the Clyde, as a guard-ship. While sailing down Chan-

* On the morning after the detection of the plot, the colonel, while at breakfast with Captain Inman, exclaimed—"By Gur, Capitaine, I was very near kill, last night!"—"Yes!" retorted the captain, "I am only sorry he did not blow your brains out!"—The Frenchman shrugged up his shoulders, and was silent.

nel, for his appointed station, with Mrs. Inman and his family on board, l'Espion encountered a most severe gale, which, with great difficulty, she weathered, so far as to be able to reach Sheerness. There she was declared unfit to proceed again to sea, without a thorough repair; which, as she could not then receive, she was put in ordinary.

Captain Inman remained some time unemployed.—The next ship we find him in is the *Belliqueux*, immediately after the mutiny at the *Nore*.* That the *Belliqueux* was not one of the least conspicuous ships on that melancholy occasion, is sufficiently evident, from the fact of three of her men having been hung, and eighty punished, during the first two months. So precarious, indeed, did the officers conceive their situation to be, that Captain Inman, who, throughout this anxious time, evinced the most undaunted firmness, never lay down without a brace of pistols in his pocket, and another under his pillow. These trials, however, were surmounted; and Captain Inman's perseverance was rewarded, by the excellent behaviour of the ship's company, during the remainder of his command, which, in the whole, did not exceed six months.

Captain Inglis, the actual commander of the *Belliqueux*, having recovered from a serious indisposition, and rejoined his ship, Captain Inman was immediately appointed to the *Ramillies*, then one of the blockading squadron, off Brest, under the late Admiral Lord Gardner.† On this service he was employed, throughout the winter of 1798, struggling with continued gales, which, for their violence, the oldest seaman had never seen exceeded. The excessively hard duty which they occasioned, frequently obliged all hands to be upon deck, during the whole twenty-four hours.‡

Having braved these hardships—the common lot of seamen—till the beginning of the year 1799, Captain Inman was removed into

* Some interesting particulars of this mutiny will be found in our memoir of the late Admiral Lord Duncan, *NAVAL CHRONICLE*, Vol. IV. page 98, *et seq.*

† A memoir and portrait of this respected officer will be found in the VIIIth Volume of the *NAVAL CHRONICLE*, page 177; and a memoir and portrait of his son, the present Admiral Lord Gardner, are given in the XXIst Volume, page 357.

the *Andromeda* frigate, of 32 guns, one of the most beautiful models in the service, then cruising on the North Sea station.—Towards the close of the year, the *Andromeda*, with most of the ships on the same station, was hurried off to the relief of the Duke of York's army; in consequence of a convention entered into between his Royal Highness and General Brune, for the evacuation of Holland within a certain period.* The portion of the English army, brought off by Captain Inman, was the 20th regiment.—To those who are acquainted with the dislike which the officers of the navy entertain to the reception of troops on board—a dislike not to be wondered at, from the want of room for their accommodation, without interfering with the seamen, already sufficiently limited, and in a great degree, preventing that discipline and cleanliness which constitute the very life and soul of the service—it will be pleasing to learn, that Captain Inman's personal feelings were gratified by the presentation of a silver vase, from the officers of the 20th regiment, with an inscription, expressive of their high sense of his polite attention, urbanity, and gentleman-like behaviour to them, whilst on board the *Andromeda*. Memorials of this description are alike honourable to those who present, and to those who receive them.

Captain Inman was next occupied in the command of a squadron of cruisers, in the vicinity of the Elbe, for the purpose of checking the operations of the enemy in that neighbourhood. He afterwards proceeded to the blockade of Dunkirk, with two or three small frigates, besides the *Andromeda*. In addition to the gun-vessels, &c. stationary there, the enemy had, at that time, the following squadron ready for sea, in the harbour:—

	<i>Ships.</i>	<i>Guns.</i>	
Poursuivant	40	Commodore
Carmagnole	50	
Incorruptible	40	
Desirée	40 †	

To frustrate their intention of putting to sea, was Captain Inman's particular object.—After some time spent in this most irk-

* *Vide* memoir of the late Sir Andrew Mitchell, NAVAL CHRONICLE, Vol. XVI. page 103.

† The three 40-gun frigates carried 24-pounders on the main deck; and the *Carmagnole*, of 50 guns, 18-pounders.

some of all services, he conceived that it might be practicable to capture, or destroy, the enemy's frigates in the harbour. He accordingly submitted his plan for that purpose to the Admiralty; requesting that, if approved, a certain class of vessels might be placed under his command, to enable him to carry it into effect. The proposal met the approbation of Earl Spencer, who then presided at the Admiralty, and the required vessels, consisting of fire-ships, and small craft, were ordered to join the blockading squadron.

From the information of smugglers, Captain Inman had made himself acquainted with all the local impediments likely to be experienced, in this daring enterprise; and, every thing being in readiness, the attempt was made on the night of the 7th of July.* The intention was, for the fire-ships, after being well in, to grapple, and set fire to two of the frigates, farthest in the harbour, whilst the others should be boarded by different ships of the squadron. The Dart sloop of war, of 30 guns, Captain Campbell, stood in, in the most gallant manner, and, with intrepid bravery, boarded, carried, and brought off, after a desperate resistance, *la Desirée*, of 40 guns, and 350 men. The fire-ships followed; but the moment that the enemy discovered them to be in flames, they cut their cables, and stood down the inner channel, within the Braak sand; and, on the following morning, they regained their anchorage, without our ships being able to molest or cut them off.†

In the progress of this hazardous attempt, the commodore had a very narrow escape. In the darkness of the night, amidst the confusion of the enemy's gun-boats, which were every where employed, the *Vigilant* lugger, with Captain Inman on board, was mistaken, by one of the English squadron, for a French gun-boat. A broadside was consequently fired at her; but, fortunately, the guns were levelled too high, and the shot just cleared the crew; otherwise, she must have gone to the bottom. The watch-word was sung out, to prevent a repetition of the fire, and no harm was done.

* 1800.

† For the official, and other particulars of this enterprise, the reader is referred to the IVth Volume of the NAVAL CHRONICLE, pages 72 and 77.

The *Desirée* was brought out of the harbour within five minutes of the tide serving; and thus, so far, fortune crowned with success, one of the boldest efforts that was ever made for, before any decisive blow could be struck, towards the accomplishment of the grand object, the ships that went in had respectively to pass under a hundred gun battery, so close as to be charged by the sentries. The answer, however, was evaded; and the affair concluded, on our part, with very trifling loss.*

Impelled by motives of humanity, Captain Inman, the second day after the action, sent the wounded officer and men of the *Desirée* into Dunkirk, by a flag of truce; for which he received the thanks of the French commodore (Gastagné) and a regular receipt. †

Captain Inman's squadron then repaired to the Downs; after which, he had the honour of kissing his Majesty's hand upon the occasion, and was appointed to the *Desirée*, the trophy of his gallantry; ‡ in which, when she had received some necessary repairs, he proceeded to join the fleet at Yarmouth, under the command of Admirals Sir Hyde Parker § and Lord Nelson.

This fleet, destined for the attack upon Copenhagen, passed the Sound at the latter end of March, 1801, and anchored off the Danish capital on the 1st of April. ¶ The whole of the light

* One man was killed on board the *Dart*, and lieutenant M'Dermie and 10 men wounded. Six other men, belonging to the different vessels, were wounded. Excepting one midshipman, every officer of the *Desirée* was killed; and, together, her killed and wounded amounted to nearly a hundred.

† *Vide* NAVAL CHRONICLE, Vol. IV. page 77.

‡ Captain Campbell, of the *Dart*, was promoted to post rank, and appointed to the *Ariadne*.

§ Biographical memoirs of Sir Hyde Parker will be found in the Vth Volume of the NAVAL CHRONICLE, page 281, *et seq.*

¶ Lord Nelson's memoirs, accompanied by a portrait, will be found in the IIIrd Volume of the NAVAL CHRONICLE, page 157, *et seq.*; in the XIVth Volume, pages 386, and 497; and in the Xth Volume, pages 37, 138, and 222. References to a multitude of anecdotes, &c. relating to his lordship, will also be found in the preface of our XVth Volume.

¶ "On board the *Elephant* (Lord Nelson's ship, the night of the 1st of April was an important one. As soon as the fleet was at anchor, the gallant Nelson sat down to table with a large party of his comrades in arms. He was in the highest spirits, and drank to a leading wind and to the suc-

vessels, and six heavy ships, under Lord Nelson, went round the sands, and to the southward; whilst the other division, under Sir Hyde Parker threatened the town and harbour to the northward.* In this sanguinary conflict which ensued, on the 2d of April, when victory was dubious, even at the cessation of hostilities, *la Desirée* in Lord Nelson's own words, "performed the greatest services" and we are enabled to state, on the authority of an officer in the *Monarch*, the ship which suffered most in the action, that her fire was so astonishingly incessant, that the *Monarch's* men kept exclaiming—"Look at the frigate! Look at the frigate!" † *La Desirée*, though stationed against a battery on shore, was particularly fortunate, as to the smallness of her loss; having only our men wounded, including her first lieutenant, Mr. King. She was shot from the battery raked her; but, as the guns were most pointed too high, the injury which she sustained was chiefly confined to her masts. ‡

Almost immediately after the action, *la Desirée* grounded, and

cess of the ensuing day Captains Foley, Hardy, Freemantle, Riou, Inman, his lordship's second command, Admiral Graves, and a few others to whom he was particularly attached, were of this interesting party; from which every man separated with feelings of admiration for their great leader, and with anxious impatience to follow him to the approaching battle."—*Vide Mr. Ferguson's memoranda in CLARKE and M'ARTHUR'S Life of Lord Nelson, Vol. II. page 267.*

* This service is properly elucidated, by a chart of the Sound, Copenhagen, &c. given in the Vth Volume of the *NAVAL CHRONICLE*, page 312.

† "About one P.M. says Mr. Ferguson, in his *memoranda*, from which we have already quoted, "few if any of the enemy's heavy ships and praams had ceased to re. The *Isis* had greatly suffered by the superior weight of the *Proveste's* fire, and if it had not been for the judicious diversion of it, by the *Desirée*, Captain Inman, who raked her, and for other assistance from the *Polyphemus*, the *Isis* would have been destroyed."

‡ In addition to the historical and official details of the battle of Copenhagen, given in our Vth Volume, pages 334 and 351, much information will be found, in our memoirs of the following officers, engaged on the occasion:—Sir T. Graves, Vol. VIII. page 371; Sir T. B. Thompson, Vol. XIV. page 14; Lord Nelson, Vol. XIV. page 391; Admiral Domett, Vol. XV. page 12; and Admiral G. Murray, Vol. XVIII. page 189.

remained fat during nearly two days ; owing to the extreme difficulty of the navigation, occasioned by the buoys having been removed by the Danes. Preparations were consequently made for destroying her ; but, some favourable circumstances intervening, she was ultimately got off without any material damage.

Captain Inman remained in *la Desirée*, till the return of the armament to England, and the termination of hostilities with France. His ship was then ordered to fit out for the West Indies ; but, as he had no wish to proceed thither, in a period of inactivity, he passed the temporary calm, produced by the peace of Amiens, with his family.

On the renewal of hostilities, Captain Inman was one of the many gallant officers who solicited employment ; and only a short time had elapsed, when he was appointed to the *Utrecht*, flag-ship, in the Downs. This was a station by no means suitable to his active mind ; a fact strongly felt by himself, and equally well known to that general friend of the navy, Lord Melville. If we may be allowed the digression, it is not hazarding too much, to say, that, whatever difference of opinion may be entertained of his lordship, by others, there is only one sentiment experienced towards him, throughout the navy—that of affection—for, both during the time that he was in office, and since his retirement, he has most earnestly exerted himself in its behalf ; most correctly, and most fully appreciating its merits ; and its wishes. Were it not, that we have no wish to obtrude a political opinion, we also, perhaps, might be tempted to say, that, had his Lordship's case been clearly understood by the public, and fairly treated by his judges, the country, in all probability, would have been deprived of his services at the Admiralty only by his death.

Considering his Lordship's discernment, then, it cannot be matter of surprise, that one of the bravest officers in the profession should be removed to a command more congenial with his feelings, than the ceremonious one of a flag-ship. One of the very last public acts of Lord Melville, was the appointment of Captain Inman, from the *Utrecht*, to the *Triumph*, as fine a 74 as any in the service.

Captain Inman immediately proceeded to join that ship, which was undergoing some slight repairs at Plymouth ; and from thence

he sailed for Cork, destined to command the expedition then preparing for the Cape of Good Hope. A great part of General Sir Eyre Coote's baggage was actually on board, when the *Triumph* received an order immediately to join the Channel fleet; some movements of the enemy requiring an additional force, and the *Triumph* being one of those ships, whose superior qualities, particularly in sailing, were eminently desirable.

Admiral Cornwallis* shortly afterwards ordered the *Triumph*, and three other ships, off Rochefort, to blockade a small squadron of the enemy's line-of-battle ships. Captain Inmar continued thus employed, till the French and Spanish fleets, in Ferrol, indicated preparations for immediate sailing; when Admiral Sir Robert Calder, who was then blockading that port, ordered the four line-of-battle ships, off Rochefort, to join him. In this situation were the enemy's fleets:—the Rochefort squadron, of five sail of the line, to the eastward; and the Ferrol squadron, of fifteen sail of the line, in that port, ready for sailing, the moment that the French fleet should appear; forming, of themselves, a force vastly superior to that of the British. Thus circumstanced, Sir Robert Calder descried the Brest fleet, greater in number, by five sail of the line, than his own, besides a superiority in frigates. Fearful as the odds were, he immediately prepared for an action, the progress and result of which are already recorded in the NAVAL CHRONICLE. †

It is much to be regretted, that any opinion which might be entertained of the admiral's conduct—hard and undeserved as that opinion is generally considered to have been—should, in its consequences, have implicated the courage of the officers and seamen; who certainly never fought better, or under greater disadvantages, leaving out of the question their disparity of numbers. To defeat the enemy, and to capture two sail of the line, were deserving of something like approbation; yet, what plaudits, what congratulations, what exultations for the successful efforts of their prowess, on that day, were ever heard? None! Their merit was never

* A portrait and memoir of this officer will be found in the VIIth Volume of the NAVAL CHRONICLE, page 1.

† *Vide* Vol. XIV. pages 163, 168, and 170; and Vol. XVII. page 99, *et seq.*

acknowledged; the meed of applause was never bestowed; and both officers and seamen were almost induced to believe, that they—that the British fleet—had been defeated; that they had not behaved with the same firmness and resolution, which former times had so proudly witnessed! All seemed questionable, when no cheering acclamation from their countrymen greeted their return to England.

In this gallant action—for such we must be permitted to term it, since every ship did her duty—the *Triumph* was a material sufferer; her bowsprit and main-mast being much wounded, her fore-mast sprung, her driver-boom carried away, her sails and rigging much cut, and two of her thirty-two pounders, and four carro-nade slides, rendered unserviceable.* Her masts and rigging, however, were secured for the moment; and the *Triumph* and the *Defiance*, from their superiority of sailing, were the two windward ships, and about mid-way between the hostile fleets. The French, not chusing to bring the English to action, were soon out of sight.

One of the consequences of this action was, the trial of Sir Robert Calder.† The advantages derived from the engagement seemed to have been forgotten; and the admiral was tried, and censured for an error of judgment, after obtaining a victory.‡ Captain Inman's answer, however, to the question from the

* *Vide* NAVAL CHRONICLE, Vol. XVII. page 100.

† *Ibid.* Vol. XV. pages 79 and 162.—The subject is also fully, and, we trust, fairly treated of, in our memoir of Sir Robert Calder, Vol. XVII. page 99, *et seq.* Some *addenda* to that memoir lie before us, and will appear, if possible, in a subsequent part of the present Volume.

‡ We cannot but consider, that the disappointment of the public mind in not hearing of any farther success of Sir Robert Calder, was chiefly excited by that very reprehensible practice, which we have so frequently had occasion to condemn, of mutilating the *letters on service*. Had the official despatch of Sir Robert Calder, to Admiral Cornwallis, appeared in the gazette, as it was addressed to the commander-in-chief, (the important difference from which may be seen, by referring to the XIVth Volume of the NAVAL CHRONICLE, page 163, and to the XVIIth Volume page 105) the disappointment could not have been material: as it was, expectations were excited at home, which were never warranted, or even felt, by Sir Robert Calder.

Court—"Why he did not inform the admiral of his crippled state?"—ought never to be forgotten. "I did not think that," said he, "a proper time to trouble the admiral with my complaints;"—an answer which evinced the inherent spirit of a British seaman.

After the court martial, Captain Inman rejoined the *Triumph*, and sailed under Sir Richard Strachan, on a cruise off the Western Isles. Illness unfortunately induced him to relinquish the command of that ship, for the *Sea Fencibles*, at Lynn; where he remained two years, till Lord Mulgrave, unsolicited, made him the offer of an appointment, as naval commissioner, at Madras.

To those who are acquainted with the extent of the various and important duties of a resident commissioner, the independence and integrity of Captain Inman must appear in a high and interesting light; for, in addition to its being unsolicited, the trust was reposed in him, without even a personal knowledge on the part of Lord Mulgrave.

These circumstances, and the manner in which his lordship offered the appointment for his acceptance, left him no alternative; and Captain Inman sailed for Madras, in the *Clorinde* frigate, on the 22d of February, 1809. He reached that settlement on the 4th of July; and, on the 15th of the same month, he fell a victim to the climate.*

Captain Inman's coxswain, who accompanied him to India, gave him a character, perhaps the most enviable that a naval commander can receive—"That thousands of British seamen would shed tears for their loss on that day!"

HERALDIC PARTICULARS:

Captain Inman was born about the year 1762; consequently, at the time of his death, his age must have been 47. He married; as we have already stated, Miss Dalby, sister of Captain Dalby, of the royal navy; by whom he has left a most amiable daughter, about seventeen, and a son.—Mrs. Inman and her family at present reside at Reading, in Berkshire.

* *Vide NAVAL CHRONICLE*, Vol. XXIV. page 439.

NAVAL ANECDOTES, COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN GURGITE VASTO.

AMERICAN EXPEDITIONS.

THE Government of the United States has recently sent out an expedition by sea, and another by land. The former sailed to the southward, for the purpose of doubling Cape Horn, of traversing the Pacific, and reaching the Columbia. The latter was to proceed westward, to follow the Missouri, to cross the great ridge of mountains, and to arrive at the same river by this long, though, in point of actual distance, much shorter route. The expedition of Captain Merewether Lewis (noticed in former Volumes of the NAVAL CHRONICLE) was only preparatory to the present, which is to settle a new colony either in the bay of the Columbia, or more probably at its mouth or on its shores—a colony which will perhaps hereafter conduct a vast trade with different parts of the East. The naval expedition conveyed stores and necessaries for the settlement of the new colony. A principal object in view is to open a communication between the Missouri and the Columbia; or, in other words, between the Atlantic and Pacific, with as short, or as commodious a carrying place over the mountain tract as can possibly be found. The great obstacle, indeed, to an extensive intercourse between the eastern and western sides of the North American continent—an obstacle which time only can surmount, and after all imperfectly surmount, is the intervening ridge of mountains, which is broad, and supposed to be free from snow only about three or four months in the year. These months will therefore be hereafter busy months for the transport of commodities. The want of roads of culture, and of population, time and industry will remedy; and that the Anglo-Americans will hereafter carry on across the Pacific a vast and lucrative commerce with China and Japan, in spite of the present timid and jealous character of their governments, can scarcely be doubted.

LOSS OF THE SEA VENTURE.

SURJOINED to an account of various other naval disasters, occasioned by one of the severe gales which took place in the month of November, 1810, one of the Boston papers contains the following statement:—

“The old ship the Sea Venture, belonging to the port of Whitby, was in this gale wrecked on Holbeach Marsh, after having weathered the storms of a hundred years. She was built in the reign of Queen Anne, (we state this from good information) and has been a constant trader from Whitby to London, during the long period intervening to the present year. By the gales which prevailed a fortnight ago, she was for the first time compelled to run for Boston Deep; and the subsequent tempest has wrecked her on

a new shore. The crew with great difficulty landed on the Marsh from the boats, almost perished."

MATHEMATICAL DISCOVERY.

THE following piece of intelligence will probably excite curiosity in a greater degree than it will, at present, gain credit. We are not ourselves such amateurs of mathematics as to desire to be present at the demonstration which the *Sieur Cioffo* promises—but we wish all the epicures of the science were there with all our heart :—

"*Leghorn, July 29.*—*Sieur Pascal Cioffo*, painter, architect, and geometrician, resident in this city, conceives he has discovered the famous problem of the squaring of the circle, and proposes to demonstrate it in an assembly of the mathematicians. He has invited all the professors of physics and mathematics to be present at his demonstration, and to pronounce their judgment upon it."

REMARKABLE ADVENTURES OF JOHN BRUCE.

THE following extraordinary account is copied from an East India paper, under the date of Calcutta, May 10, 1809 :—

"A Princess of New Zealand, one of the daughters of *Tippahee*, has arrived within these few days in Calcutta, accompanied by her husband, an Englishman, of the name of *Bruce*. As the adventures of this couple are curious, and have excited a general interest, our duty to the readers of our paper, required that we should collect some authentic outline of their story; its principal points, we believe, are embraced in the subjoined narrative :—

"*George Bruce*, son of *John Bruce*, foreman and clerk to *Mr. Wood*, distiller, at Limehouse, was born in the parish of *Ratcliffe-highway*, [St. *George's* in the East] in 1779. In 1789 he entered on board the Royal Admiral *East Indiaman*, *Captain Bond*, as boatswain's boy. Sailed from England, for *New South Wales*, and arrived at *Port Jackson*, in 1790, where, with the consent of *Captain Bond*, he quitted the ship, and remained at *New South Wales*.

"At *Port Jackson*, *Bruce* entered into the naval colonial service, and was employed for several years under *Lieutenants Robins*, *Flinders*, and others, in exploring the coasts, surveying harbours, head-lands, rocks, &c. During this time *Bruce* experienced various adventures, which do not come within the design of this narrative. After being thus employed for several years, in vessels of survey, he was turned over to the *Lady Nelson*, *Captain Simmonds*, a vessel fitted up for the express purpose of conveying *Tippahee*, King of *New Zealand*, from a visit, which he made to the government of *Port Jackson*, to his own country. The King embarked, and the *Lady Nelson* proceeded on her destination. During the passage, *Tippahee* was taken dangerously ill, and *Bruce* was appointed to attend him; he acquitted himself so highly to the King's satisfaction, that he was honoured with his

special favour; and, on their arrival, the King requested that he should be allowed to remain with him at New Zealand, to which Captain Simmonds consented, and Bruce was received into the family of Tippahee.

“ Bruce spent his first few months in New Zealand in exploring the country, and in acquiring a knowledge of the language, manners, and customs of the people. He found the country healthy and pleasant, full of romantic scenery, agreeably diversified by hills and dales, and covered with wood. The people were hospitable, frank, and open; though rude and ignorant, yet worshipping neither images nor idols, nor aught that is the work of human hands; acknowledging one Omnipotent Supreme Being.

“ As the King proposed to place the young Englishman at the head of his army, it was a previously necessary step that he should be tattowed, as, without having undergone that ceremony, he could not be regarded as a warrior. The case was urgent, and admitted of no alternative. He therefore submitted resolutely to this painful ceremony; and his countenance exhibits a master specimen of the art of tattowing.

“ Being now tattowed in due form, Bruce was recognized as a warrior of the first rank, naturalized as a New Zealander, received into the bosom of the King's family, and honoured with the hand of the Princess Actoekoe, the youngest daughter of Tippahee, a maiden of 15 or 16 years of age, whose native beauty had probably been great, but which had been so much improved by the fashionable embellishments of art, that all the softer charms of nature, all the sweetness of original expression, are lost in the bolder impressions of tattowing.

“ Bruce now became the chief member of the King's family, and was vested with the government of the island.

“ Six or eight months after his marriage, the English ship Inspector, the Ferret, South Sea whaler, and several other English vessels, touched at New Zealand for supplies, and all of them found the beneficial influence of having a countryman and friend at the head of affairs in that island. They were liberally supplied with fish, vegetables, &c.

“ Our Englishman and his wife were now contented and happy, in the full enjoyment of domestic comfort, with no wants that were ungratified. Blessed with health and perfect independence, Bruce looked forward to the progress of civilization, which he expected to introduce among the people with whom, by a singular destiny, he seemed doomed to remain during his life. While enjoying these hopes, the ship General Wellesley, about twelve or fourteen months ago, touched at a point of New Zealand, where Bruce and his wife chanced to be. This was at some distance from the King's place of residence. Captain Dalrymple applied to Bruce to assist him in procuring a cargo of spars and benjamin, and requested specimens of the principal articles of produce of the island, all which was cheerfully done. Captain Dalrymple then proposed to Bruce to accompany him to North Cape, distant about 25 or 30 leagues, where it was reported that gold dust could be procured, and Captain Dalrymple conceived that Bruce might prove useful to him in the search for the gold-dust. With great reluctance; and after many entreaties, Bruce consented to accompany Captain

Dalrymple, under the most solemn assurances of being safely brought back, and landed at the Bay of Islands. He accordingly embarked, with his wife, on board the General Wellesley, representing, at the same time, to Captain Dalrymple, the dangerous consequence of taking the King's daughter from the island; but that fear was quieted, by the solemn and repeated assurances of Captain Dalrymple, that he would, at every hazard, reland them at the Bay of Islands, the place from which they embarked. Being at length all on board, the Wellesley sailed for the North Cape, where they soon arrived and landed. Finding that they had been entirely misinformed as to the gold-dust, the Wellesley made sail, in order to return to New Zealand; but the wind becoming foul, and continuing so for 48 hours, they were driven from the island. On the third day the wind became more favourable, but Captain Dalrymple did not attempt to regain the island, but stood on for India. Bruce now gently remonstrated, and reminded him of his promises; to which Captain Dalrymple replied, 'That he had something else to think of than to detain the ship by returning with a valuable cargo to the island; besides, he had another and better island in view for him.'

"On reaching the Feegee, or Sandalwood islands, Captain Dalrymple asked Bruce if he chose to go on shore, and remain there? which he declined, on account of the barbarous and sanguinary disposition of their inhabitants. Captain Dalrymple desired that he would choose for himself; and then took from him several little presents, which he himself and his officers had given to him at New Zealand; these now were given to the natives of the islands in the boats then alongside the vessel.

"Leaving the Feegee islands, they steered towards Sooloo, visiting two or three islands in their passage; but the limits of this narrative do not admit of giving any account of the occurrences at those places, though they are not devoid of interest.

"After remaining four or five days at Sooloo, they sailed for Malacca, where they arrived in December last. At Malacca, Captain Dalrymple and Bruce went on shore. The latter was anxious to see the governor, or commanding officer, to state his grievances; but as it was late in the evening when he landed, he could not see him till the following morning, by which time Captain Dalrymple had weighed from Malacca Roads, leaving Bruce on shore, and carrying off his wife on board the Wellesley, to Penang.

"Bruce acquainted the commanding officer of Malacca with his case, and expressed his wish to regain his wife, and to return with her to New Zealand. The commanding officer endeavoured to console him, desired that he would patiently wait at Malacca for a short time, as some ships might probably touch there on their passage from Bengal to New South Wales, by which he would procure a passage for himself and his wife; and that, in the mean time, he would write to Penang, desiring that his wife should be returned to her husband at Malacca.

"After waiting for three or four weeks, accounts were received of Captain Dalrymple's arrival at Penang; upon which Bruce obtained the commanding officer's permission, and left Malacca in the Scourge gun-brig for

Penang, where, upon his arrival, he found that his wife had been bartered away to Captain Ross. On waiting upon the governor of Penang, he was asked what satisfaction he required for the ill treatment he experienced? Bruce answered, that all he wanted was to have his wife restored, and to get a passage, if possible, to New Zealand. Through the interference of the Governor, his wife was restored to him. With her he returned to Malacca, in hope of the promised passage to New South Wales; but as there was no appearance of the expected ships for that port, he was now promised a passage for himself and his wife to England in one of the homeward-bound Indiamen from China. By getting to England, he hoped from thence to find a passage to New South Wales; but the China ships only anchored in Malacca Roads for a few hours during the night, so that he had no opportunity of proceeding by any of the ships of that fleet. He then entreated the commanding officer to get him a passage in the Sir Edward Pellew to Penang, where he hoped to overtake the Indiamen. A passage for himself and his wife was accordingly provided on board the Pellew; and on his arrival at Penang he found the Indiamen standing still there; but he could not be accommodated with a passage to Europe without the payment of 400 dollars. Not having that sum, and without the means to raise it, he came on with the Sir Edward Pellew to Bengal, where he and his wife, the affectionate companion of his distress, have been most hospitably received, and where their hardships and long sufferings will be soothed and forgotten in the kindness that awaits them. Opportunities will probably occur, in the course of a few months, of a passage to New South Wales, from whence they will find no difficulty in regaining New Zealand."

* * It will be gratifying to the reader to be informed, that Bruce and his wife have since reached New Zealand in safety.

LIFE-BOAT.

IN the storm on 29 December, 1810, the Hoylake life-boat, in attempting to succour the people on board the ship Traveller, driven on shore in the Mersey, was overwhelmed by a dreadful sea, and eight out of ten of her crew were unfortunately drowned. The bodies were found the same day, and carried to their respective homes, where a scene of misery was witnessed which defies all power of expression. The deceased were all near neighbours, and lived in a small village called the Hoose, near Hoylake, in the most brotherly kindness; these brave fellows were the flower of the Hoylake fishermen, and had always displayed the greatest promptitude and alacrity in assisting vessels in distress; nor could England boast a set of braver men, or more adventurous sailors. They have left large families totally unprovided for, but the hand of benevolence will, we doubt not, be stretched forth for their relief.

SETTLEMENT OF ACCOUNTS.

THE master of an American merchant vessel at Cadiz having requested the captain of a British man-of-war to take out of her a refractory English

seaman (who, by the way, had one of those certificates of his being an American subject, so easily obtained in America), the officer applied for the man's wages, which *Jonathan* discharged by the account, of which the following is a literal copy from the original:—

JOHN LEVEY, to the SHIP *FABIUS*,—*Dr.*

Aug.

1810.

	Dollars.	Cents.
3. To a month's advance	28	0
13. To my travelling expenses to go to Philadelphia after you, when you ran away with the ship's boat	3	0
To the Squire for a writ to apprehend you	0	25
To two Constables to apprehend you on a very tempestuous night	5	0
14. To the Squire's fee of office	0	50
To cash advanced you at the Squire's office to pay a debt that you were sued for	0	25
To cash paid two Constables to commit you to prison until an opportunity offered to send you on board ..	0	50
15. To coach-hire to Newcastle for you, the Constable, and myself, at 150-100 each	4	50
To your travelling expenses	0	50
To the Constable's dinner and Squire, &c.	1	0
To coach-hire for the Constable back to Philadelphia ..	1	50
To his expenses back to Philadelphia	0	25
To goal fees paid for you	1	0
To the Constable to go with you to Newcastle	3	0
To three gallons of rum at Newcastle	3	0
	52	25

(E.E.) JOHN DALY.

EXTRAORDINARY CRUISE.

Extract from the Log-book of the Mary Anne Clarke privateer, of London, Captain Dowler.

1st May, 1806.—Sailed in company with the *Duke of York* man-of-war, on a voyage to the island of Cythera. Wind and tide propitious.

11th.—Parted company in a squall—Mother Carey's chickens flocking about and almost darkening the horizon. Cast off and fell to leeward upon a strange shore.

12th, and up to the 10th December.—Experienced almost continually adverse winds, sometimes approaching to a hurricane. From that period until the summer of 1807, dreadful blowing weather—scarcely a rag of sail left—ship often aground, got off with great difficulty.

July, 1803.—Missed stays, and stranded off Hampstead, between the

shoals of Poverty and Cape Desire. Crew deserted. Not a stick standing.

July 10.—Examined the vessels; timbers good; bottom sound; fished up a jury-mast, with a rag of sail, and worked off along shore, *Wright* a-head for Bedford-place.

Nov. 18.—Some pirates hove in sight—kept a sharp look out. The *Taffy* Welch privateer, Captain Wardle, of and from Oakhampton, came alongside. Being apprized of our distress, sent some cheese and leeks on board, with a few bottles of brandy, found on overhauling his lockers.

Nov. 27.—Put into Westbourne-place.

Dec. 1.—Weighed anchor—and sailed in company with the *Taffy* privateer, the *Dodd* and the *Glennie*, two armed transports, laden with ordnance stores.—At half-past 2 P.M. fell in with two merchantmen, the *Francis Wright* and *Daniel Wright*, with large cargoes of mirrors, Turkey carpets, sofas, and other stores on board.

Dec. 2.—Received a supply of necessaries, and other stores, from the merchantmen, for which the captain of the *Taffy* gave bond.

Dec. 26.—Ship quite new rigged, and in excellent trim, pressed with all her crew on board, by the *Taffy*, for a cruise, in company with the *Dodd* and the *Glennie*, on the Kentish coast, to reconnoitre the Martello Towers.

Dec. 27.—Hailed at sea by the *Taffy*, and informed that the *Duke of York* man-of-war was engaged in an illicit trade, and that it would be a glorious work if the squadron were to attempt to cut her out from her station.

Dec. 28.—Shaped our course accordingly.

Feb. 1, 1809.—Came in sight of the *Duke of York*. She was lying like a ship in ordinary, with her ports down, in fancied security, under the great guns of Rotten-row. The *Taffy* led the van, but a shot from the *Sheridan*, which hove in sight, induced her to haul her wind, and slacken her fire—The *Mary Ann*, which was close astern, now came up and raked the *Duke of York*, then ranging alongside; she kept up a galling fire, which obliged him to cut and run among the breakers, where that gallant vessel was wrecked and deserted by the crew:

August 18.—Received 10,000*l.* prize-money for the destruction of the *Pamphlet*—fitted out the vessel in capital style, with new rigging complete, and entire new copper sheathing to the bottom—cabin beautifully furnished with Turkey carpet, bronze and gold mirrors, extending the whole length between decks, in which to see your face, and sofas to loll upon.

August 19.—Fell in with the two merchantmen, commanded by Francis and Daniel Wright, who hailed the *Taffy*, and demanded payment of the bond. Captain of the *Taffy* hauled his wind, and fired a stern chaser, in token of defiance. The *Mary Ann*, enraged at this piratical procedure, ranged alongside the merchantmen, and fired a shot at the *Taffy*, which brought him to, and he struck his colours.

August 20.—Parted company, and moored safe off Westbourne, with the two merchantmen.

Dec. 11.—At day-light, descried some strange sail in the offing. On nearing, they proved to be an enemy's squadron, in order of battle, consisting of the *Taffy* flag-ship, Captain Wardle; the *Dodd* and the *Glennie*.

Ten, A.M.—Prepared to weigh anchor, and bring our broadside to bear upon the enemy, but in vain. Had not a breath of wind, and could not point a single gun, while the *Taffy* and her consorts came down with a swelling sail, thundering upon us. In this extremity, the crew of the *Mary Ann Clarke*, all gallant souls, formed a desperate resolution. They manned her boats, and having boarded the *Taffy* and her companions, pointed their own guns into their holds, and sunk them with their own weapons; with the exception of the *Taffy*, which blew up with a terrible explosion, and what is most singular, upon the very ground upon which the *Duke of York* was lost.*

ORDNANCE EXPENSES.

THE following is an account of the particulars of the expense incurred, since the commencement of the present war, in building, repairing, and making fortifications, martello towers, and the purchase of lands connected with the aforesaid matters, throughout the United Kingdom, to the 5th January, 1809:—

North Britain	£ 16,334	18	10½
Northern district	3,753	0	7½
Yorkshire District	9,406	10	6½
Eastern District	141,496	15	7
Thames Division	5,234	1	0½
Medway Division	716,935	13	1
Southern District	868,640	3	8½
Portsmouth Division	150,998	1	10½
Plymouth Division	42,756	12	10½
Severn District	3,865	4	8
Ireland	154,419	19	11½
Guernsey	47,037	7	6½
Jersey	78,874	5	8

J. HADDEN, C. ASTLEY COOPER, M. SINGLETON.

Office of Ordnance, 13th June, 1810.

MIRACULOUS ESCAPE.

On the 27th of July, 1810, H. M. S. *St. George*, commanded by Captain, now Admiral T. Bertie, then cruising in the Bay of Biscay, carried away her main-top and top-gallant-mast, in a heavy squall, by which accident a

* *Nota Bene*.—His Royal Highness the Duke of York was lost, by neglecting to pay Mrs. Clarke her annuity; and Mr. Wardle has since been lost by refusing to pay her upholsterer's bill.

man who was looking out at the jacks was precipitated into the main hold, the hatches being off, and to the extreme astonishment of every person in the ship, escaped unhurt. In his fall he struck against another man who was standing on the skids, and carried him down with him; but he, poor fellow, was almost dashed in pieces, having both his arms, right thigh, and collar bone broken. The man who escaped is named John Houndworth, and is still on board of her. The height was 250 feet.

GALLANT ACTION.

A MORE gallant action than that recorded in the following letter, has not been fought by a merchant ship against the enemy's privateers this war, nor in any preceding one. The Lords of the Admiralty have, in consequence, been pleased to express to the committee for managing the affairs at Lloyd's, their lordships' satisfaction at the gallantry exhibited on this occasion, and their intention to grant to each of the crew of the Cumberland, as a mark of their lordships' favour, a protection from the impress for the term of *three years*.

“ Deal, January 15.

“ Sunday night the ship Cumberland, Barrett, master, arrived in the Downs from Quebec, under a jury foremast and bowsprit, having pitched her bowsprit and foremast away in a heavy gale of wind off the banks of Newfoundland. From seven till eight o'clock on Sunday morning, she was attacked by four French lugger privateers, between Dover and Folkestone, the first of which hailed to know if he wanted a pilot; Captain B. having suspicion of her, replied in the negative: immediately after another privateer ordered him to lay back his main-yard, and the whole of them commenced a fire of musketry, and two of them ran alongside and boarded the Cumberland, previous to which the captain had ordered all the ship's crew into the cabin; they being armed with their boarding pikes. As soon as about twenty men came on board, the captain ordered the ship to be sheered off from the privateers, leaving the Frenchmen no good retreat; and on the ship being boarded, the privateers ceased firing: in the mean time the ship's company rushed forward and cleared the deck; the greatest part of the boarders being killed, and the remainder jumped overboard. Immediately after, another came alongside, and told the captain they would give no quarter; on hearing this, the ship's company cheered them, and they were boarded and cleared in like manner. This was repeated three times afterwards, with the like success on the part of the ship's crew, and their taking three prisoners, two of whom were wounded, and one has since died of his wounds. Immediately after this, Captain Barrett discharged three of his carronades loaded with round and cannister shot; the first was seen to carry away the mainmast of one of the privateers, and the second carried away the bowsprit of another, and it was supposed destroyed many of the men, as they were heard to cry out, and the shots were heard to strike the vessel. They then made off, and the Cumberland proceeded for the Downs. We are sorry to say Mr. Coward, chief mate,

is wounded in the shoulder, and that one man on board the *Cumberland* has died of his wounds. The loss on the part of the enemy is supposed to be nearly 60. Captain B. killed three himself, one of which he was obliged to put his foot on to extricate his pike.

“This is supposed to be the most gallant defence made by any merchant ship during the war; as her crew consisted only of twenty-six men, and those of the privateers, according to the prisoners’ statement, to 270 men.”

EXTRAORDINARY SENTENCE OF A COURT MARTIAL.

DURING the course of the last summer (1810) a young gentleman, a midshipman of H. M. S. *Edgar*, Captain *Paints*, then cruising in the *Belt* for the protection of our convoy, having been disgraced for some offence, was sent to row guard during the night; and, wishing by every means in his power to recover the favour of his captain, he unfortunately landed on the island of *Sayer*. To this he was induced by the honourable hopes of distinguishing himself, and recovering his former situation. According to his expectations, he fell in with a party of Danish soldiers, whom with the utmost gallantry he attacked and defeated, but unfortunately had one man killed; not finding any vessels which he could carry off, he re-embarked, carrying with him some fowls, and two sheep. On his return on board, he was immediately put under arrest, both legs put into irons; and after remaining in that condition 14 days, was tried by a court martial, of which Rear-admiral *Dixon* was president, and the following very severe and extraordinary sentence passed upon him, which was executed with the utmost rigour, viz. “And the Court do hereby sentence you to be stripped of your uniform publickly on the quarter-deck—mulcted of all your pay—rendered incapable of ever serving his Majesty as an officer—and, finally, on the arrival of your ship in England, you are to be drummed ashore.”—Although the conduct of the midshipman was certainly exceedingly improper, and wholly inconsistent with the standing orders of the service, yet surely, in consideration of his youth, his eminent gallantry on several occasions, particularly in the capture of the gun-boats by the boats of the fleet under the orders of Captain *Martin*, in the Gulf of Finland, the Court might have passed a more lenient sentence than one which has essentially blighted his promotion in the most honourable of services, that of his King and Country.

CORRESPONDENCE.

MR. EDITOR,

January 16th, 1811.

THE enclosed is a copy of a letter, which was addressed, and sent in July last, to the Right Hon. Charles Yorke, the First Lord of the Admiralty, (together with a copy of one sent to Lord Mulgrave (the late General

of the Admiralty) which appeared in the *NAVAL CHRONICLE** for January, 1810) hoping that he would have taken the grievance alluded to in that letter into his consideration, and granted the redress required. His not having done so, may probably in some measure be accounted for, he also being a kind of military character, (that is, colonel of a militia regiment) and would be envious of the naval officers obtaining those honorary distinctions that have so long unjustly been withheld from them. It is most extraordinary that the naval men who form a part of the Board of Admiralty (and who on a certain occasion were termed naval advisers) have not long ere now, had sufficient influence (at least they have not exerted it) to see the navy in all and every possible way (according to their different ranks) made as respectable as the (army) artillery, or any other branch of the military. I have no need to mention that they are in every respect equally deserving, which the public are well aware of.

It is now a favourable moment, and I would earnestly recommend to the officers aggrieved, to memorial the Prince Regent, who, from his known honourable and just character, would most readily redress their grievances.

I request you will have the goodness to insert the enclosed letter in your next number, as it will prove to the public how little the interest of naval officers is attended to, whose exertions and services every hour grow of more consequence and importance to the nation.

If, Sir, you judge it proper, you may also insert this in your *CHRONICLE*, and you are at liberty to make any alterations in it you may think necessary.

I am, Sir, your most obedient servant,

A SINCERE FRIEND TO REAL MERIT.

(COPY.)

SIR,

London, July 28th, 1810.

Presuming that your highly cultivated genius will dictate to you the necessity of avoiding the errors which your predecessor in office fell into, from that mean jealousy of the glory of our navy, which is too frequently cherished by military men of contracted minds: and as it must be a most desirable object with you to obtain the respect of naval officers in general, I beg leave to recommend to your perusal a letter which appeared in the *NAVAL CHRONICLE* for January, 1810,* by which you will perceive how much they would be gratified by being put upon the footing with the army in their uniform; which, it must be obvious to every one, does but ill accord with their ranks and their splendid achievements. By adopting the means suggested in the letter I allude to, you will, without any additional expense to your country, secure the respect of a body of men, whose brilliant services demand much more attention than any of your predecessors in office have thought proper to bestow on them; which, as far as relates to your character, is a fortunate circumstance, as it affords

* See Vol. XXIII. page 41.

you a most glorious opportunity of bestowing that reward which has been so long withheld from the most meritorious set of men under the sun.

I have nothing more to add, than that I am, with all due respect,

Sir,

Your most obedient humble servant,

A FRIEND TO OLD ENGLAND, AND
TO REAL MERIT.

*The Right Hon. Charles Yorke, First
Lord of the Admiralty, &c.*

P.S. In order that you should not have the trouble of searching the NAVAL CHRONICLE, I herewith transmit you a copy of the letter alluded to.

MR. EDITOR,

I BEG leave to lay before a generous country, the extreme distress of a number of half-pay officers, in consequence of the great price of provisions, and the smallness of the pay, which is the small sum of from 3s. 6d. per day to 4s. 6d. I only ask people, if that is a sufficient reward for a man, after serving all his days in fighting the battles of his country, and at length obliged to retire, in consequence of wounds or hurts he has had the misfortune to receive? or obliged to retire in consequence of old age, upon 4s. 6d. per day? I only leave this to the country to judge, if it is possible to appear like a gentleman, or to keep a family from starving, with such a small income, out of which there is ten *per cent.* deducted for the Income Tax. I lay this before a generous country, in hopes of getting that tax taken off lieutenants and commanders on half-pay. Should this succeed, it would give me the greatest pleasure to think I have been the occasion of relieving, I may say, thousands of distressed families.

A hint to this purpose from your publication may be of the greatest service in relieving a number of poor half-pay officers, who are at this time in a state of starvation, from not being able to serve from old age, or wounds or hurts which they have had the misfortune to receive while fighting the battles of their country,

I am, Sir,

Your constant reader,

Nov. 14, 1810.

A FRIEND TO THE BRAVE.

MR EDITOR,

I WISH very much to impress on the minds of your professional readers, what has lately been remarked to me by an able and experienced geographer; and this I would mean only as a rapid but correct outline, of what may be expected from our inveterate enemy, as the commencement of that general and organised system of invasion he will one day certainly attempt.

You have doubtless noticed, and I trust government have done the same, Buonaparte's conscription of 40,000 children for the French navy; who are expected to be taught the service of the marine in their ports, and I suppose

close along shore. The intention of the arch enemy is as follows:—He means to make the numerous harbours on the coast of Norway, a general maritime rendezvous for the invasion of the northern parts of the British Isles. The coast of Norway is not generally known, it abounds in good harbours—deep water, and plenty of ship timber, and of all necessaries requisite for the fitting out of fleets. And it was chiefly for this purpose, that Buonaparte has seized on the Throne of Sweden. These harbours on the coast of Norway, have not been thought of in proportion to the importance they will one day possess. An enemy's fleet dispersed throughout these numerous harbours, cannot be attacked by the British with much prospect of success, being defended by numerous islands: yet the same wind would bring their whole force out to sea —In my view of these NORWEGIAN HARBOURS, I mean those that are scattered throughout the coast south of Drontheim, including that harbour, this coast is all harbours; so that it has justly been observed by our seamen, "*That if a ship were adrift off there, in a gale of wind, it would be about ten to one, but she would drive into some of those harbours.*"

It should be remembered, that the Shetland harbours, (those on the E. side of the Shetland Islands) are the principal ones that are opposed to this coast of Norway, whose distance is not very considerable. I know there is also a harbour on the S.W. coast of Shetland, opposite, or nearly so, to Fowl Island. Now I am fully persuaded in my own mind, *That sooner, or later, from these said Norwegian Harbours, this Country will be attempted to be invaded*: and I humbly, therefore, offer these my ideas to the notice of Government and the British nation.

J. S.

MR. EDITOR,

THE following question was originally proposed in the supplement to the LADIES' DIARY, for 1806, by Mr. Joseph Garside, of Mirfield; but, as that work was discontinued, it has not been publicly answered: be pleased, therefore, to insert it in the NAVAL CHRONICLE, and you'll oblige a Constant Reader.

Question.

"A Light-house at sea, stands exactly 215 feet clear from the surface of the water, the vertical extremity of which just emerges in the horizon to an observer placed at the surface of the sea, at the exact distance of 12 miles from the bottom of the Lighthouse; it is hence required to determine the diameter of the earth, supposing it perfectly spherical.

MR. EDITOR,

IT is stated, in one of the accounts which I have seen of the loss of the Nymph and Pallas frigates, near Dunbar, on the night of December the 18th, that, although they had pilots on board, they mistook a lime kiln, burning at Broxmouth, for the May light, and the May for the Bell Rock. This is a most serious and alarming circumstance; and, unfortunately, it is

not the first of the kind that has occurred. Evil, however, is sometimes productive of good; and I am not without hope, that the loss of two King's ships, at the same time, and from the same cause, may lead to the prevention of such dreadful accidents in future.

The remedy, I conceive, would not be very difficult either to discover or to apply. The impropriety of allowing any kiln, or other fire, to appear on any part of the sea coast, where it may possibly be mistaken for a light-house, must be sufficiently obvious to every one. In my humble opinion, the abolition and prevention of such nuisances—for nuisances they unquestionably are, of the most serious nature—might be completely effected, by means of an Act of Parliament, enabling the master, warden, and assistants of the Trinity Company, to prohibit all future erections of the nature alluded to, within a prescribed distance from the sea, or in such situations as may cause them to be mistaken for light-houses; and by enabling them to punish offenders, in the first instance (though not without appeal) by fine. The importance of the case—the lives and properties of thousands of his Majesty's subjects being at stake—calls aloud for the severe and rigid execution of such measures.

Respecting any injury which, it might be urged, private individuals would sustain, by the passing of an Act of this nature, it seems sufficient to observe, that the Act itself might amply provide for such individuals, by allotting full pecuniary compensation, to be awarded by a jury, to the present possessors of obnoxious erections on, or near, the sea coast.

In the sincere hope that these hints may be productive of the desired effect, I am, Sir, &c.

T. H.

MR. EDITOR,

THE following proposition met my eye the other day, in one of the public prints, under the signature of "A FRIEND TO THE NAVY:—

"The commerce of the country at this momentous crisis is certainly worthy the attention of every individual; and I hope that the liberty I take of pointing out a plan for the destruction of the innumerable French privateers which infest the Channel of England, will not pass unnoticed. If the lieutenants commanding his Majesty's ships of war were encouraged by the proposition I am about to make, I am confident that in the course of a very short time there would not be a French privateer in the Channel. I would give every lieutenant commanding a gun-brig, a master and commander's commission the instant he had taken as many privateers as altogether mounted 100 guns. This step of promotion would, in my opinion, be a stronger inducement than the mere pecuniary advantage held out by the present system, and the condemnation of the prizes would be but a secondary consideration."

After perusing the above, the subject appeared to me to be so interesting to the welfare of the country, that I resolved, through the medium of the NAVAL CHRONICLE, to submit a few remarks upon it to the public; or rather to those whom it may more immediately concern.

“The system of reward, proposed by “A FRIEND TO THE NAVY,” is good in theory; but it is one of those speculations which cannot be reduced to practice; at least until some very material alteration takes place in the British Cabinet. It would certainly act as a stimulus, were it wanting, which I will not pay so bad a compliment to the navy as to suppose; but it would be as useless towards attaining the desired end, as the operation of galvanism on the carcase of a dead animal. The class of vessels generally employed in the Channel, sail in a manner so very inferior to the enemy’s privateers, that the latter may, and not unfrequently do, commit their depredations in sight, and almost under the guns of our cruisers. This, and an insufficiency of small craft in our navy, are the principal causes of our losses, but not the sole causes. It is a notorious fact, that frequently so bad a look-out is kept in our merchant ships, that a volley of musketry is often the first intimation of an enemy being amongst them. There being little or no provision made for the families of seamen killed, or those wounded in the merchant service, is another reason why their vessels are so frequently taken. From this consideration, they do not care to venture themselves on deck in making sail, or in manœuvring the vessel, while exposed even to the long shot of the enemy in chase. A retreat, however hopeless or forlorn, might often be the means of saving a vessel from the clutches of these active depredators; since, by obliging them to fire frequently, any vessel of war, which in hazy weather could not otherwise know of an enemy being near, would be attracted by the sound towards the spot, and if it could not succeed in capturing the enemy, would scare him from his intended prey, as it would be pretty near to him before discovered through the haze.

These remarks respecting merchant vessels are not meant to apply generally; for, in justice to many individuals of that service, it must be acknowledged, that they have defended their ships with skill and bravery. I am not one of those croakers, who, in complaining of a want of exertion against the enemy’s privateers in the Channel, have not an idea beyond the Thames at the Nore, or the bounds of the horizon as they see it from the cliffs at Brighton; but I cannot help supposing, that were the means invested in the Admiralty brought into action, a great deal might be done for the better security of our trade. Repeated complaints have, at length, roused them to do something to stop the mouths of the people; and our trade is now to be secured by a *hocus pocus* transposition of baskets and buntin, hoisted upon hills, which every one who has been in the Channel in the winter months (the time when privateers are most numerous) must know are invisible for days together.

Having premised thus much, it will perhaps be expected that I am about to propose a plan of my own, which is to be infallible. This is not the case, though I shall humbly venture an opinion on a subject which I do not consider myself wholly ignorant of, in hopes it may be the means of leading to more important discussion on so interesting a topic. It is well known that vessels, after having been captured, mix frequently with convoys, and

steer a Channel course under easy sail during the day to avoid detection; and in the night make for their destination; they also, when in their power, put Americans, and even Englishmen into them, to answer, if they should be hailed; therefore nothing but actual examination can discover the fraud. It is impossible, while our small cruisers range about singly, that they can examine a convoy, consisting, as they sometimes do, of upwards of 100 sail. I am, therefore, of opinion, that many small squadrons should be established, each squadron sailing under the orders of the respective port admirals, but independent of each other, and consisting of fast-sailing corvettes, cutters, and luggers; that a portion of the Channel be allotted to each squadron, which should consist of as many vessels as would form a line across, within good signal distance, one of each squadron to be in port at a time, by which means there would be a constant succession of reliefs. Whether corvette, cutter, or lugger, were absent, would be of trifling consequence, as the large and small vessels might be so disposed as to be able to support each other. The distance between the squadrons might be considerable; for when once the enemy knew the disposition of our force, they would not chase long up or down Channel, as they could not fail of falling in with one of the thwart squadrons. I am aware that many will urge the impracticability of this scheme: the weather might certainly force them sometimes to disperse, but they would soon reunite, in the very act of doing which they would effectually cover the Channel.

It should be their first endeavour, on observing a convoy, to close conveniently for the general examination, which in tolerable weather would take up but a short time. All merchant vessels should be recommended to carry at least one carronade and a proportion of rockets, to give an alarm in fogs, and in the night. I have sometimes heard it ill naturedly remarked, that it is not worth the officers' while to take privateers, as the condemnation incurs more expense sometimes than the vessel will pay. This, though a serious inconvenience, I am confident does not tempt any officer to swerve from his duty; for besides their well known zeal for their country, the punishment of death annexed by the Articles of War to such disobedience, must render the aforesaid remark frivolous and unfounded.

Begging pardon for having taken up so much of your time, I am, Sir,

Your obedient servant,

X.

MR. EDITOR,

CONSIDERING the numerous ideas which have been acted upon, in consequence of your publication, I trust that the present men in office will not be chagrined, at the attempt of an obscure individual to broach some new ones; especially as he has for his object the benefit of that service which has added so much to the glory of Britain, and to which he glories in being attached. There is no one who will deny, that the comforts of our seamen, and what little share of happiness an isolated life like theirs comprises, ought not to be curtailed. I am well aware, that, in every respect, the poor fellows are now far better off than ever they were;

yet, in some instances, without the smallest deviation from the strictest discipline, they might be much more so. For this opinion, I shall state my reasons: in the first place, when a ship is newly commissioned, there are in general so few that are entitled to advance, and that advance is so very trifling, that, for the first twelvemonths, their appearance is far from decent; and then, the slops which they take up are of such a quality, as not to permit them to appear so; which, together with the quantity that they are *unavoidably* obliged to take up, to preserve an appearance of cleanliness and propriety, is frequently the cause of pay day being a day of sorrow to most of them. Were the slops of a kind which would enable the men to appear as they ought, even though they should be obliged to pay an extra price for them, it would (I have no hesitation in saying) make the slop account more productive, and the people would be better satisfied; but, when a man pays six shillings and seven pence for a pair of shoes, which the first wet renders useless, he will naturally avoid going to the purser, as long as necessity, absolute necessity, will not compel him thereto. So much for our article of slops.—The shirts, although *apparently* not very dear, are so in reality; as the sum of four shillings and sixpence, however small it may seem, when paid for a common check, made up in such a manner that a trifling exertion will pull it asunder, must be obviously too much; especially as, for ready money, they can get one, for eighteen pence more, well made, and which will make a man appear decent, and feel comfortable. These are items of only one case, but which, if remedied, might be made of much service.

I would, therefore, recommend, that all slops should be of a good quality; that, in lieu of charging fifteen per cent to make up for deficiencies arising from damaged slops, a sum not exceeding ten per cent. or sufficient to defray the expense of agency and charges, might be added to the invoice; that all pursers should be directed not to take more on board than two suits of each per year; and that, on finding any difference between the specimen and contract, they should inform the Board, in order that the contractors might make good the deficit.

This is the idea which, at present, most forcibly strikes me; but it may probably serve to elicit something better, from those more competent to the task of suggesting improvements in the service, than is

Your humble servant,
Nihil.

MR. EDITOR,

THE following is a copy of a letter which was lately addressed to Captain Patton, R.N. at Portsmouth, for the Commissioners of the Transport Board, dated Spithead, January 15th, 1811. It gives an example of gallantry which is well worthy of being recorded in your CHRONICLE.

TIM. WEATHERSIDE.

“ SIR,

“ I have to acquaint you of the arrival of the *Œconomy* C.R. under my command, from Gibraltar, from which place I sailed under convoy a

H.M.S. *Thais*. We continued in company with her until the 5th instant, when we lost sight of her to windward, although I carried a press of sail to get to windward; it blowing at the same time a heavy gale, and had done for six days before: which had parted the whole of the convoy with the exception of two. On the 7th instant we perceived a French privateer schooner on our weather bow, which after dodging us for some time, hauled after a ship to windward. The next morning another, much larger vessel, of the same description, was seen on our lee bow; and as I plainly perceived her meaning was to attack us, I made every possible arrangement for her reception. At 8 A.M. having previously tacked, she ranged up under our lee, and gave us her broadside and a severe discharge of musketry. My little ship's company received both without flinching, and after half an hour's close action, we succeeded in beating her off: she crowded sail to get clear of us. I edged after her, and continued to give my fire as long as within reach. She was a very fine vessel, about 160 tons, full of men, and pierced for 14, though only mounting 12 guns. I am happy to say we had no loss from her fire, except myself and 2d mate being grazed by a musket ball, and our sail and rigging a little cut. The privateer when out of reach wore on the opposite tack, and stood towards three sail, which were then discovered from the mast head astern. About 2 P.M. saw them engage, and a short time after she was captured. About the same time discovered two vessels a-head, one of which I soon made out to be of the convoy, and the other a privateer, which soon captured her. She then stood towards me, and crossed astern, and remained on our weather quarter all night. Next morning (9th) she made sail after us, but having a fresh breeze, at 1 P.M. she gave up the chase, and hauled round for a brig astern, which I am pretty confident fell a prey to her. Our passage continued very unpleasant, having had no observation for a week before our being in soundings. On the 11th instant, when a few leagues to the westward of Scilly, we were so unfortunate as to carry away our rudder, which had been previously damaged by the gale. I stood for St. Mary's Island, got on board a pilot, and endeavoured to get into port, but the ship was perfectly unmanageable; so that I was obliged to proceed up the Channel, steering with our sails; it was my intention to have gone into Falmouth, but when abreast of it, it came on to blow, and we were unable to get her head round. We tried for Plymouth, but without success, and again drove up the Channel, it blowing a heavy gale, and thick fog. In this perilous situation we continued till noon, when we discovered three of H.M. ships, one of which (the *Spitfire*) took me in tow.

"I should be lost to every feeling of gratitude, were I not to make mention of Captain Ellis, his officers, and crew; their assistance was not of the common kind, but seemed to proceed from a sense of humanity, superior, if possible, to that of duty: after staying by me in very trying weather, he succeeded in bringing me to this anchorage yesterday.

"I am, &c.

"ALEX. GORDON."

"*Captain Patton, R.N., Portsmouth.*"

MR. EDITOR,

BEING lately at some romantic and beautiful rocks in the county of Sussex, the conversation happened to turn on those admirable naval ballads,* styled, *THE ANCIENT MARINER*, a part of which appeared, if I mistake not, in your second Volume: when an old Etonian observed, that he had met with some passages in Captain George Shelvocke's, Voyage round the World,† by the way of the Great South Sea, so exactly similar to the descriptions of the reputed author of the *Ancient Mariner*, Mr. Coleridge, that he must have taken his leading idea of the poem from them. We accordingly referred to the voyage; and I was so much struck with the resemblance, that I have copied the most striking parts for insertion in your *CHRONICLE*. The passages I have selected from the Poem are not exactly those which appeared in your second Volume.

The following is given as the argument of the *Ancient Mariner*, which corresponds with the truth of the voyage by Shelvocke. "How a ship, having first sailed towards the Equator, was driven by storms, to the cold country towards the South Pole; how the *Ancient Mariner* cruelly, and in contempt of the laws of hospitality, killed a sea bird; and how he was followed by many and strange judgments; and in what manner he came back to his own country."

Extracts from the first Ballad.

- "The ice was here, the ice was there,
The ice was all around:
It crack'd and growl'd, and roar'd and howl'd—
A wild and ceaseless sound.
- "At length did cross an Albatross,
Thorough the fog it came;
As if it had been a christian soul,
We hail'd it in God's name.
- "The mariners gave it biscuit worm
And round and round it flew:
The ice did split with a thunder-fit,
The helmsman steer'd us thro'
- "God save thee *Ancient Mariner!*
From the fiends that plague thee thus—
Why look'st thou so!—*With my cross bow*
I shot the Albatross."

* In seven Ballads, published by Mr. W. Wordsworth, in the second Volume of his *Lyrical Ballads*, 2d edition, 1800. See also a note at the close of the Volume.

† In the years 1719, 20, 21, 22, on board the *Speedwell*, of 24 guns, and 100 men: published in 1726.

Extracts from the second Ballad.

.... " And I had done an hellish thing,
 And it would work 'em woe :
 For all averr'd I had kill'd the bird
 That made the breeze to blow

" Down dropt the breeze, the sails dropt down,
 'Twas sad as sad could be,
 And we did speak only to break
 The silence of the sea

" Water, water, every where
 And all the boards did shrink;
 Water, water, every where,
 Nor any drop to drink .

" The very deeps did rot : O Christ !
 That ever this should be !
 Yea, slimy things did crawl with legs
 Upon the slimy sea."

Extracts from the fourth Ballad.

" The many men so beautiful,
 And they all dead did lie !
 And a million million slimy things
 Liv'd on—and so did I .

" I look'd upon the rotting sea,
 And drew my eyes away ;
 I look'd upon the ghastly deck
 And there the dead men lay

" Beyond the shadow of the ship
 I watch'd the water-snakes :
 They mov'd in tracks of shining white ;
 And when they rear'd, the elfish light
 Fell off in hoary flakes .

" Within the shadow of the ship
 I watch'd their rich attire :
 Blue, glossy green, and velvet black
 They coil'd and swam ; and every track
 Was a flash of golden fire."

Shelvocke, at page 59, says, " From the latitude of 40° to the latitude of 52° 30' we had a sight of continual shoals of seals and penguins, and were constantly attended by *Pintado* birds, about the bigness of a pidgeon, the French call them *Damiers*, because their feathers being black and white, are disposed in such a manner, as to make their backs and wings appear chequered like a draught board. These were accompanied by *Albitrosses*,

the largest sort of sea fowls, some of them extending their wings 12, or 13 foot. And whilst we had the river of Plate open, the sea thereabouts was covered with prodigious quantities of large sea-weed, which often incommoded us, it being impossible to avoid running sometimes amongst it, which gave us much trouble to clear ourselves of it, and, at the same time dented our way. But as we went to the southward, this inconveniency left us. After which we had on the surface of the water abundance of things appearing like white snakes. We took some of them up, but could not perceive there was any life in them, nor were they formed into any shape resembling any kind of animal; they being only a long cylinder of a white sort of a jelly, and may probably be the spawn of some of the larger sort of fish. . . . (Page 69.) " Before we came on the coast of *Terra del Fuego*, we had not been sensible of any helps or hindrance by any currents, from the time that we had got to the southward of the river of Plate; but this afternoon, (September 24th) we were hurried with incredible rapidity into the Straights, and just as we had gained somewhat more than mid passage, the tide slackened. . . . But the northern tide rushing upon us with an equal violence with what had brought us in, it prevented my making any farther remarks, and afforded matter of astonishment to us all to see how fast we were driven out again, notwithstanding we had a fresh, fair gale at N.W. and when at the same time we went six knots by the log, by which I cannot judge this tide to run less than 10 knots in an hour: in short we were quite carried out in about an hour's time.

On the shifting of the tide at midnight, Shelvöcke put through the Straits, and thus continues his narrative. " After we had got well to sea, we unstocked our anchors, and brought them aft, and got in our spritsail-yard to ease our bows and make every thing as snug as possible. We had found it very cold before we came this length, but now began to feel the extremity of it. The bleak westerly winds of themselves would have been sufficiently piercing, but they were always attended either with snow or sleet; which continually heating on our sails and rigging, had cased the masts and every rope with ice, and had, in a manner, made our sails almost useless to us. . . . Thursday, October 1. The cold is certainly much more insupportable in these (S. lat. 61° 30') than in the same latitudes to the northward. . . . In short one would think it impossible that any thing living could subsist in so rigid a climate; and, indeed, we all observed, that we had not had the sight of one fish of any kind, since we were come to the southward of the Straits of le Mair, nor one sea bird, *except a disconsolate albitross*, who accompanied us for several days, hovering about us as if he had lost himself, till Hatley (my second captain) observing, in one of his melancholy fits, that this bird was always hovering near us, imagined, from his colour, that it might be some ill omen.* That which, I suppose, induced him the

* It is to be wished that some of your Correspondents would give us an account of the particular omens, which are considered as such by seamen. It would considerably illustrate their extraordinary character, and make the subject of some interesting letters.

more to encourage his superstition, was the continued series of contrary tempestuous winds, which had oppressed us ever since we had got into this sea. But be that as it would, he, after some fruitless attempts, at length shot the albatross, not doubting, perhaps, that we should have a fair wind after it. I must own, that this navigation is truly melancholy, and was the more so to us, who were by ourselves without a companion, which would have somewhat diverted our thoughts from the reflection of being in such a remote part of the world, and as it were, separated from the rest of mankind to struggle with the dangers of a stormy climate, far distant from any port to have recourse to in case of the loss of masts, or any other accident, nor any chance of receiving assistance from any other ship. These considerations were enough to deject our spirits."—This loneliness of a single ship in the vast ocean is thus described in the 7th ballad of the Ancient Mariner:—

“ O wedding-guest ! this soul hath been
Alone on a wide, wide sea :
So lonely 'twas, that God himself
Scarce seem'd there to be.”

The ship of the Ancient Mariner, like that of Captain Shelvocke, is lost. The bold originality of Mr. Coleridge is in that part very striking:—

—“ The ship went down like lead,
Stunned by that loud and dreadful sound,
Which sky and ocean smote :
Like one that hath been seven days drown'd
My body lay afloat :
But, swift as dreams, myself I found
Within the pilot's boat.

Upon the whirl, where sank the ship
The boat spun round and round :
And all was still, save that the hill
Was telling of the sound.”

Though the loss of the Speedwell was different as to the circumstances which attended it, probably Captain Shelvocke's account continued to warm the imagination of the poet, and to suggest some of his ideas. I will therefore subjoin a part from Shelvocke's narrative of his second arrival at the island of Juan Fernandez.

Having anchored in the road, in 40 fathom water, and made a warp fast to the rocks to steady the ship, and by which they hauled their raft of water casks ashore and aboard; on the 25th of May, 1720, “A hard gale of wind, says Captain Shelvocke, came out of the sea upon us (a thing very uncommon, as has been reported) and brought in a great tumbling swell; so that in a few hours our cable, which was never wet before, parted: a dismal accident this, there being no means to be used, or the least prospect of avoiding immediate destruction. But Providence interposed in our

behalf so far, that if we had struck but a cable's length farther to the eastward, or westward of the place where we did, we must inevitably have perished. As soon as she touched the rocks, we were obliged to hold fast by some part or other of the ship, otherwise the violence of the shocks she had in striking, might have been sufficient to have thrown us all out of her, into the sea. Our mainmast, foremast, and mizen-top-mast went all away together. In short, words cannot express the wretched condition we were in, or the surprise we were under of being so unfortunately shipwrecked, or the dread we had upon us of starving on the uninhabited isle we were thrown upon, in case we should escape the sea. We had reflections enough to depress our spirits; but the work we had in hand, which was no less than to endeavour the saving of our lives (which were as yet in great suspense) made every body active.

“ It was happy for us (chap. vii. p. 207) that our masts fell all over the off side, which gave us room to make a raft; by which means (and having hands on shore, who had been there before the wind came on, and who came down on the beach to assist us) we were all saved except one man. I myself made a very narrow escape. In this surprise, the first thing I took care of was my commission, and remembering the powder to be uppermost in the bread room, I got most of it up, with about seven or eight bags of bread; these we secured to windward, and saved the ship not coming to pieces immediately: in a few minutes after she first struck she was full of water, so that the surgeon's chest being stowed below, there was little or nothing preserved out of that. We saved two or three compasses, and some of our mathematical instruments and books. Before it was quite dark we were all ashore in a very wet uncomfortable condition; no place to have recourse to for shelter from the boisterous wind and rain, except the trees, nothing to cheer up our spirits after the fatigue and hazard in getting from the wreck to the rocks, and no other prospect, but that after having suffered much in this uninhabited place, we might in process of time be taken away by some ship or other. Our ears were now saluted by the melancholy howlings of innumerable seals on the beach, who lay so thick that we were obliged to clear our way of them as we went along; and nothing presented itself to our sight but rocky precipices, inhospitable woods dropping with the rain, lofty mountains, whose tops were hid by thick clouds, and a tempestuous sea which had reduced us to the low state we were now in. Thus were we without any one thing necessary in life, not so much as a seat to sit upon to rest our limbs except the cold wet ground, which as far as we could see, was also like to be our bed and pillow, and proved to be so.

“ That evening all the officers came to bear me company, and to consult how we should contrive to get some necessaries out of the wreck, if she was not in pieces by the next morning; and came to a resolution of losing no time, in endeavouring to recover what we could out of the wreck: and having by this time lighted a fire, wrapt themselves up in what they could get, laid round it, and notwithstanding the badness of the weather, slept

very soundly: and the next morning getting up with the first glimpse of daylight, looked at each other like men awakened out of a dream; so great and so sudden was the melancholy change of our condition, that we could scarce believe our senses."

In the Ancient Mariner we have the following passages in the 4th and 5th Ballads:—

" I closed my lids and kept them close,
Till the balls like pulses beat;
For the sky and the sea, and the sea and the sky
Lay like a load on my weary eye,
And the dead were at my feet.

.... " The moving Moon went up the sky
And no where did abide:
Softly she was going up,
And a star or two beside.

" Her beams bemock'd the sultry main
Like April hoar-frost spread;
But where the ship's huge shadow lay,
The charmed water burnt alway
A still and awful red.

Ballad V.

O sleep, it is a gentle thing
Belov'd from pole to pole!
To Mary-queen the praise be given
She sent the gentle sleep from Heaven
That slid into my soul.

The silly buckets on the deck
That had so long remain'd,
I dreamt that they were filled with dew,
And when I awoke it rain'd.

My lips were wet, my throat was cold,
My garments all were dank;
Sure I had drunken in my dreams
And still my body drank.

I mov'd, and could not feel my limbs,
I was so light—almost
I thought that I died in sleep
And was a blessed ghost.

Captain Shelvocke thus concludes his account of the island of Juan Fernandez, and in a manner well adapted to call forth the imagination of a

poet. (Page 257.) " In short, every thing that one sees or hears in this place is perfectly romantic: the very structure of the island, in all its parts, has a certain savage irregular beauty, which is not to be expressed; the many prospects of lofty inaccessible hills, and the solitariness of the gloomy narrow valleys, which a great part of the day enjoy little benefit from the Sun; and the fall of waters which one hears all around, would be agreeable to none but those who would indulge themselves, for a time, in a pensive melancholy. To conclude, nothing can be conceived more dismally solemn, than to hear the silence of the still night destroyed by the surf of the sea heating on the shore, together with the violent roaring of the sea lions repeated all around by the echoes of deep vallies, the incessant howling of the seals, who according to their age, make a hoarser or a shriller noise; so that in this confused medley, a man might imagine that he heard the different tones of all the species of animals upon earth mixed together."

These extracts, Mr. Editor, may induce some of your readers to refer to both these works, when they would feel much gratified even by a second perusal of them; and to such as have not previously met, either with the Voyage, or the Poem, a powerful antidote is offered to the tedium of a winter's cruise.

Your humble Servant,

S. C.

MR. EDITOR,

IN Mr. Price's valuable and interesting work on the Picturesque, as compared with the sublime and beautiful, is the following passage respecting Marine Scenery, which will be perused with pleasure by many of your readers. (Vol. I. part 2. chap. 2. page 237, 2d edition, 1796.) In speaking of the great beauty of trees, he says, " Without them, the most varied inequality of ground, rocks, and mountains—even water itself, in all its characters of brooks, rivers, lakes, cataracts, are comparatively cold, savage, and uninteresting."—Mr. Price then adds in a note, " I have not mentioned the sea, as in this country at least, trees will not succeed near it, unless when it is land-locked; and then (though their combination, as at Mount Edgcombe, is no less beautiful than uncommon) the sea itself loses its grand imposing character, and puts on something of the appearance of a lake. *There* trees are necessary; for a lake bounded by naked rocks is a rude and dull landscape; but change the character of the one element only, let the sea break against those rocks, and trees will no longer be thought of. The sublimity of such a picture, absorbs all idea of lesser ornaments; for no one can view the foam, the gulphs, the impetuous motion of that world of waters, without a deep impression of its destructive and irresistible power. But sublimity is not its only character; for after that first awful sensation is weakened by use, the infinite variety in the forms of the waves, in their light and shadow, in the dashing of their spray, and above all, the perpetual change of motion, continue to amuse the eye in detail, as much as the grandeur of the whole possessed the mind

It is in this that it differs not only from motionless objects, but even from rivers and cataracts, however diversified in their parts. In them, the spectator sees no change from what he saw at first; the same breaks in the current, the same falls continue; and possibly on that account they require the aid of trees: but the intricacies and varieties of waves breaking against rocks, are as endless as their motion."

I am, Mr. Editor, your's, &c.

TIM. WEATHERSIDE.

MR. EDITOR,*

ON my return from a cruise yesterday, I observed that the late papers contain many accounts of the depredations committed on our trade by the enemy's privateers in the narrow part of the Channel; and an article in *THE PILOT*, of the 12th, which appears to be extracted from a Sussex paper,† recommends the establishment of a number of light armed launches on our coast, as a sensible scheme of repressing the audacity and frustrating the attacks of those "puny foes." The same article also contains an indirect animadversion on the Admiralty, for not adopting the necessary measures for the effectual protection of the trade in this part.

I must admire the zeal of the author of this article, although I cannot but think it has hurried him into an erroneous opinion as to the insufficiency of the existing system of protection afforded to our trade, and that he has devised an impracticable method of obviating a repetition of the disasters he complains of: I advise him, therefore, to ascertain the number and disposition of the naval force on the Downs and Portsmouth stations, before he concludes that it is insufficient; and with respect to his system of launches to be manned by Sea Fencibles (a corps no longer in existence), he ought to have considered how far the means he proposes were commensurate to the accomplishment of the object he aims at, before he suggested to the public a plan, of which the design is futile, and the execution impossible. The idea of keeping the French privateers in check at this season of the year, by an armed launch, is so extremely preposterous and absurd, as not to deserve serious refutation. The French privateers come out in the very worst weather; and he acknowledges that it is when the severity of a gale compels the cruisers to run for a roadstead, that they are observed to be more than usually successful. Any seafaring man will tell him, that launches of the description he mentions, could only be useful in calms, or very light winds, and that the most sanguine person could not expect success from their exertions in the weather prevalent at this time of year.

I agree with this gentleman, that the privateers infest our coasts in very

* This letter was originally addressed to the editor of the *Pilot*, evening newspaper: from which source we have extracted it, because it adopts and develops ideas we have already shown ourselves solicitous in disseminating, and which will be found well worthy the attention of the owners and navigators of vessels passing through the Channel.—EDITOR.

† NAVAL CHRONICLE, Vol. XXIV. p. 460.

great numbers, and they very frequently escape with impunity. This may appear strange to those who imagine, that if a British cruiser and a French privateer, are in the same seas, the capture of the latter becomes inevitably consequential. But without any subtilty of argument, or intricacy of demonstration, it may be shown, that on the coast, between Fairlee and the South Foreland, where the privateers are, I think, most numerous, there are circumstances under which the difficulty of preventing them from paying their nocturnal visits to our coast, and returning again to their own ports, amounts nearly to an impossibility. In these long dark nights, when the wind blows fresh on the French coast, they incur very little danger of capture, for the pilots of the King's vessels do not then feel themselves warranted to make too free with the French shore, and the privateers, aware of this, are careful to time their departure from the English side, so as to enable them to reach their own coast before day-break. If they succeed in making a capture during the night, which they too frequently do, the run across that part of the Channel is so short, that three or four hours carries them either into their harbours or under their batteries, and of course out of the reach of recapture.

I am far, however, from considering it either impossible or difficult to baffle the efforts of the privateers. I am of opinion, that the most effectual method of preventing their successes, would be for the masters of merchant vessels, and coasters in particular, to adhere strictly to those instructions,* which desire them, on the appearance of a suspicious vessel in the night, to fire guns, burn false fires, or throw up rockets, with which they should always be provided, and this would immediately apprize the cruisers of the proximity of an enemy; and I am persuaded the alarm it would excite in a privateer would frequently deter him from attacking a vessel who had recourse to those measures. If, however, capture becomes inevitable, not a moment should be lost in cutting the halyards, sheets, braces, &c. In short, nothing should be left undone that could, by retarding the enemy, in carrying the vessel to a French port, afford our cruisers a chance of recapture. This attention, so highly desirable on the part of the masters of merchant vessels, would at once obviate the necessity of the construction of launches, and of the increase of the naval establishment, and it would facilitate the protection of the trade, and operate more against the successes of the enemy than any expedient I can think it possible to devise.

With respect to the establishment of a light-house and harbour at New-haven, I shall only observe, that the public ought to feel indebted to a person who appears so desirous of promoting a work of such obvious and important utility; and although I have taken the liberty to consider his observations on the launch system, as injudicious, yet it is evident, that he has been actuated by a very laudable zeal, and I have no doubt, if he directs his pursuits to the acquisition of information on this subject, in a very short time, the fertility of his genius will enable him to discover some practicable method of protecting our trade with facility and effect.

Deal, December 16:

H. Y.

* NAVAL CHRONICLE, Vol. XXIV. p. 327, where this suggestion will be found anticipated.

HYDROGRAPHY.

NORTH SEA.

A LIGHT-HOUSE having been erected on the Inch-Cape,* or Bell-Rock, at the entrance of the Firths of Forth and Tay, in north lat. $56^{\circ} 29'$ and west long. $2^{\circ} 22'$ the Commissioners of the Northern Light-Houses hereby give notice, that a Light will be exhibited thereupon the night of Friday, the 1st day of February, 1811, and each night thereafter, from the departure of day-light in the evening, till the return of it in the morning. The light is from oil, with reflectors, at the height of about 115 feet from low water, of spring tides. To distinguish it from others on the coast, it is made to revolve horizontally, and to exhibit from all points of the compass a bright light, and a light of a red colour alternately; both shewing themselves in the space of three minutes; so that in each revolution of three minutes, there will be seen a brilliant light, appearing at a distance like a star of the first magnitude, which, after attaining full strength, is gradually eclipsed—and after a short interval of darkness, is succeeded by a light of a red colour, which in like manner increases to full strength, diminishes, and disappears. The coloured light, being less powerful, may not be seen when the bright light is first noticed; but the periodical revolution of the bright light will be sufficiently distinguishable. In thick foggy weather a bell will be tolled by machinery, night and day, at intervals of half a minute. The floating light, moored two miles and a half N.W. half N. from the Bell-Rock, will, from the 1st day of February, 1811, be discontinued; and as soon thereafter as the weather will permit, the vessel will be removed from her station. By order of the Commissioners,

Edinburgh, Jan. 3, 1811.

C. CUNNINGHAM, Sec.

Extract of a Report from the Committee of the House of Commons, appointed to consider of erecting a Light-house on the Bell or Cape Rock, on the Eastern Coast of Scotland, near to the Entrance of the Firth of Forth. (Ordered to be printed 1 July, 1803.)

Have proceeded to examine evidence with respect to the situation of the said rock—the benefits which would arise to the trade and navigation of the kingdom, from a light-house thereon—and, the practicability of erecting and maintaining the same.

Your Committee find, from the evidence of the Honorable Captain †

* NAVAL CHRONICLE, XXII. 361. XXIV. 193,

† Now Vice-admiral Sir A. F. Cochrane, K.B. brother to the Earl of Dundonald, and uncle to Captain Lord Cochrane, R.N.

Cochrane, of H. M. Navy, (a member of this House) of Captain James Dunbar, R.N.; and of Mr. Murdo Downie, master R.N. (who made a survey and charts of the E. coast of Scotland, which were published by the approbation of the Admiralty);—all of whom were occasionally stationed on the coast of Scotland, and well acquainted with the Bell Rock: that this Rock is situated at the opening of the bay, formed by the Read Head in Forfarshire, on the N. side, and Fifeness on the S.; and is about 5 miles on the outside of a line drawn between these two points; that it lies in a N.E. and S.W. direction, and is dangerous for about three quarters of a mile, and for about two-thirds of that length is dry at low water: that the N.E. end, which is the highest and broadest part, continues dry till half flood: that there is very deep water close to it all round, except at the S.W. point, where it is flat or shallow, which extends about a quarter of a mile, and in that direction the danger from shallow water extends further: that the breadth of the Rock is about 150 yards, and its length, including the S.W. point, half a mile: that the losses on this Rock have been many, perhaps more than is generally known; because in many cases all the persons on board the vessels have been lost: that from the ruggedness of the surface of the rock, the vessels driven on it are almost instantly dashed to pieces by the waves; and the Rock being covered at half flood leaves no hopes of any of the lives being saved, more particularly in gales of wind blowing on the shore in the night time and in thick weather: that ships coming from the north are deterred by dread of this Rock from coming near the land and making for the Firth of Forth, a place of safety; and being therefore obliged to steer to the northward, are often driven on shore and wrecked; and ships steering along shore on the south are induced to run so far from the land, that when the wind blows strong from off the land, they are often unable for several days to regain it: that if a Light-house were erected on this Rock, ships, instead of avoiding it as they now do, would in thick weather be glad of finding it, wishing to ascertain their situation, from not having before made the land, or being out of their reckoning, or from the influence of the tides; but a Light-house upon it would serve as a beacon, from which they would shape their course for the Firth of Forth, or for the River Tay, or in any other direction for safety: that in gales of wind at E. and S.E. it sometimes happens that ships bound to Sunderland, to Shields and to the southward, not being able, although unloaded, to take the bars of these ports, are obliged to steer north for the Firth of Forth; and in such gales, ships as far south as Yarmouth, are liable to be driven on the east coast of Scotland, and to be wrecked on this Rock: that in a very hard gale of wind in the year 1800, a great many of a large fleet that brought to off Flamborough Head, were wrecked all along the east coast of Scotland, and even as far north as Shetland; but if a Light-house had been erected on the Bell Rock it might have enabled them to avoid the danger: that besides the benefit which the coasting trade would derive from this Light-house, the Greenland, Hudson's Bay, Archangel, the White Sea, and Baltic ships, would likewise be greatly benefited: the Greenland and Archangel ships on their return make Saint Alb's Head, when they have not made Buchan-

ness, and consequently are exposed to danger from this Rock; and the ships coming from the Baltic to any of the ports north of the Humber are likewise so exposed, being desirous of making Saint Abb's Head, and getting in with the land, to have the advantage of the westerly winds: that the returning Baltic ships, particularly convoys in time of war, steer far W. to avoid Jut's Reef on the coast of Jutland, and make their southerly course nearly down Mid-Channel, and in gales of wind at E.S.E. being very liable to be driven on the coast of Scotland, are exposed to danger from the same cause; in time of war, great part of the trade of the east coast of Great Britain from America and the West Indies, come round by the Orkneys to their different ports, and consequently are exposed to the same danger: that the Bell Rock is considered as the greatest obstacle to navigation of any Rock upon the coasts of the Kingdom, not already provided with Light-houses: that the purposes which a Light-house on this Rock is intended to answer, could not be effected by any Light-houses to be erected on shore, because in thick weather, the time of the greatest danger, such Light-houses could not be seen, whereas the Bell Rock may be approached very near without danger, from the deep soundings all round it, except at the S.E. and vessels can safely approach so as to see the light in the thickest weather.

It is agreed, by all the persons examined, that it is practicable to erect a Light-house on this Rock, upon principles similar to those of the Eddystone Light-house; but that the expense will be considerable. That this Rock is not, however, so much exposed as the Eddystone is, the swell of the Eastern Sea not being equal to that of the Western Ocean. That it appears that a sufficient foundation might be prepared on the north end of the Rock, where the surface is highest and of the greatest dimensions. That artificers could work five hours at the times of each low water in the day-time of the summer months, and that if the building should be of masonry, the stones to form it might be prepared on shore, marked and numbered, and carried off to the Rock and properly placed.

Your Committee have annexed the extract of a letter addressed to the Earl of Northesk,* by Mr. Charles Roberts, master in the royal navy, containing the result of a survey which he made of the Bell Rock.

[Here follows the recital of the several acts of parliament which have passed for erecting Light-houses in the northern parts of the kingdom.]

Your Committee find, by a communication from the Commissioners of the Northern Light-houses, that in pursuance of the several Acts, they have erected the following Light-houses, viz.

On Kinnaird's Head.—On North-Ronaldsha.—On the Point of Scalpa.—On Mull of Kintyre.—A distinguishing Light-house on Plada.—Two Light-houses on the largest of the Pentland-Skerries in Orkney.—A high tower or beacon on the Start Point of Sanday, in Orkney, intended to be converted

* A portrait and biographical memoir of this officer is in Vol. XV. page 441.

into a Light-house.—And that the Commissioners are about to erect a Light-house on the Island of Inch-Keith, in the River Forth.

It further appears, from the accounts of the said Commissioners, that the amount of the duties as stated in the last account presented on the 6th December, 1802, in the year ending 5th July, 1802, was 4,386l. 7s. 5d.; and that in the year ending the said 5th July, 1802, they had expended for repairs of light-houses 1,983l. 19s. 3d.; and for oil 780l.; and that by the surplus duties the Commissioners had been gradually enabled to purchase 22,000l. in government 3 *per cent.* annuities, intended as a permanent fund for defraying the expense of maintaining the several light-houses.

It appears, from the accounts of four years, that the amount of the duties received on an average of these four years, preceding the 5th July, 1802, was 3,689l. 1s.; and that the average expense relating to the said light-houses, for the same period of four years, was 1,961l. 1s.; but during the first of these four years the expense was much under the after expenses.

It appears, from the said report of the Commissioners, that various estimates have been suggested as to the expence of erecting a proper light-house, but that the amount of the expense is very uncertain, and that the present duties may not for a long time enable the Commissioners to defray the probable expense of erecting, and maintaining a light-house on the Bell or Cape Rock; and as it appears from the evidence, that it is of great importance that such light-house should be erected with as little delay as possible, it will be expedient to authorize the Commissioners to levy and take further duties for that purpose, with power to borrow a further sum on the credit of the said duties.

APPENDIX.

Extract of a Letter addressed to the Earl of NORTHESK, by CHARLES ROBERTS, dated 17th September, 1802; containing the Result of a Survey which he made of the Cape or Bell Rock, on the Eastern Coast of Scotland, near the Entrance of the Firth of Forth, which was transmitted by his Lordship to the Lords Commissioners of the Admiralty.

“ In consequence of the number of vessels which have been wrecked on the *Cape or Bell Rock*, within the last four years, during my residence in this neighbourhood, I was induced to examine its situation, extent, and position, with respect to the different points and headlands in its vicinity; and in order to accomplish the same, I made an actual survey of part of the adjacent coast, and went out in a boat to the Rock, and placed my theodolite on the N.E. part of it, which is the highest and out of water, and took the following bearings; and afterwards calculated the distances, viz. Montrose Ness, N. 9° 24' W. 14 miles and three quarters; the Redhead, N. 16° 24' W. nine miles and a half; the Pierhead of Arbroath, N. 42° W. eight miles and a half; the Bluff Point of the Sands of Barry to the

north of the entrance of Tay, N. 79° W. ten miles; the easternmost steeple of St. Andrew's, S. $67^{\circ} 26'$ W. twelve miles and three quarters; Balcome House, S. $38^{\circ} 4'$ W. ten miles; Fife-Ness, S. $34^{\circ} 44'$ W. nine miles and three quarters; and the Light-house on the Isle of May, S. $20^{\circ} 26'$ W. thirteen miles and three quarters.

“This dangerous Rock trenches in a line towards Fifeness, S. 24° W. It is bold and steep too, except on the S.W. end, where it runs off in a flat; on the inside of it close to the Rock there are 12 fathom water, and on the outside from 16 to 22. The breadth of the Rock is 110 yards, its length near half a mile, dry at low water; on the N.E. end the surface is very uneven, but in general the Rocks are from four to eight feet above the low water mark for nearly a quarter of a mile, and at high water spring tides, there may be from 10 to 12 feet over the highest part of them, as the tide rises at the springs about 20 feet, and then if the wind is in any direction off the land, it becomes particularly dangerous, as from the smoothness of the water, in consequence thereof, there is then no break, and its land-marks are so distant, that if there is any haze on the shore, they cannot be seen; and at all times in the night, which is particularly long on this coast in winter, land-marks can be of no service in avoiding this dangerous Rock, which has proved the destruction of many vessels, loss of much property, and sacrifice of numbers of lives.

This dangerous Rock lies in the fair way of vessels navigating along the coast from north to south and from south to north, as also those to and from the east country, particularly bound to the ports within the Firth of Forth, Dundee, Arbroath, Montrose, and Aberdeen; it is also particularly dangerous for H. M.'s ships which may be cruising or sailing along this part of the coast of Scotland.

For some time past it has been in agitation among the ship-owners, masters, and seamen of this part of the coast of Scotland, to take the dangerous situation of this Rock, with respect to the navigation of the coast, under their particular consideration, and endeavour to fall on the readiest means to induce government to give its aid and assistance to remove this bane of sailors, by erecting a Light-house thereon for the guiding of ships along the coast, and facilitating the navigation thereof; and in consequence of representations made by them to the Commissioner for Abroath, at the meeting of the Royal Burghs of Scotland at Edinburgh, to bring forward the same, he did so; and they ordered some of their members to correspond with the Commissioners for the Northern Lights respecting the matter, and some estimations have been made of the expense of and erection for a Light on the said Rock, and also the duty necessary to be laid on the tonnage of vessels navigating the east coast of Scotland, requisite to defray the expense of the same.

Which duty appeared to be but trifling; but it was also found that it required an act of Parliament to authorize the levy of this duty, and therefore it would be necessary also to apply to Parliament for that authority, which, I understand, is to be done some time during the next session; and such a circumstance taking effect, would no doubt promote the interest of

this part of Scotland, and render the navigation of the coast thereof many advantages, by contributing in a high degree to the safety of H. M.'s ships which might at any time be cruising for the protection of this part of the Kingdom, as well as those of the merchants following their commercial views."

CHARLES ROBERTS.

Letham, September 17th, 1802.

CHRONOLOGICAL SKETCH
OF THE
MOST REMARKABLE NAVAL EVENTS
OF THE YEAR 1810.

JANUARY

1. **D**ESPATCHES received from General Don, announcing the entire demolition of the basin, arsenal, magazines, and defences of Flushing, and the subsequent embarkation of the British troops, on the 23d ult.
8. Accounts received of the reduction of the fortress of the island of Bourbon, on the 21st of September, and the capture of a French frigate, and recovery of two East Indianmen.
24. Treaty of Peace signed between France and Sweden.

FEBRUARY

2. The House of Commons resolved to inquire into the conduct of the expedition to Walcheren.
— The French army marched towards Cadiz, with an intention of securing the French and Spanish fleets there, but the Duke of Albuquerque and the Duke del Parque united their forces and opposed them.
3. The *Confiance* French frigate captured off Belleisle, by H. M.'s ship *Valiant*, Captain Bligh.
6. The garrisons of Guadaloupe surrendered the island, after a short but severe action, to H. M.'s land and sea forces, under the command of Sir George Beckwith and Sir Alex. Cochrane. Two French frigates, of 44 guns each, totally destroyed there on the 16th December.
12. Islands of Feroe and Iceland, with certain settlements on the coast of Greenland, taken under British protection.
17. Dutch settlement of Amboyna, with six small ships of war, and 49 merchantmen, surrendered to H. M.'s land and sea forces, under the command of Captain Tucker, R.N.
— Island of St. Martin surrendered to the forces of General Harcour and Commodore Fabie at discretion.

22. La Necessite French frigate, of 40 guns, captured by H. M. S. *Horatio*, Captain Scott.

MARCH

2. The House of Commons passed a vote of censure on the conduct of Lord Chatham, in privately presenting to his Majesty a narrative of his operations in the Scheldt, and his Lordship resigned his office of Master-general of the Ordnance.

7. Vice-admiral Lord Collingwood died at sea.

6, 7, and 8. In a violent gale of wind, four Spanish ships of the line, and many smaller vessels, were driven on shore, on the coast of Cadiz and the Tagus, and several English, Portuguese, and American vessels, were also materially damaged.

13. Island of St. Maura reduced by the troops under the command of Brigadier-general Oswald.

30. The House of Commons, after a discussion of four nights, upon the evidence taken before the Committee, came to a vote of approbation of the expedition to the Scheldt.

APRIL

1. The King of Sweden issued a Proclamation, prohibiting the use of colonial produce to his subjects, and the entrance of English ships into his ports.

28. The Right Hon. Charles Yorke appointed First Lord of the Admiralty, *vice* Lord Mulgrave.

MAY

1. His Majesty's ships *Spartan* and *Success* engaged and drove on shore, near the island of Capri, a squadron of French and Neapolitan ships and gun boats.

— Captain Willoughby, of H. M. S. *Nereide*, landed at Jacotel, in the Isle of France, with a body of seamen and marines, defeated the garrison, and spiked the guns; but from the fewness of his men, was compelled to re-embark them.

— The President of the United States issued a Proclamation, declaring that France had revoked her Berlin Decree.

JUNE

2. An enemy's convoy driven into the harbour of Grao, and destroyed by boats despatched from Sir Charles Cotton's fleet.

3. In a gale of wind, the *Castilla* and *Argonaut*, Spanish prison ships, were drifted on shore at Cadiz, near the enemy's batteries, and many prisoners escaped, but the ships were got off with some damage.

JULY

1. A dreadful hurricane and storm, which occasioned many accidents in London and elsewhere.

— Louis Bonaparte resigned the Crown of Holland in favour of his two sons.

8. Island of Bourbon surrendered by capitulation to the land and sea

forces, under the command of Lieutenant-colonel Keating and Admiral Rowley.

10. Buonaparte formally annexed Holland to France.

17. The Queen Charlotte man of war, of 98 guns, launched at Deptford.

20. A Neapolitan flotilla was intercepted off Amantea by his Majesty's ship Thames, Captain Waldegrave, and a number of Sicilian gun boats; 37 vessels full of stores were taken and carried into Messina, and the remainder destroyed.

22. A Council of Marine ordered to be established in France, to attend to the affairs of the navy.

AUGUST

8. The Spanish Council of Regency declare the province of the Caraccas in a state of rigorous blockade.

11. Dreadful earthquake at St. Michael's, which destroyed 32 persons, and 22 houses.

12. Fourteen Spanish ships of the line fitted out, and sent on different destinations, to avoid the possibility of their falling into the possession of the French.

18. Canal of Corfu declared in a state of blockade by his Majesty's naval forces.

21. Bernadotte, the French General, elected Crown Prince of Sweden by the Diet.

23. Lucien Bonaparte, with his family, arrived at Malta.

— His Majesty's ships Sirius, Nereide, and Magicienne, gallantly attacked several of the enemy's ships in the Isle of France, and drove them on shore, but were unfortunately stranded themselves, and after a desperate defence against the batteries on shore, the crews were compelled to set them on fire.

SEPTEMBER

18. Murat attempted a landing in Sicily, but was compelled to abandon the enterprise, with the loss of 3,500 men, in killed, wounded, and prisoners.

24. The Spanish Cortes assembled for the first time in the Isle of Leon.

OCTOBER

7. A raging fever broke out at Carthagena, which soon disappeared.

29. Daily bulletins of his Majesty's health, signed by the physicians, began to be exhibited at St. James's.

NOVEMBER

2. Died, at Windsor Palace, her Royal Highness the Princess Amelia.

8. Mr. Mackenzie, who was sent to France, to treat for an exchange of prisoners with this country, returned, being unable to accomplish the object of his mission.

12. A great storm happened, which inundated many parts of the country, and injured an immense property.

18. Count Gottorp, the late King of Sweden, arrived in England.
 19. Sweden declared war against England.
 28. Buonaparte issued an order for all able seamen in the Hanse Towns to enter into the French service.

DECEMBER

13. Lucien Bonaparte arrived in England.
 24. An Algerine Ambassador to the English Court arrived in London.

CORRECT RELATION OF SHIPWRECKS.

PO. XLV.

Again the dismal prospect opens round,
 The wreck, the shore, the dying, and the drown'd.

FALCONER.

LOSS OF THE PALLAS, AND NYMPHE, FRIGATES.

THE Pallas, Captain Paris Monke, and the Nymphe, Captain E. S. Clay were lost at the entrance of the Frith of Forth, on the night of the 18th of December, 1810, in consequence of their mistaking a lime kiln, burning at Broxmouth, for the May light, and the May light for the Bell Rock. "The Pallas," says a letter, dated Dunbar, December 19, "came on shore at the vault, about a mile to the eastward of this. La Nymphe came on shore near Skateraw; the crew of the latter all saved, but the ship a wreck; a great many of the Pallas's crew are drowned, and six dead bodies were carried off the beach.—These vessels had returned from a cruise in the North Seas. The life-boat was sent thrice to the Pallas, the last time unfortunately upset, and one of the hands drowned, the coast being very rocky."

Another letter, of the same date, from an officer of the Royals, states as follows:—

"Our coast presents a dreadful spectacle of the wrecks of two fine frigates, the Pallas, of 32 guns, and Nymphe, of 36. The one a mile below Dunbar, and the other three miles further. Coming up the Frith, at half-past ten last night, when at the rate of ten knots an hour, they both ran aground on the rocks, and exhibit a total wreck, the coast all strewed with beams, planks, casks, &c. Fortunately only seven or eight men have lost their lives in both, who were brought ashore, and every means in vain tried for their recovery. Saw the first lieutenant brought out apparently dead; but, after half an hour, was so far recovered as to be removed to the Duchess of Roxburgh's, now well. It was eleven this morning before a boat could go to their assistance, although within a cable's length of the shore; and the life-boat upset with 40 men in it. Luckily only one drowned."

“ Most of our regiment have been there all day guarding the wrecks, and assisting as far as they could. The miserable appearance of the half drowned seamen, as they were carried ashore, was truly deplorable.”

The following more detailed account, respecting the *Pallas*, is extracted from a letter, written by one of her officers, of the date of December 22 :—

“ On Tuesday, the 18th instant, a heavy sea and a strong gale from the N.N.E. got up in the evening, when we trusted we were steering a direct course for Leith Roads, shaping a regular course by the light of the *May*, in which we were unfortunately mistaken, this light being that of a lime kiln, instead of the *May*.

“ In consequence of this, about half-past ten of that night, the ship struck upon a reef of rocks about two miles to the southward of this place, and in ten minutes had thirteen feet water in her hold, which rendered every exertion to get her off ineffectual. We fired guns, and threw out signals of distress, when, by the help of great fires, which the Hon. Mr. Manners, of Broxmouth, and the other inhabitants of this town, had kindled, we perceived that our distress was known on shore, and that they were busied in preparing the life-boat to come to our assistance ; but the sea running high, it was impossible, during the darkness of the night, to come off to us. Think what our situation then was, the sea was making a complete breach over us, our masts cut away, and our decks falling in, and, when daylight appeared, the first object we saw was the bottom of the vessel, containing the iron ballast, separated from the upper works, and at some distance from us. Every person adopted such measures as seemed best for saving his own life. A Portuguese sailor, who was an excellent swimmer, jumped from the wreck, and got safe on shore. Several others followed his example, five of whom perished in the attempt. About eleven o'clock A.M. the life-boat got alongside, and made two successful trips, but in the third she was upset, with five of our crew, and, much to be lamented ! one of the bravest fellows who belonged to the boat was drowned. Captain Monke was in the life-boat at that time, who was with great difficulty got on board the wreck, and afterwards landed insensible. The Hon. Captain Maitland carried him off to his father's house at Dunbar, where he remains considerably bruised. The first lieutenant, Walker, was taken on shore to all appearance lifeless ; but, from the unremitting attention of Mr. Manners, and the medical aid which he had provided, he was restored to life, but continues so weak that he is yet unable to leave Broxmouth, the seat of the Duchess of Roxburgh, to which he was carried, and where he has been nursed with parental care. Many of the officers and crew (and among them myself) were insensible in what manner they were preserved from a watery grave ; and here I must signify the united wish both of officers and crew, to express their heartfelt gratitude to the Hon. Mr. Manners, to whose judicious arrangement, and humane exertions, they are indebted for their safety, and who, after getting us on shore, lodged, fed, and furnished with dry clothes, about 150 of us. Nor was his Lady, the Duchess of Roxbourg, less active in her department, for she went from room to room for the purpose of seeing that every comfort

should be administered to the wretched sufferers. In short, the benevolence and humanity of this worthy pair are beyond all praise, and they have now the inexpressible pleasure of seeing the objects of their care so far recovered as to be able to leave that hospitable mansion. Of Dr. Johnston, for his medical assistance, and of the inhabitants of Dunbar in general, for their kindness and attention, the officers of the Pallas feel a grateful remembrance.—I must not omit to mention, that, if the judicious orders issued by the commanding officer of the Royals, Colonel M'Leod, had been followed, not only a great share of the stores of the Pallas, but a considerable part of the officers' private property had been saved, which are now lost. As an individual, he contributed every thing in his power for our comfort. Admiral Otway, also, with that promptitude and attention for which he is so conspicuous, immediately, on hearing of our disaster, despatched the Fancy, and several brigs, to render us every assistance in their power, and the major part of our surviving crew are now on board these vessels."

THE MINOTAUR.

His Majesty's ship Minotaur, of 74 guns, Captain Barrett, was lost on the Haak Sands, at the mouth of the Texel, on the night of the 22d of December, 1810. She left Gottenburgh on the 15th, in company with the Plantagenet and Loire, with sixty sail of ships under convoy, in tempestuous weather.—The following Dutch official statement of her loss, is all that has yet appeared, deserving of notice, relating to that melancholy event.

Amsterdam, December 25.

"TO HIS EXCELLENCY THE MINISTER OF MARINE AND COLONIES.

"SIR,—In the absence of Vice-admiral De Winter, Count of Huessen, I have the honour to inform your Excellency, that the English ship the Minotaur, of 74 guns, with a crew of 590* men, and commanded by Captain John Barrett, was wrecked on the Haak's Bank, on the night of the 22d inst.—Captain Musquetie, commander in the Texel Roads, sent at day-break on the 23d the aviso and pilot boat the Dunker, to reconnoitre the vessel that had been wrecked, but the wind and heavy sea prevented her from approaching the vessel. She had lost her masts, and was under water from about half way up the bowsprit to behind the mainmast. The waves broke over the remainder of her.—One hundred and ten of the crew, notwithstanding, succeeded in saving themselves in the boats. They landed behind the Texel Island, near the village of Koog, where they were made prisoners of war by the troops stationed in that quarter. Among the prisoners was a lieutenant, the surgeon, and eight midshipmen. The Minotaur was on her way from the Baltic to Yarmouth, in company with the Plantagenet, a ship of the line, from which she was separated by the storm which drove her on the Haaks.

"I have the honour to be, &c.

"C. LANGERELD, Chief of the Staff
of the Third Maritime District of the North Coast."

* We have been informed, that she had not more than 470 men on board, being short of her complement.

PLATE CCCXXIX.

THE annexed view of the Naval Hospital at Madras, is engraved by Baily, from a drawing, made upon the spot, by J. Inman, Esq. nephew of the late Captain Henry Inman; a portrait of whom, accompanied by a memoir of his professional services, appears at the beginning of this volume.

The Hospital, which is airy and commodious, capable of accommodating 500 patients, and in every respect calculated to promote their health and comfort, was built under the joint auspices of Sir Edward Pellew,* and Admiral Drury, the present commander-in-chief upon the India station. To the liberal mind of the latter officer, we understand, it is particularly indebted for its veranda, and various other important advantages.

The larger hospital to the right, is appropriated to the use of the petty officers, seamen, and marines.—The ground floor of the building next to it, is the dispensary; the upper floor consisting of a dining room, and two bed rooms, for the accommodation of the lieutenant-governor and dispenser. The under part of the third is allotted to sick officers, and the upper part to the residence of the captain or governor. The fourth building on the left is for the surgeon.

PHYSIOLOGY.

DR. WOLLASTON being appointed to read the last Croonian lecture before the Royal Society of London, commenced his discourse by observing, that the remarks which he had to offer on the occasion, might be thought to bear too little direct relation to each other for insertion in the same lecture, yet that any observation respecting the mode of action of voluntary muscles, and every enquiry into the causes which derange, and into the means of assisting, the action of the heart and blood vessels, must be allowed to promote the design of Dr. Croone, who had instituted these annual disquisitions. He accordingly divided his discourse into three parts: viz. on the “duration of voluntary action;” on “the origin of sea sickness,” as arising from a simple mechanical cause, deranging the circulation of the blood; and then he endeavours to explain the advantage derived from riding, and other modes of gestation, in assisting the health under various circumstances, in preference to every species of actual exertion.

* A biographical memoir of Sir Edward Pellew will be found in the XVIIIth Volume of the NAVAL CHRONICLE, page 441.

In speaking of the duration of muscular action, he observes, that besides the necessity of occasional intermissions from a series of laborious exertions, and the fatigue of continuing the effort of any one voluntary muscle without intermission, which are obvious to every person, there is a third view of the subject, viz. that each effort, though apparently single, consists in reality of a number of contractions repeated at extremely short intervals; so short that the intermediate relaxations cannot be visible, unless prolonged beyond the usual limits by a state of partial or general debility. The existence of these alternate motions he infers from a sensation perceptible upon inserting the extremity of the finger into the ear, because a sound is then perceived which resembles that of carriages at a distance passing rapidly over a pavement, and their frequency he estimates at twenty or thirty in a second: and he adds, that the resemblance of the muscular vibrations to the sound of carriages at a distance, arises not so much from the quality of the sound as from an agreement in frequency with an average of the tremors usually produced by the number of stones in the regular pavement of London passed over by carriages moving quickly. If the number of vibrations be twenty-four in a second, and the breadth of each stone be six inches, the rate of the carriage would be about eight miles in an hour, which agrees with the truth of the facts on which the estimate is founded.

The doctor was led to the investigation of the cause of sea-sickness from what he himself experienced in a voyage. He first observed a peculiarity in his mode of respiration, evidently connected with the motion of the vessel: that his respirations were not taken with the accustomed uniformity, but were interrupted by irregular pauses, with an appearance of watching for some favourable opportunity for making a succeeding effort; and it seemed as if the act of inspiration were in some manner to be guided by the tendency of the vessel to pitch with an uneasy motion. This action he thought, affected the system by its influence on the motion of the blood; for at the same instant that the chest is dilated for the reception of air, its vessels become also more open to the reception of the blood, so that the return of blood from the head is more free than at any other period of complete respiration. But by the act of expelling air from the lungs, the ingress of the blood is so far obstructed, that when the surface of the brain is exposed by the trepan, a successive turgescence and subsidence of the brain is seen in alternate motion with the different states of the chest. Hence, perhaps, in severe head-aches a degree of temporary relief is obtained by occasional complete inspirations: in sea sickness also the act of inspiration will have some tendency to relieve, if regulated so as to counteract any temporary pressure of blood upon the brain. The principal uneasiness is felt during the subsidence of the vessel by the sinking of the wave on which it rests. It is during this subsidence that the blood has a tendency to press with unusual force upon the brain. This fact is elucidated by reasoning, and by what is known to occur in the barometer, which, when carried out to sea in a calm, rests at the same height at which it would stand on the shore; but when the ship falls by the subsidence

of the wave, the mercury is seen apparently to rise in the tube that contains it, because a portion of its gravity is then employed in occasioning its descent along with the vessel; and accordingly, if it were confined in a tube closed at bottom, it would no longer press with its whole weight upon the lower end. In the same manner, and for the same reason, the blood no longer presses downwards with its whole weight, and will be driven upwards by the elasticity which before was merely sufficient to support it. The sickness occasioned by swinging may be explained in the same way. It is in descending forwards that this sensation is perceived; for then the blood has the greatest tendency to move from the feet towards the head, since the line joining them is in the direction of the motion; but when the descent is backwards, the motion is transverse to the line of the body; it occasions little inconvenience, because the tendency to propel the blood towards the head is inconsiderable.

Dr. Wollaston thinks that the contents of the intestines are also affected by the same cause as the blood; and if these have any direct disposition to regurgitate, this consequence will be in no degree counteracted by the process of respiration. "In thus referring," says our author, "the sensations of sea-sickness in so great a degree to the agency of mere mechanical pressure, I feel confirmed by considering the consequence of an opposite motion, which by too quickly withdrawing blood from the head, occasions a tendency to faint, or that approach to fainting which amounts to a momentary giddiness with diminution of muscular power. At a time when I was much fatigued by exercise, I had occasion to run to some distance, and seat myself under a low wall for shelter from a very heavy shower. In rising suddenly from this position, I was attacked with such a degree of giddiness, that I involuntarily dropped into my former posture, and was instantaneously relieved by return of blood to the head, from every sensation of uneasiness. Since that time the same affection has frequently occurred to me in slighter degrees; and I have observed, that it has been under similar circumstances of rising suddenly from an inclined position, after some degree of previous fatigue, sinking down again immediately removes the giddiness; and then by rising a second time more gradually, the same sensation is avoided."

In his observations on the salutary effects of riding, &c. Dr. Wollaston observes, that although the term *gestation* is employed by medical writers as a general term comprehending riding on horseback, or in a carriage, yet he suspects that no explanation has yet been given of the peculiar advantages of external motion; nor does he think that the benefits to be derived from carriage exercise have been estimated so highly as they ought. Under the term exercise, active exercise has been too frequently confounded with passive gestation, and fatiguing efforts have been substituted for motions that are agreeable, and even invigorating, when duly adapted to the strength of the invalid, and the nature of his indisposition. His explanation of the effects of external motion upon the circulation of the blood is founded upon a part of the structure observable in the venous system. The valves allow a free passage to the blood, when propelled forward by any motion that

assists its progress; but they oppose an immediate obstacle to such as have a contrary tendency. The circulation is consequently helped forward by every degree of gentle agitation. The heart is supported in any laborious effort; it is assisted in the great work of restoring a system, which has recently struggled with some violent attack; or it is allowed as it were to rest from a labour to which it is unequal, when the powers of life are nearly exhausted by any lingering disorder. In the relief thus afforded to an organ so essential to life, all other vital functions must necessarily participate, and the offices of secretion and assimilation will be promoted during such comparative repose from laborious exertion. Even the powers of the mind are, in many persons, manifestly affected by these kinds of motion. It is not only in cases of absolute deficiency of power to carry on the customary circulation, that the beneficial effects of gestation are felt, but equally so, when comparative inability arises from redundancy of matter to be propelled. When, from fullness of blood, the circulation is obstructed, the whole system labours under a feeling of agitation, with that sensibility to sudden impressions, which is usually termed nervousness. The mind becomes incapable of any deliberate consideration, and is impressed with horrors that have no foundation but in a distempered imagination. The composed serenity of mind that succeeds to the previous alarm, is described by some persons with a degree of satisfaction that evinces the decided influence of the remedy.

Dr. Wollaston quotes a very striking fact in justification of his theory; and adds, "If vigour can in any instance be directly given, a man may certainly be said to receive it in the most direct mode, when the service of impelling forward the circulation of his blood is performed by external means. The first mover of the systems is thereby wound up, and the several subordinate operations of the machine must each be performed with greater freedom, in consequence of this general supply of power." In many cases (he further observes) the cure of a patient has been solely owing to the external agitation of his body, which must be allowed to have had the effect of relieving the heart and arteries from a great part of their exertion in propelling the blood, and may therefore have contributed to the cure by that means only. Different degrees of exercise must be adapted to the different degrees of bodily strength; and in some cases, a gentle, long-continued, and perhaps incessant, motion may be requisite; and, in these circumstances, sea voyages have sometimes been attended with remarkable advantages.

It will be recollected by our readers, that a young man, in the autumn of last year, went into a room in which were two healthy rattle-snakes, and that after teasing them some time, one of them bit him, of which wound he lingered from the 17th of October till November 4, when he died. Mr. Everard Home, who attended the man through his sufferings, has laid before the Royal Society a most accurate and minute statement of the symptoms that occurred, and of the means made use of to avert the evil. After this, he refers to several other cases sent from India to Dr. Patrick Russell, and to an experiment which he made in the year 1782, while in the island of

St. Lucia: from all which he infers, that the effects of the bite of a snake vary according to the intensity of the poison. When it is very active, the local irritation is so sudden, and so violent, that death soon takes place; but the only alteration of structure of the body is in the parts close to the bite, where the cellular membrane is completely destroyed, and the neighbouring muscles very considerably inflamed. When the poison is less intense, the shock to the general system does not prove fatal; it brings on delirium in a slight degree, and great pain; but if the poison produce a local injury of sufficient extent, the patient also dies, while all slighter cases recover. The effect of the poison on the constitution is so immediate, and the irritability of the stomach is so great, that there is no opportunity of exhibiting medicines till it has fairly taken place, and then there is little chance of beneficial effects being produced. The only rational local treatment to prevent the secondary mischief is *making ligatures above the tumefied part, to compress the cellular membrane and set bounds to the swelling, which only spreads in the loose parts under the skin; and then scarifying freely the parts already swoln, that the effused serum may escape, and the matter be discharged, as soon as is formed.*

Naval Poetry.

The heart's remote recesses to explore,
And touch its springs, when Prose avail'd no more.

FALCONER.

REFERENCES to ancient authors for the elucidation of present events, are always gratifying and impressive to those who have had the benefit of classical education. In our last volume (page 488) we gave a passage from Horace most aptly adduced by Lord Grenville in the House of Peers on 29 November. We now present the counter quotation from Virgil, no less forcibly given by the Earl of Harrowby on the same occasion with its context, and with an approved translation—that by Pitt, which, by the fiat of Dr. Samuel Johnson, contrary to the popular predilection for Dryden's version, ought to be preferred for the purposes of literature beyond all others extant. This article will, we think, be particularly relished by naval readers who may chance to receive the present volume of the N. C. on the Mediterranean station, and perchance even in sight of Cape Palinuro.

PRINCEPS ante omnes densum Palinurus agebat

Agmen: ad hunc alii cursum contendere jussi.

Jamque ferè mediam cœli nox humida metam

Contigerat; placidâ laxarent membra quiete

Sub remis fusi per dura sedilia nautæ.

Cùm levis æthereis delapsus Somnus ab astris

Aëra dimovit tenebrosum, & dispulit umbras,
 Te, Palinure, petens, tibi tristia somnia portans
 Insoniti: puppique Deus consedit in altâ,
 Phorbanti* similis, fuditque has ore loquelas:
 Iaside Palinure, ferunt ipsa æquora classem,
 Æquataë spirant auræ: datur hora quieti.
 Pone caput, fessosque oculos furare labori.
 Ipse ego paulisper pro te tua munera inibo.
 Cui vix attollens Palinurus lumina fatur:
 Mene salis placidi vultum, fluctisque quietos
 Ignorare jubes? mene huic confidere monstro?
 Æneam credam quid enim fallacibus Austris,
 Et cœli toties deceptus fraude sereni?
 Talia dicta dabat: clavumque affixus & hærens
 Nusquam amittebat, oculosque sub astra tenebat.
 Ecce Deus ramum lethæo rore madentem,
 Vique soporatum Stygiâ, super utraque quassat
 Tempora; cuctantique natantia lumina solvit.
 Vix primos inopina quies laxaverat artus,
 Et superincumbens, cum puppis parte revulsâ,
 Cumque gubernâclo liquidas projecit in undas
 Præcipitem, ac socios nequicquam sæpe vocantem.
 Ipse volans tennes se sustulit ales in auras.
 Currit iter tutum non secius æquore classis,
 Promissisque patris Neptuni interrta fertur.
 Jâmque adeo scopulos Sirenum advecta subibat,
 Difficiles quondam, multorumque ossibus albos;
 Tum rauca assiduo longè sale saxa sonabant:
 Cum patert amisso fluitantem errare magistro
 Sensit, & ipse ratem nocturnis rexit in undis,
 Multa gemens, casûque animum concussus amici:
 O nimium cœlo, & pelago confise sereno,
 Nudus in ignotâ, Palinure, jacebis arenâ.—(VIRGIL ÆN. V.)

TRANSLATION.

Now half the night thro' Heav'n had roll'd away,
 The sailors stretch'd along their benches lay,
 When thro' the parting vapours swiftly flies
 The god of slumbers from th' æthereal skies.
 To thee, poor PALINURE, he came, and shed
 A fatal sleep on thy devoted head!

* Phorbas supposed to mean a son of Priam so named. Iasus was the father or ancestor of Palinurus.

† Æneas.

High on the stern his silent stand he took
 In PHORBAS' shape; and thus the phantom spoke:
 Behold, the fleet, my friend, securely sails,
 Steer'd by the floods and wafted by the gales!
 Now steal a moment's rest; myself will guide
 Awhile the vessel o'er the floating tide.
 To whom the careful PALINURE replies,
 While scarce he rais'd his heavy closing eyes:
 Me wouldst thou urge in sleep to sink away?
 And fondly credit such a flattering sea?
 Too well, my friend, I know the treach'rous main,
 Too well, to tempt the monster's smiles again!
 Too oft deceiv'd by such a calm before,
 I trust my master to the winds no more.
 This said, he grasp'd the helm, and fixt his eyes
 On every guiding star that gilds the skies.
 Then o'er his temples shook the wrathful god
 A branch, deep-drench'd in Lethe's silent flood.
 The potent charm the dews of slumber steep,
 And soon weigh down his swimming eyes to sleep.
 Scarce yet his languid limbs had sunk away,
 When o'er the wretch the god incumbent lay,
 And, with a shatter'd fragment of the ship,
 Bore down the helm and pilot to the deep;
 Headlong he tumbles in the flashing main,
 And calls for succour to his friends in vain.
 Swift from the stern the traitor phantom flies,
 And with spread pinions mounts the golden skies;
*Yet smooth along the flood the navy rode,
 Safe in the promise of the wat'ry god.*
 Now they approach the Syren's dangerous coast,
 Once rough, and infamous for vessels lost.
 Huge heaps of bones still whiten all the shore;
 And, dash'd from rock to rock, the billows roar.
 The watchful Prince th' endanger'd galley found,
 Without a pilot, strike on shoaly ground;
 Himself then took the task, by night to guide
 The wand'ring vessel o'er the rolling tide:
 O dear lamented friend! (the hero cries) }
 For faith repos'd on flattering seas and skies, }
 Cast on a foreign shore thy naked body lies! }—(PITT.)

THE TALE OF IVAR, PRINCE OF DENMARK.

(FROM COTTLE'S ALFRED. BOOK I.)

"**I**VAR, the evening before he departed from Denmark, to invade Alfred, visits, with the Ocean Hag, her mother, the sleeping Sorceress; whose bed was a stone coffin, in the centre of the earth, her winding-sheet snow, in which her icy limbs reposed."

"Hide not the venturous tale,
The sisters answered. 'Say the sorceress words
And what thy future fortunes.' Ivar spake—
'Though terrible, I will declare the past.
'When from my father's halls I sought the shore,
Thick darkness veil'd the sky, and the fierce winds,
Then rising, presaged the impending storm.
As by the waves I strode, I saw a man,
A mariner. 'Well met, I him addressed,
Launch out thy bark! for I am bound to find
The witch's habitation: dost thou know
Her secret dwelling?'—'Well I know the spot
Her secret dwelling,' spake the mariner:
'But, hark! the winds are rising. See the waves
Heaving their monstrous heads. At such an hour
'Twere death to venture.'—Wrathful thus I cried.
'Thou dastard spirit, know thy prince is nigh;
'Tis Ivar's voice thou hearest. Launch the bark!
The man replied—'I, other master serve,
No choice is mine, I must deny thy will,
And patient tread this shore.'—'Deny thy prince,
Enraged I cried, when with my dagger true
I stabbed him to the heart. The mariner
Fell lifeless, and I forth pursued my way.
Not long I strayed, ere to another man,
A mariner, I came; who pondering stood:
'Well met,' I cried, 'thy Prince is bound to find
The witch's habitation: launch thy bark!
The mariner in silence launch'd his bark,
And o'er the boisterous ocean urged his course.

"Now darker grew the crowded atmosphere.
There was no moon on high, and not a star
Peeped through the sable canopy: the blast
Rang loud, and now with roar more terrible,
Swept o'er the foaming waves.

'Bust dost thou know
In this tempestuous hour the certain course?'
Eager I asked him. Slowly he replied
'I know the course.' Struck with mysterious awe,

I would have sought the shore; but we were now
 Far o'er the ocean, whilst as thus we sailed
 More furious howled the storm; and in the air
 So black and pitchy forms appeared to float
 More black, and of terrific character:
 'But dost thou know the way?' with faltering words,
 Again I asked him. Slow the boatman spake,
 '*I know the way.*'—A moment's calm prevailed,
 The mountain billows heed their foaming heads
 Suspended in the clouds, to aid the still
 And petrifying silence; then again
 They fell in thundering cataracts. The winds
 Burst on resistless, and together joined
 Ocean and air t' augment the fearful scene
 Unspeakable. 'But dost thou know the way?'
 Once more I asked him. '*Well I know the way,*'
 In the same tone he answered; whilst the sea
 Now fiercer grown, raved with transcendent wrath,
 And every blast that shook the element,
 Seemed like the blast portentous of man's end.
 —'I cannot see thy face!' I then exclaimed,
 'And whither are we sailing? Fearful man
 I know thee not—Speak! I conjure thee speak,
 Though it may bear a dagger to my heart,
 This horrid silence chills me.'—Not a word
 Answered the mariner; and as I looked
 With shuddering expectation o'er his face,
 There shone a glow of light miraculous;
 And, by it, in the helmsman I beheld
 The man I murdered!—Ghostly beam'd his eye,
 His cheek was thin and sallow, and the wound
 Deep in his side trembling I gazed upon,
 And as I gazed, speechless, and wild with dread,
 The light withdrew, and all again was dark,
 Darkness and tempests, and the rushing wind.

"Now fast we speed o'er ocean, when a wave
 Tossed on a rock the bark: 't instant bulged.
 Upon the rock I climbed, and earnest looked
 For shore or shelter. When, oh shame to tell,
 Terror consumed my soul—I feared the prize,
 Th' immortal prize for which alone I toiled,
 Was then to be caught from me, and the flood
 Receive that heart which panted but to die
 The death of heroes—Whilst I mazing stood
 A light drew nigh, and now it nearer came,
 And still more near. The cause was manifest:
 It was a wandering night-hag pacing slow

The dark and stormy ocean. Thus I cried—
 ‘What’er thou art, oh roamer of the seas,
 Approach and aid me!’ Toward me she drew nigh
 And raised her glimmering lamp, by whose pale beam
 I saw my perils.—With inquiring gaze
 I sought for boat or boatman, but in vain.
 Through the thick gloom no form appeared, and now
 O’er broken crags and sea weeds, to the shore
 Labouring, I climbed. I marked the ocean hag
 And started back. Her face was pale as death,
 Her bones appeared, scarce hidden by the skin
 That loosely covered them, whilst her dark eye,
 Glisten’d like that of swine, when from half sleep
 In lazy mood it casts its eye ball up
 At foot approaching. ‘Hither am I come,’
 I her addressed, ‘to explore th’ abodes profound
 Of the dread sister. Her I earnest seek
 To commune with upon adventurous deeds,
 And to inquire, in other worlds how fares
 My injur’d father. I am Regnar’s son,
 Ivar of Denmark. Know’st thou of her cave,
 That I may pay obeisance and disclose
 My weighty purpose?’

‘Well I know the spot,’
 The hag replied, ‘from her thou seek’st, I sprung.
 My potent mother. I beheld thy bark
 Toiling amid the waves, and thus approached
 To serve thee. To our vault advance: yet first,
 In this so hoisterous hour, declare who steered
 Thy vessel hither.’ Trembling I replied
 ‘Some haggard fiend, I know him not, his name,
 Nor whither he is gone: he landed me
 Upon these savage rocks and back returned!’
 —‘It was our nightly herald,’ said the hag,
 ‘Him we dispatched to bring thee to our dome,
 And thou didst well to follow. Now prepare
 To explore the depths beneath, where I abide
 In service evermore (save when I aid
 The suffering mariner) with ceaseless care
 Guarding all avenues, that lead where dwells
 The sleeping sorceress. Mortal! follow me!!’
 Slowly she passed. I strove to follow her:
 When as we moved, sudden a host of lamps
 Amid the crags, of fearful radiance,
 Blazed all around. The spot on which we stood
 Was the rude base of a stupendous rock,
 Whose summit, midnight hid; whilst here and there

The fatal hemlock started, and the roots
 Of living mandrake. 'Are we not come near?'
 I then inquired. 'These hideous shapes and things,
 It needeth to be one like thee, to meet
 Unterrified.'—We both in silence marched.
 The torches bright high in the rifted crag
 Moved on by hand unseen; till to a vault
 Of huge extent and darkness, tenfold more
 Than earthly, we arrived: when all the lamps
 Blended their fires, and as one torch approach'd
 The night hag, who her shrivell'd hand upheld:
 And having seized it, bent before the cave,
 And mutter'd unintelligible words
 And necromantic airs that made the place
 Sound like contending thunders.—'Now prepare,
 Solemn she cried, 'to tread these chambers, hid
 In night eternal, which no mortal foot
 Hath e'er profaned, but with the special grace
 Of her who dwells beneath; our potent queen.
 The hag proceeded. Doubtful I remain'd
 Whether to follow, or that instant rush—
 I knew not where: but mindful of my name
 Boldly I trod her footsreps."

HYMN OF THE MALTESE MARINERS.

(FROM MR. KELL'S EMILY.)

- " **Q**UEEN of the Sea! ordain'd to prove
 Our dear Redeemer's filial love,
 Bend from thy starry throne above,
 O beata Virgine!
- " Whene'er the beating tempest roars
 O give fresh vigour to our oars,
 That we secure may reach our shores,
 O beata Virgine!
- " Whene'er the rolling billows sleep
 And zephyrs fan the level deep,
 Chant we, while all due measure keep,
 O beata Virgine!
- " Ye White cross Knights,
 Look from your towers that shade the main,
 Repeat, repeat, our choral strain,
 O beata Virgine."

A FREE TRANSLATION

Of Part of that admirable Ode, in the first Book of Horace; wherein the Commonwealth is represented under the Allegory of a Ship.

“ O Navis! referent in mare te novi
“ Fluctus?” &c.

Poor bark! by various tempests borne,
By rattling winds thy sails are torn,
Thy keel, of British wood,
Is broke by the relentless tide;
And thy loosed timbers, opening wide,
Admit the foaming flood.

What tongue can my sad sorrows tell,
When, wrapt in flames, thy main-mast* fell?
A nobler never grew:
No anchor can'st thou, now, put forth,
A blast from the perfidious north
Thy darling pilot † slew.

Thou may'st have anchors yet in store,
Sails, keels, and cordage, as before,
And many a goodly mast:
May'st have stout ribs, and timbers sound,
But, ah! where can, on earth, be found,
A pilot like thy last!

NAVTICVS.

 NAVAL HISTORY OF THE PRESENT YEAR, 1810—1811.

(December—January.)

RETROSPECTIVE AND MISCELLANEOUS.

THE Bill for appointing his Royal Highness the Prince of Wales Regent of the United Kingdom, for a limited period, in consequence of the illness of his Majesty, was agreed to in the House of Lords, and returned to the Commons, with several amendments, on the 29th of January. It is expected that it will have passed through all its stages by the 2d of February, when the Prince will be fully invested with his powers, as Regent, and proceed in state to the House of Peers.

One of the original clauses of the Bill provided, that his Royal High-

* Nelson.

† Pitt.

ness, while Regent, should enjoy the privilege of creating peers, for eminent services performed in the navy or army; but that clause has been over-ruled by the influence of the Prince's own party, on the ground that it might excite feelings of jealousy amongst other classes.

His Majesty's health is understood to be in a greatly amended state.

The Board of Admiralty have come to the resolution of submitting all sentences of capital conviction in his Majesty's navy, for the approbation of the Attorney and Solicitor-General, before such sentences are ordered to be carried into execution.

The Admiralty have settled a plan for receiving a certain sum for the discharge of seamen, according to their different ratings.

The long-expected 8th report of the Commissioners for revising the civil concerns of his Majesty's navy, has at last made its appearance, and commenced operations in Plymouth dock-yard on the 1st of January. It comprises a new system of pay for all the artificers and other workmen belonging to his Majesty's several dock and rope-yards, in reference to a very extended scheme of task and job-work, for each respective description which accompanied the same, together with sundry regulations for the internal government of the yards: and, it is presumed, will be found not only highly beneficial to the state, but satisfactory to every class of workmen, to whose skill and exertions we are so much indebted for our maritime ascendancy and national defence.

The Conflict gun-brig, Lieutenant Batt, it is feared, has foundered off the north coast of Spain. On the 9th of November, while cruising in company with the *Arethusa*, they were caught in a violent gale, and the former was seen towards night in great distress, since which time no accounts have been received of her.

We learn from the Spanish papers, that the *Volontaire*, Captain Bullen; and the *Cambrian* (frigates) Captain Fane, have been employed on the coast of Catalonia, from Tarragona, nearly to Rosas, in destroying the batteries which the enemy had obtained possession of, and levying contributions upon the partizans of the French. Colonel O'Roman commanded the Spanish troops that embarked in the frigates; and he omitted no opportunity of harrassing the enemy. In proceeding to destroy the Castle of Medas, the *Cambrian* lost her rudder. From Caduguez they obtained 19 ships, six of them laden with grain and wine, which they manned and sent to Tarragona. Captain Bullen was wounded during these services; but we trust not dangerously. Both ships had returned to Tarragona.

The crew of his Majesty's sloop *Childers*, has presented an elegant sword, with a suitable inscription, to Mr. George Wilson, master of that ship, as a mark of their esteem for his jumping overboard at sea, and saving, at the risk of his own life, one of their shipmates from a watery grave, who had fallen from the fore-yard-arm, and was in the act of sinking.

The Emperor of Russia is reported to have acceded to Buonparte's request, in placing a certain number of Russian seamen at his disposal.— In Norway, however, the seamen lately raised for the service of the French

fleet, have refused to embark; declaring, at the same time, their perfect willingness to engage in the service of their own country. Nearly the whole of Norway is reported to be in a state of open insurrection, and has offered to throw off the Danish yoke, provided she could obtain the protection of Britain.

An extensive maritime conscription has been ordered in France, of which farther notice will be taken in a subsequent part of this volume.

Hamburgh, and all the Hanse Towns, have been formally annexed to the French empire.

Letters on Service,

Copied verbatim from the LONDON GAZETTE.

ADMIRALTY-OFFICE, NOVEMBER 21, 1810.

Vice-admiral Drury, commander-in-chief in the East Indies, has transmitted to John Wilson Croker, Esq. two letters he had received from Captain Tucker, of his Majesty's ship *Dover*, one inclosing a report from Captain Spencer, of the Samarang sloop, of a successful attack made by him on the fort in the island of Pulo Ay, from whence he removed the garrison, ordnance, and public property; and the other, transmitting the following list of vessels captured by the ships under Captain Tucker's orders, between the 5th of March and 29th of April last.

Account of Enemy's Vessels captured by his Majesty's Ships under my orders, between the 5th of March and 29th April, 1810.

Dutch ship *Caroline*, J. Jacobson, captain, of 6 guns and 18 men, captured by the *Cornwallis*, Company's cruiser, laden with supplies for Ternate.

Dutch brig *Recruiter*, D. Hegenoard, captain, of 12 guns and 50 men, captured by the *Samarang*.

Dutch brig *Dely*, J. Schmidt, captain, of 10 guns and 28 men, captured by the *Cornwallis*.

Dutch brig *Slammas*, of 4 guns and 30 men; laden with government supplies for Amboyna, Banda, Ternate, Menado, and Giron toll.

Dutch brig *Maidienne*, of 2 guns and 25 men; laden with ditto.

Dutch brig *Eugenia*, Ross, captain, of 4 guns and 30 men; laden with ditto.

Dutch brig *Lieu Sing*, of 2 guns and 30 men; laden with ditto.

Dutch sloop *Jaran*, of 2 guns and 20 men; laden with ditto.

Dutch sloop *Macassar*, of 2 guns and 18 men; laden with ditto.

Dutch sloop, of 2 guns and 10 men; laden with ditto.

Dutch sloop, of 2 guns and 12 men; laden with ditto.

EDWARD TUCKER.

Abstract.

1 ship, 6 brigs, 4 sloops, 53 vessels of various descriptions from former accounts, since 8th December, 1809.—Total 64.

EDWARD TUCKER.

Copy of a Letter from Captain Hotham, of his Majesty's Ship the Northumberland, addressed to Admiral Lord Gambier, and transmitted by his Lordship to John Wilson Croker, Esq.

MY LORD,

Northumberland, at Sea, November 22, 1810.

I have the honour to acquaint your lordship, that his Majesty's ship Northumberland under my command, (with the Armada in company) has captured this day the French privateer ketch, La Glaneuse, of 14 guns, and having on board 85 men, after a second pursuit, having chased her yesterday, and prevented one of his Majesty's post-office packets from falling into her power.

She belonged to St. Maloes, was commanded by Mr. André Haste, a Dane, had been six weeks at sea on her first cruise, without making any captures; and being a new vessel, only six months old, coppered and sails very well; she appears to be particularly well adapted to be employed in his Majesty's service as a dispatch vessel.

I have the honour to be, &c.

H. HOTHAM.

DECEMBER 1.

Copy of a Letter from Captain Acklom, of his Majesty's Sloop Ranger, addressed to Vice-admiral Sir James Saumarez, and transmitted by the latter to John Wilson Croker, Esq.

*His Majesty's Ship Ranger, off Bornholm,
November 11, 1810.*

SIR,

I have the honour to inform you, I yesterday afternoon fell in with the Bornholm, a Danish cutter privateer, of four guns and thirty men, which I captured. She had been out three weeks from Copenhagen, and had taken but one vessel, a Swedish galliot, which I was fortunate enough to retake this morning close to Eartholms.

I have the honour to be, &c.

GEO. ACKLON, Com.

Copy of a Letter from Lieutenant Pettet, commanding his Majesty's Gun-vessel Wrangler, addressed to Vice-admiral Sir James Saumarez, and transmitted by him to John Wilson Croker, Esq.

*His Majesty's Gun-vessel Wrangler, Island of Anholt,
November 16, 1810.*

SIR,

I have the honour to inform you, that on the 14th instant, off Gerild, I captured the Danish cutter privateer Danneskiold, mounting two carriage guns, and had twelve men, with a large sailing boat attached to her, armed with a swivel and musketry; they had been three days from Hals, on their way to the Belt, and had taken nothing.

I have the honour to be, &c.

J. B. PETTET.

DECEMBER 8.

Copy of a Letter from Captain Downie, of his Majesty's Sloop the Royalist, addressed to Vice-admiral Campbell, and transmitted by Commodore Owen to John Wilson Croker, Esq.

*His Majesty's Sloop Royalist, in the Downs,
December 5, 1810.*

SIR,

I beg leave to inform you, that at two o'clock this morning, St. Valery en Ceaux bearing S.S.E. about four miles, his Majesty's sloop under my command captured, after a short chase, the French lugger privateer Roi de

Naples, of fourteen guns and forty-eight men; a few hours from Dieppe, and had made no capture. I have the honour to be, &c.

GEO. DOWNIE.

DECEMBER 15.

Copy of a Letter from William Shield, Esq. Commissioner of his Majesty's Navy at the Cape of Good Hope, to John Wilson Croker, Esq. dated at the Cape, the 24th September, 1810.

SIR,

It is with the deepest regret I acquaint you, for the information of the Right Hon. the Lords Commissioners of the Admiralty, with the loss of a part of his Majesty's squadron on this station.

The account I have now the honour to present to you, came to my knowledge by his Excellency Lord Caledon having had the goodness to send, for my perusal, despatches he received last night by the late master of the *Sirius* from the governor of Bourbon. I have transcribed and enclosed such part thereof as may lead their lordship's judgment to the extent of this disastrous event.

The *Isle de la Passe* had fallen by assault from a party landed by two of the frigates; subsequent to which, the *Bellona*, *Minerva*, and *Victor* arrived and run into Port South East, with their prize the Honourable East India Company's ship *Ceylon*, taken in company with the *Windham*, after a gallant resistance, on their way from the Cape to Madras, with a part of the 24th regiment on board.

The *Windham* was turned from Port South East, and recaptured by the *Sirius*, but the troops had been removed to the *Bellona*.

Captain Pym appears to have immediately determined on attacking these ships, and to his not being aware of the difficulties of the navigation within the port is to be attributed his failure and the loss of the King's ships. The *Sirius* and *Magicienne* were burnt by their crews, after doing every thing that was possible to extricate the ships from the situation they had fallen into. The *Nereide*, after every officer and man on board were either killed or wounded, fell on shore a mere wreck, and was taken possession of by the enemy.

I am sorry to add to this list of misfortunes, that the *Ranger* transport, laden with provisions for the squadron, and having some stores on board, has also fallen into the hands of the enemy.

The transports having the troops on board, and which were to have sailed yesterday from hence without convoy, will be prevented putting to sea by the arrival of this lamented intelligence.

If it should prove that I have not been exactly correct in the information I have now given, I hope for their lordship's indulgence, and that they will impute it to my anxiety to give them the most early intimation of so important an event.

I have the honour to be, &c.

W. SHIELD.

P.S. Captain Willoughby has lost an eye, and is otherwise wounded, and is in the hands of the enemy.

Copy of a Letter from Captain Pym, of his Majesty's late Ship the Sirius, addressed to Captain Rowley, of the Boudicon.

SIR,

L'Isle de la Passe, August 24, 1810.

By my last you were informed of my intention to attack the frigates, corvette, and Indiamen in this port.

Magicienne having joined just as the recaptured ship was about to make sail, I sent Captain Lambert orders to bring her and the gun-brig with all despatch off *L'Isle de la Passe*; and that the enemy in Port Louis should not be alarmed, I made all sail round the south side, and although blowing

very hard, reached L'Isle de la Passe next day. At noon Nereide made signal ready for action; I then closed, and from the situation of the enemy, decided on an immediate attack; and when her master came on board as pilot; made signal to weigh, but when within about a quarter of an hour's run of the enemy, he unfortunately ran me on the edge of the inner narrow passage. We did not get off (and that with wonderful exertion) until eight o'clock next morning. At noon on the 23d the Iphigenia and Magicienne came in sight; the enemy having moved further in, and making several batteries, as also manning the East India ship, and taking many men on board the frigates, I called them to assist in the attack, having all the captains and pilot on board, and being assured we were past all danger and could run direct for the enemy's line, we got under weigh, and pushed for our stations, viz. Sirius alongside the Bellona, Nereide between her and the Victor, Iphigenia alongside la Minerva, and Magicienne between her and the East India ship; and just as their shot began to pass over us, sad to say, Sirius grounded on a small bank, not known; Captain Lambert joined his post, and had hardly given the third broadside before his opponent cut her cable. Magicienne, close to Iphigenia, ran on a bank, which prevented her bringing more than six guns to bear; poor Nereide nearly gained her post, and did in the most gallant manner maintain that and the one intended for Sirius, until Bellona cut. All the enemy's ships being on shore, and finding Sirius could not get off, the whole of them opened their fire on Nereide; and even in this unequal contest, and being a-ground, she did not cease firing until ten o'clock, and sorry am I to say, that the captain, every officer and man on board, are killed or wounded.

Captain Lambert would have immediately run down with the enemy, but there was a shoal a very little distance from and between him and them; he did all that could be done, by keeping open a heavy, although distant fire; nothing was wanting to make a most complete victory, but one of the other frigates to close with la Bellona.

I must now inform you, that the moment we took the ground, every possible exertion was made to get the ship off, by carrying out stream and kedge anchors; but both anchors came home together. I then got a whole bower cable and anchor hauled out, (not a common exertion for a frigate) as also the stream, and although having the one with the capstan, and the other with purchase on purchase, we could not move her one inch, from the nature of the ground, and the very heavy squalls at that time. We continued lightening every thing from forward, and made many severe but fruitless attempts to heave the ship off before daylight, but all to no effect. At that time the Nereide was a perfect wreck, Magicienne in as bad a situation as Sirius, no possibility of Iphigenia closing with the enemy, the whole of the enemy on shore in a heap. We then tried the last resource, by warping the Iphigenia to heave us off, but could not get her in a proper situation until the 25th in the forenoon.

I had a survey by the captains, masters, and carpenters, in which they agreed it was impossible to get the ship off; I had the same report yesterday from Captain Curtis, and that his men were falling very fast; I ordered her to be abandoned at dusk and burnt; and as the enemy's frigates cannot get off, I thought it most prudent to preserve L'Isle de Passe, by warping Iphigenia for its support; and having no prospect of any other immediate support, I thought it most prudent to quit my ship, then within shot of all the enemy's posts and ships, and only being able to return their fire from two guns. After seeing every man safe from the ship, Lieutenant Watling and myself set her on fire; and, I trust, Sir, although my enterprise has

been truly unfortunate, that no possible blame can be attached to any one; and never did captains, officers, and men go into action with a greater certainty of victory; and, I do aver, that if I could have got alongside the *Bellona*, all the enemy's ships would have been in our possession in less than half an hour. My ship being burnt, I have given up the command to Captain Lambert, and have recommended his supporting and protecting this island with his ship and ship's companies of *Sirius* and *Magicienne*. Provisions and water will be immediately wanted. I have, &c.

Commodore Rowley, &c. Boadicea.

S. PYM.

N.B. By other despatches received at the Admiralty, it appears, that his Majesty's ship *Phoebe* arrived at the Cape of Good Hope on the 25th of September last, and that the *Menelaus* sailed from St. Helena for the Cape on the 16th of October.

Vice-admiral Sir Edward Pellew has transmitted to John Wilson Croker, Esq. a letter he had received from Captain Hawtayne, of his Majesty's ship *Quebec*, giving an account of his having, in company with the *Kite* sloop, captured on the 2d instant, the French privateer cutter *le Renard*, of six guns and twenty-four men.

Admiral Rowley, commander-in-chief of his Majesty's ships and vessels at Jamaica, has transmitted to John Wilson Croker, Esq. a letter he had received from Captain Bluett, of the *Saracen* sloop, reporting the capture, off Cuba, on the 12th of October last, of a French privateer, *la Caroline*, of one gun and forty-two men, last from Savanna, without making any capture.

Copy of a Letter from Captain Harvey, of his Majesty's sloop the Rosario, addressed to Commodore Owen, and transmitted to John Wilson Croker, Esq.

His Majesty's sloop Rosario, at Sea, off Dungeness, December 10, 1810.

SIR,

I have the honour to inform you, that, cruising off Dungeness this evening, wind westerly, blowing hard, I fell in with two of the enemy's lugger privateers, which evidently meant to board us; knowing their superiority of sailing, I immediately ran the nearest one alongside, and Lieutenant Thomas Daws, with the boarders, in a short time succeeded in carrying her; we were then engaged on the starboard side with the other lugger, who effected her escape, having lost our jib-boom in boarding the captured one. She proves to be *le Meinelouck* French lugger privateer, of sixteen guns and forty-five men, commanded by Norbez Lawrence, nine hours from Boulogne, and had made no capture. I have to regret that we have five wounded; two severely; the enemy seven wounded.

I have the honour to be, &c.

B. HARVEY, Captain.

DECEMBER 23.

Vice-admiral Sir James Saumarez, Bart. and K. B. has transmitted to John Wilson Croker, Esq. a letter he had received from Captain Acklom, of his Majesty's sloop *Ranger*, giving an account of his having captured, and afterwards destroyed, the *Melampe* Danish privateer, of three guns and seventeen men.

Copy of a Letter from Captain Downie, of his Majesty's sloop the Royalist, addressed to Vice-admiral Campbell, and transmitted to John Wilson Croker, Esq.

*His Majesty's sloop Royalist, off Fecamp,
December 18, 1810.*

SIR,

I beg leave to inform you, that the French lugger privateer l'Aventurier, of fourteen guns and fifty men, was this morning captured by his Majesty's sloop under my command, Fecamp bearing S.S.E. five leagues.

She is a very fine vessel, only a month old, had been out a few days on her first cruise, and had not made any capture.

I have, &c.
GEORGE DOWNIE.

DECEMBER 25.

Copy of a Letter from Captain Douglas, of his Majesty's ship Bellona, addressed to Vice-admiral Sir Edward Pellew, Bart. and transmitted by the latter to John Wilson Croker, Esq.

SIR,

Bellona, at Sea, December 18, 1810.

I beg leave to inform you, that about ten o'clock this morning, the Texel bearing east by south fourteen leagues, we gave chase to an armed vessel, carrying a press of sail to the northward, and at twelve o'clock we captured the French schooner privateer le Heros du Nord, belonging to Dunkirk, mounting twelve two-pounders, and two twelve pound carronades, and forty-four men on board; Monsieur Pierre Malfoi, acting commander. She left the Brill last evening, and had made no capture.

I have the honour to be, &c.

J. E. DOUGLAS.

DECEMBER 29, 1810.

Copy of a Letter from Admiral Sir Roger Curtis, Bart. Commander-in-Chief at Portsmouth, addressed to John Wilson Croker, Esq. dated the 25th Instant.

SIR,

I enclose a letter which I have received from Captain Grant, of the Diana, informing me that the boats of that ship, under the command of Lieutenant Rowe, had succeeded in setting fire to the enemy's frigate L'Elize, which was reported in his letter, transmitted with mine yesterday, as having run on shore to the northward of Tatihou, in attempting to escape from La Hogue.

I cannot avoid expressing my extreme satisfaction that Captain Grant, after having so long and arduously watched this frigate to prevent her escape, accomplished her destruction; and, it appears by his report, that the conduct of Lieutenant Rowe, and the other officers and men employed under him on this occasion, has been highly meritorious.

I am, Sir, &c.

ROGER CURTIS.

*His Majesty's Ship Diana, off La Hogue,
24th December, 1810.*

SIR,

Since I had the honour of addressing you by the Vautour, I have ascertained that the enemy's frigate was so far embayed and protected by Tatihou, and the batteries on the north shore, that nothing could be done with the ship to prevent the enemy from working during the falling tide, to save the stores, and that the ship was so completely bilged that there appeared little chance of their being able to save the Hull; however, as I

once already had been deceived in my expectations of her being destroyed, I determined to risk the chance of the boats being able to set her on fire; which service was generally volunteered, notwithstanding the ship was completely under the fire of heavy batteries, and three armed brigs lying within hail of her. I anchored immediately after dark, and gave the charge of the boats to Lieutenant Rowe, of the Diana, in the barge (who, I knew, would execute it if possible), Mr. Bean, the gunner, and Mr. Noble, the boatswain, who always volunteer; Lieutenant Sparrow went in the gig, to reconnoitre and watch the brigs, to prevent surprize; and Mr. Knocker, master's mate, went in the cutter, and as the service required the least possible loss of time, they took no other materials but two kegs of the combustible matter received from the Roman; and I am happy to say that, though the water was nearly up to her quarter-deck, we had the satisfaction, in an hour from the time they left this ship, to see her completely on fire. The batteries and brigs immediately opened a very heavy fire of round and grape, and, as our people did not leave the frigate until the fire took effect, it is with extreme pleasure I inform you that not a single man was hurt.

Lieutenant Rowe speaks in the strongest manner of all employed under him, and I hope you will agree with me in thinking that this service was most gallantly and well executed; they have brought off with them the colours of the frigate, and two other ensigns.

Captain Collier very handsomely offered the boats of the Cyane to assist, but, as it was not to be done by force, I deemed it best to send the boats of this ship only.

Although there had been boats constantly employed about the enemy's frigate since she ran on shore, they had not cleared any part of the wreck.

I have, &c. CHARLES GRANT.

Admiral Sir Roger Curtis, Bart. Commander-in-Chief, &c. &c. &c.

Copy of a Letter from Rear-admiral Sir Richard Goodwin Keats, K.B. addressed to Admiral Sir Charles Cotton, Bart. and transmitted to John Wilson Croker, Esq.

*His Majesty's Ship Milford, Cadiz Bay,
November 24th, 1810.*

SIR,

Having observed the enemy to have collected several gun-boats in the river of Santa Maria, in a situation subject to bombardment, at a proper time of the tide yesterday, I placed the mortar and howitzer boats under the able direction of Captain Hall, which (whilst the Devastation, Thunder, and Ætna, with one division of Spanish and two divisions of English gun-boats, under the zealous command of Captain Thomas Fellowes and Lieutenant W. F. Carroll, successfully drew the attention and fire of Fort Catilina), threw, seemingly with considerable effect, some hundred shells amongst the gun-boats and about the place of construction, until the wind coming in from the Westward, made it necessary to move them out.

We have not yet ascertained what has been the damage or loss on the part of the enemy; but we have unfortunately on this occasion to lament the death of two highly esteemed and respectable young officers, Lieutenant Thomas Worth, and Lieutenant John Buckland, of the royal marine artillery, whose loss is the theme of universal regret. Mr. Samuel Hawkins, midshipman of the Norge, also fell gallantly, which, with four Spanish

and four English seamen wounded, constitutes our loss in killed and wounded, on a service, the execution of which merits my warmest praise.

I have the honour to be, &c.

R. G. KEATS.

Rear-admiral Otway has transmitted to John Wilson Croker, Esq. a letter he had received from Captain Monke, of his Majesty's late ship the Pallas, giving an account of the boats of that ship having, on the 13th instant, under the directions of Lieutenant M'Curdy, captured, in the cove of Siveraag, on the coast of Norway, two Danish cutter privateers, one of four guns, and the other of two.

JANUARY 5, 1811.

Vice-admiral Sir Henry Edwyn Stanhope, Bart. commander-in-chief at Sheerness, has transmitted to John Wilson Croker, Esq. a letter he had received from Captain Ferguson, of his Majesty's sloop Pandora, giving an account of his having, on the 31st of last month, captured the French privateer cutter the Chasseur, of 16 guns (thrown overboard during the chase), and 36 men; out two days from the island of Fora, without making any capture.

JANUARY 15, 1811.

Admiral Sir Charles Cotton has transmitted to John Wilson Croker, Esq. a letter from Captain Stewart, of his Majesty's sloop Blossom, giving an account of the capture of a French privateer, the Cæsar, of four guns and 59 men, by the boats of that sloop, under the directions of Lieutenant Samuel Davics, and Messrs. Hambly and Marshall, midshipmen; she was carried in a gallant manner by boarding, in which, and in the chase, the lieutenant and three men were killed, and Mr. Hambly, and nine others, wounded; the enemy had four killed and nine wounded.

A letter from Captain Ayscough, of his Majesty's ship Success, stating the destruction on the 4th and 6th of October, of two of the enemy's gun-boats, and 34 troop-vessels, on the coast of Naples, by the boats of the Success, and other vessels, under Captain Ayscough's orders.

And a letter from the Hon. Captain Waldegrave, of his majesty's ship Thames, giving an account of the boats of that ship, and the Eclair sloop, having, on the 5th of October, brought out ten of the enemy's transports, collected near Agricoli, in the Gulph of Salerno.

Captain Tobin, of his Majesty's ship Princess Charlotte, has, in his letter to John Wilson Croker, Esq. of the 11th instant, given an account of his having, on the 9th, captured, at sea, the French privateer L'Aimable Flore, of Granville, mounting 14 six-pounders (pierced for 20), and having on board 91 men.

Naval Courts Martial.

A T a Court Martial held on board his Majesty's ship *Hibernia*, in Port Mahon, on the 27th and 28th November, 1810,

Present,

Rear-Admiral Sir Samuel Hood, Bart. and K. B. and second Officer in Command of his Majesty's ships and vessels in Port Mahon, President.

Fras. Pickmore, Esq. Admiral of the Red.

Thos. Frs. Freemantle, Esq. Rear-Admiral of the Blue.

Captains—B. Hallowell, Sir R. King, Bart. Hon. H. Blackwood, E. Fellowes, J. Talbot, J. West, C. Adam, J. C. White, W. H. Webley, R. J. Neave.

The Court proceeded to try Captain George Mc. Kinley, the Officers and Crew of his Majesty's late ship *Lively*, for the loss of the same ship, in running on shore on the morning of the 10th August last, on the point of Salina, the south-eastern entrance of the bay of St. Paul's, in the Island of Malta; and having inquired into the cause of the loss of the said ship; maturely weighed and considered all the circumstances attending the same; the Court is of opinion, that the loss of the *Lively* was occasioned by that ship running on shore on Point Coura, in the Island of Malta, and not on Penti Salina: that no blame is attached to Captain George Mc Kinley, the officers and crew of the said ship, except Lieutenant the Hon. A. F. Berkeley, and Mr. Michael Richards, Master; that every exertion was made by the said captain, officers, and crew, in endeavouring to get the ship off, and to save the stores and provisions: and doth therefore, with the aforesaid exception of Lieut. Berkeley and Mr. M. Richards, Master, adjudge the captain, all the other officers, and crew, to be acquitted. The Court is also of opinion, that some degree of blame is attributed to Lieut. Berkeley; he ought to have made his Captain acquainted when the ship was discovered to be in danger; but, as his conduct in all other respects appears to have been correct, no other punishment is deemed necessary but an admonition for his future conduct, and with that he is adjudged to be acquitted. The Court is further of opinion that great blame is imputable to Mr. M. Richards, Master, for having brought the ship to with her head in-shore; and doth therefore adjudge him to be dismissed from his office as Master in his Majesty's Navy, and to serve two years as second master or petty officer, on board such ship as the Commander-in-Chief may think proper, before he can be eligible to be again promoted.

On Monday, December 24, and three following days, a Court Martial was held on Capt. J. C. Woolcombe, Lieut. John Brand Umfreville, Mr. F. Minto, Master, and Mr. T. Hodgson, Pilot of his Majesty's ship *Amiable*, for running that ship on shore in Berwick bay, in the morning of the 25th Nov. They were tried separately, that they might be examined on oath, both against and for each other. It appeared, that the ship was running for May Island, Berwick Bay, and that the Pilot mistook a light on shore (the same lime-kiln which was the cause of the loss of the *Nymph* and *Pallas*) for the light of the May, and he altered the ship's course accordingly. The ship was then running nine knots, though the officer of the watch shortened sail immediately on seeing the light. She struck the ground in about an hour and an half afterwards. The Court having ma-

turely considered all the circumstances, adjudged, that Capt. Woolcombe be severely reprimanded, as it appeared there was a want of sufficient precaution in trusting too much to the Pilot; that blame was imputable to Lieut. Umfreville, in not having informed the captain of the light, supposed to be the May light, being seen, and of the course being altered, although he had, as officer of the watch, the captain's order to attend to the Pilot's directions [to alter a ship's cruise, without the captain's order: is to violate the Naval Instructions]; but, in consideration of his prompt and officer-like conduct, after the land was seen, and to which the safety of the ship may be principally attributed, the Court did adjudge him to be only admonished to be more attentive in future; that no blame was imputable to Mr. Minto, and did adjudge him to be acquitted; that great blame was imputable to Thomas Hodgson, the Pilot, for general erroneous judgment and incautious conduct, during the night, and did adjudge him to be severely censured, and be imprisoned in the Marchalsea for three months.

On Thursday, Dec. 27, Francis Grey and Richard Rowland, seamen of the *Harmadryad*, were tried for deserting from the boat of that ship, in August last. In consideration of their former good character, they were sentenced to receive only 150 lashes round the Fleet.

On the 31st of December, Mr. J. Kepling, Boatswain of the *Woodlark*, was tried for drunkenness, and disobedience of orders. The charges being in part proved, he was dismissed from his office of Boatswain of the said ship, and to be employed in such other situation in the Royal Navy as the Commander in Chief at this port shall direct.

Thursday, Jan. 3, a Court-martial took place at Portsmouth, on Captain G. E. Watts, commanding his Majesty's ship *Woodlark*, for charges of cruel and oppressive conduct, preferred against him by Hamilton Flack, serjeant of marines. In one instance, having disrated him on the home station, without an order from the Admiralty; in another, for having ordered him to do duty as a private sentinel; and, in another, for putting him in irons, for refusing so to do. In his letter of complaint, he asserted that two men had put an end to their misery on board her; namely, John Lebourn, by blowing his brains out; and John Allen, by drowning himself; owing to the oppression of Captain Watts towards them.

The Court agreed, that the charges of cruel and oppressive conduct had not been proved; that the assertion of Hamilton Flack, that two men had put an end to their misery, owing to the oppression towards them, was false and malicious. The Court agreed, that it appeared that Captain Watts had ordered Hamilton Flack to do the duty of a private man, at the time he was a serjeant on board, previous to his being disrated by the Lords Commissioners of the Admiralty, and that it was an irregular and unauthorised act; and that he had struck several of the marines in an irregular manner; and did therefore adjudge him to be admonished.

On the 8th of January, an interesting Court-martial commenced on board his Majesty's ship *Gladiator*, at Portsmouth, Vice-admiral Hargood, president; for the trial of Lieutenant William George Carlisle Kent, late acting commander of his Majesty's ship the *Porpoise*, in New South Wales, (and on whom the command of his Majesty's ships devolved, on the suspension of Captain William Bligh, late governor of that territory) in consequence of his having exercised his own judgment, in proceeding to relieve the dependent settlements, when all communication was cut off between him and the said Captain Bligh.

The charges preferred against the prisoner by Captain Bligh were,

1st. His having sailed from Port Jackson, without his orders.

2d. Having hauled down the prosecutor's broad pendant, which he was ordered to keep flying on board his Majesty's ship Porpoise, then under his command, and again proceeding to sea, without his orders, or any person duly authorized to give the same.

3d. For having permitted Lieutenant James Symons to quit his Majesty's service, and carry home despatches from the persons who had usurped the government, and not apprehending him and bringing him to punishment.

In support of these charges, which caused Lieutenant Kent one year and eleven months confinement, the prosecutor, out of above a dozen witnesses whom he summoned, only called one, being Mr. Griffin, his secretary; and then closed the prosecution, by delivering in, about noon, the following written paper to the Court:—

“ *Mr. President, and Gentlemen,*

“ Taking it for granted, that the Court will not think it right to inquire into the propriety or impropriety of the dispossessing me of the civil government of the territory of New South Wales, as that is to be made the subject of investigation before another tribunal; and the Lords Commissioners of the Admiralty directed me, in framing the charges upon the present occasion, to confine myself to those points which were in breach of the naval articles of war, I have no further evidence to trouble the Court with. Should, however, the prisoner put his defence upon that ground, and the Court think it right to enter into the inquiry, they will, I trust, hereafter permit me to call witnesses to answer to any charges which may be attempted to be established against me in justification of that measure. Until I hear what they are, it is impossible I can answer them; and to enter, by anticipation, into a general history of my government, would, I apprehend, be an unnecessary waste of time to the court.

“ WM. BLIGH.”

After an investigation of three days, the prisoner was *acquitted of the whole of the charges* alleged against him, agreeably to the following sentence:

“ The Court proceeded to try the said Lieut. W. G. C. Kent, on the charges preferred against him by Capt. Wm. Bligh, and having heard the evidence adduced in support of the charges, and by the said Lieut. Kent in his defence, and what he had to alledge in support thereof, the Court is of opinion that it appears that the said Lieut. Kent, did sail with the said ship, from Port Jackson in the two instances stated in the above-mentioned charges, without the order of the said Capt. Wm. Bligh; that he did not so sail under the persons asserted therein, to have illegally, and by force, dispossessed the said Wm. Bligh of the government of New South Wales, and did not improperly strike the broad pendant of the said Wm. Bligh. That it appears that the said W. C. Kent, under the extreme and extraordinary difficulties he was placed under, shewed every disposition to obey any orders which the said Wm. Bligh might have thought fit to have given to him; that he was actuated by a sincere wish to perform his duty for the good of his Majesty's service, and that he was justified in the conduct he pursued on such an occasion; and the Court is further of opinion, that the said third charge has not been proved against the said Lieut. Kent, and doth on the whole adjudge him to be honourably acquitted of the whole of the above charges.”

On the 7th of January, a court martial was held at Plymouth, on board the *Salvador del Mundo*, for the trial of Mr. Christie, captain's clerk of the *Northumberland*, of 74 guns, and Wm. Walker his assistant writer, both charged with forging seamen's certificates of discharges and leave of absence, 25 of these spurious documents were found in the possession of the seamen, who had given from one to seven pounds for them. They were both found guilty, and Mr. Christie, the clerk, sentenced to receive 500 lashes round the fleet; his assistant, Walker, 50 lashes only. They both produced excellent certificates of former good conduct.

Lately, on board the *Salvador del Mundo*, in Hamoaze, William Sykes, a seaman of the venerable, was tried for desertion, and leaving the boat at Deal. He was sentenced to receive 200 lashes, and mulct of all his pay.

Thomas Smith, a marine of the same ship, was tried for deserting to the enemy, and the charges being proved, he was sentenced to suffer death.

Samuel Cornish, carpenter of the *Ganges*, for drunkenness and neglect of duty, was likewise found guilty, dismissed the ship, and placed in one of an inferior rate.

January 14, John Russell and Wm. Britson, seamen of the *Cyane*, were tried for desertion, and each of them sentenced to receive two dozen lashes.

January 18, A Court Martial was held on Lieut. Geo. King, of his Majesty's ship *Royal William*, and Lieut. James Reid, of the *Royal Marines*, on board the said ship, for unofficer-like, disorderly, and contemptuous behaviour, for presuming to quarrel with their superior officer, and for using reproachful and provoking speeches or gestures, tending to breed a quarrel or disturbance. Lieut. King was admonished to be more careful in his conduct in future, and Lieut. Reid reprimanded, and ordered to be put at the bottom of the list of the *Royal Marine Forces*—Rear Admiral Hargood, president.

MESSAGE OF BUONAPARTE TO HIS SENATE.

The message of Buonaparte to his senate, on the 10th of December (of which, omitting the introductory paragraph, the following is a copy), is very interesting in a naval point of view:—

“The orders published by the British council in 1806 and 1807, have rent in pieces the public law of Europe. A new order of things govern the universe. New securities becoming necessary to me, the junction of the mouths of the Scheldt, of the Meuse, the Rhine, the Ems, the Weser, and the Elbe, with the empire, the establishment of an inland navigation with the Baltic, have appeared to me to be the first and most important.

“I have ordered the plan of a canal to be prepared, which will be executed in the course of five years, and will connect the Seine with the Baltic.

“Those princes will be indemnified, who may find themselves circumscribed by this great measure, which is become absolutely necessary, and which will rest the right of my frontiers upon the Baltic.

“ Before I came to this determination, I apprised England of it. She was acquainted that the only means for preserving the independence of Holland was to retract her Orders in Council in 1805 and 1806, or to return at last to pacific sentiments. But this power was deaf to the voice of her interests, as well as to the cries of Europe.

“ I was in hopes of being able to establish a cartel for the exchange of prisoners of war between France and England, and to avail myself, in consequence of the residence of two commissioners at Paris and London, to bring about an approximation between the two countries. I have been disappointed in my expectations; I could find nothing in the mode in which the English government negotiated but craft and deceit.

“ The junction of the Valais is an effect long intended of the immense works which I have had performed in the Alps within the last ten years. At the time of my act of mediation, I separated the Valais from the Helvetic league, foreseeing then a measure of such advantage to France and Italy.

“ So long as the war continues with England, the French people must not lay down their arms. My finances are in the most flourishing state. I can meet all the expences which this immense empire requires, without calling upon my people for sacrifices.”

Mr. Madison, the American president, in his message to congress, on the 5th of December, anticipates the existence of doubts and difficulties as to the operation of the Non-intercourse act, in the event of our Government rescinding only the retaliatory Orders in Council, and continuing our other orders of blockade in force. The Danish government, it appears, has not made any reparation for the depredations committed by its cruisers upon the American commerce. The message explains the extent to which the president had interposed in the affairs of West Florida. He ordered possession to be taken of a district, alleged to be included in the territory of Orleans, which had been ceded by Spain to France, and by the latter to the United States.

The President's message recommends to the attention of congress, the following points:—The encouraging of their navigation, so as to place it on a level of competition with foreign vessels, particularly in transporting the productions of the American soil—the establishment of a national seminary for learning—a proper attention to the army and navy—disciplining of the militia—and the suppression of the traffic in enslaved Africans, carried on under the abuse of the American flag. It concludes with announcing, that the receipts of the treasury, for the year ending the 30th of September last (and amounting to more than eight millions and a half of dollars), have exceeded the current expences of the government, including the interest on the public debt—that the loan of 3,750,000 dollars has been reduced to 2,750,000—and that there will be a balance remaining in the treasury, at the end of the year, amounting to 2,000,000 dollars.

Promotions and Appointments.

Admirals and Captains appointed.

Rear-admiral Sir Joseph Sydney Yorke, one of the Lords Commissioners of the Admiralty, has hoisted his flag on board the Victory.

Rear-admiral C. Boyles has shifted his flag to the Canopus, *vice* Admiral Martin, who has given up his command in the Mediterranean fleet.

Captains:—Lord W. Stuart, to the Conquistador; L. Gower, to the Elizabeth; Quillam, to the Crescent; Hon. W. H. Percy, to the Mermaid; H. H. Spence, to the Boyne, fitting for the flag of Sir Harry Neale; Richard Jones, to the Vigo, fitting for the flag of Rear-admiral Dixon; Robert Rolles, to the Edinburgh; C. D. Pater, to the Cressy; Hugh Downman, to the Princess Caroline; ——— Mends, to command the prison-ships at Portsmouth; ——— Cookesley, to the Hazard; ——— Senhouse, to the Recruit; C. W. Paterson, to the Puissant; Walter Lock, to succeed Captain Paterson, as agent for prisoners of war, at Portchester; F. W. Austen, to the Caledonia; Alexander Milner, to the Dolphin; C. Milwood, to the Elk; ——— Bingham, to the Little Belt.

Lieutenants, &c. appointed.

A. Harvey, to the Port Mahon; E. W. Gilbert, to the Argo; Thomas Muir, to the Tyrian; B. J. Bray, to the Rapid; John Good, of the impress service at Cowes, to the same service at the Tower; J. Arnold, to the Gladiator; W. B. Gloster, to the Hazard; Lieutenant Purchase, to the Echo; John Wilkins, to the Hope; R. W. Parsons, to the Diana; John Campbell (3), to the Stately; John James Hough, to the Formidable; James Campbell (2), to the Tremendous; Thomas Martin, to the Wolverine; Jonas Dade, to the Princess Carolina; William Beckett, to the Standard; Charles Wallington, to the Tremendous; George C. Blake, to the Standard; E. T. G. Mackenzie, to the Stately; Henry Hoskip, to the Beagle; Charles Robinson, to the Magnet; George Hurst, to the Guadaloupe; ——— Townshend, to the Antelope; N. Gould, to ditto; James J. Blenkins, to the Zephyr; Matthew Davenhill, to the Talbot; Henry Thrackstone, to the Suapper schooner; William Pullen, to the Abercrombie; William Martin, to the Aboukir; Edward White, to the Vengeur; James Allison, to the Argo; James Little (2), to the Royal Oak; Joseph Smith, to the Gibraltar; Richard Piercy, to the Crocus; Richard Thorold, to the Goshawk; Herbert John Jones, to the Jasper; Joseph Arnold, to the Rapid; Salias T. Hood, to the Valiant; William Murley, to the Medusa; James Long, to the Phipps; John Wardell, to the Royalist; M. Cannady, to the Defender gun-brig; Williams Edwards (2), to the Fly; John Rogers (2), to the Aboukir; George Tinicombe, to the Armada; Hon. Charles L. Irby, to the Narcissus; Benjamin Vallack, to the Basilisk gun-brig; A. B. H. White, to the Guadaloupe; William Hathwaite, to the Mermaid; Samuel Greenway, to the Banterer; S. Hopkinson, to the Tickler cutter; Robert Gambier, to the Loire; William Hutchinson, to the Ville de Paris; A. Brodie, to the Kron Princess; ——— Berkeley, nephew to Admiral Berkeley, to the command of the Vestal; ——— Daly, to the Milford.

——— Priest, to be agent for the French prisoners at the new *depos* in Scotland.

T. Rowe, to the rank of commander.

Lieutenant Thomas Moore (2), of the *Amphion*, is promoted to the brevet rank of captain in the royal marines, in consequence of his gallant conduct at Grao.

Mr. Felton, late purser of the *Lively*, is appointed assistant agent victualler at Port Mahon, in the room of James Lavers, Esq. removed to Palermo, *vice* Hugh Mc Ibraith, Esq. resigned.

Mr. Tuckfield, purser of the *San Antonio*, is appointed to the *Elephant*.

Mr. Matson is appointed purser of the *Adamant*, the flag-ship of Rear-admiral Otway, at Leith.

Mr. W. Duckfield, purser of the *San Antonio*, to be purser of the *Edgar*; and Mr. London, to be purser of the *Hussar*.

M. Wright, Esq. is appointed to the prison *depot* at Leith.

Mr. Noble is appointed master of the *Theseus*.

Lieutenants Milburn and Davies, R. M. to the *Theseus*.

The Hon. the Court of Directors of the East India Company, on account of the eminent services of Richard Birdwood, Esq. their late agent at Plymouth, have been pleased to appoint in his room his son, Peter Birdwood, Esq. their agent at the port of Plymouth and its dependencies.

A list of Midshipmen who have passed for Lieutenants on the first Wednesday in the present month.

Sheerness.—George Richardson, Thomas Hambly, Thomas Hodges, Henry Crocken, John Broad, William Henry Maggison, Thomas Akers, C. D. Brown.

Portsmouth.—James Thompson, David Bolton, Charles Hall, John Taylor, P. Pearce, John Bulger, William Cartmell, Robert Davidson, Robert Jones, Horatio James.

Plymouth.—John Hill, Gabriel Christie, Alexander Graves, Thomas Werge, William O. Blound, Samuel Sutherland.

Surgeons, &c. appointed,

William Cummings, to the *Columbine*; Isaac Pemberton, to the *Kron Princessen*; Edward Pitt, to the *Triton* hospital ship; John McCully, to the *Niger*; H. D. Moreson, to the *Merope*; Henry Barnes, to the *Swift* store ship; Francis Johnstone, to the *Mermaid*; Charles Mayberry, to the *Mercury*; J. F. Legge, to the *Guadaloupe*; George Henderson, to the *Conquistadore*; William McFarlane, to the *Royal William*; Thomas Bishop, to the *Horatio*; Henry Towsey, to the *Woodlark*; William Vellacott, to the *St. Christopher's*; Henry Edmunds, to the *Tribune*; William Green, to the *Terrible*; Joseph McCarogher, to the *Unicorn*; William Gilmore, to the *Favourite*; G. A. Acheson, to the *Hunter*; William Greene, to the *Parthian*; John Adamson, to the *Cressy*; William Warner, to the *Boyne*; Stephen Fowell, to the *Dreadnought*; Joseph Alexander, to the *Mercury*; William Vellacot, to the *Thais*; J. H. Hamilton, to the *Orestes* sloop.

Mr. William Ralfe, late first assistant at the Royal Hospital, Haslar, is appointed dispenser at the *depot* at Forton.

Assistant Surgeons appointed.

John Gooch, to be an hospital mate at Haslar; James Cruickshanks, to be ditto at Forton; William Scott, to the Formidable; William Wright, to the Hotspur; John Watt Reid, to the Tremendous; William Faer, to the Victory; Thomas Cock, to the Monmouth; Robert Williams, to the Caledonia; Alexander Montgomery, to be an hospital mate at Forton; William M'Farlane, to the Royal William; H. P. Burke, to the Hearty gun-vessel; John Gannon, to the Theban; Charles Kent, to the Namur; James Bootes, to be an hospital mate at Portchester; John Burgess, to be an hospital mate at Mill Prison; James M'Beath, to the Paz schooner; James Cook, to the Boyne; Patrick Blakie, to the Victory; James Torree, to the Christian Vllth; Thomas Mitchell, to the Desperate gun-brig; John Crockett, to the Ethalion; George Hogan, to the Royal George; James Grant (2), as a supernumerary, to the Mediterranean; Matthew Little, to the Elizabeth; James Stevenson, to the Cressy; Andrew Mannin, to the Mariner gun-brig; H. W. Keele, to the Boyne; William Kennedy, to the Violet; William Kennedy, to the Revenge; Griffith Griffiths, to the Franchise; Charles Sherratt, to the Flamer gun-brig; C. J. Beverly, to the Pyramus; Charles Carpué, to the Romulus.

BIRTHS.

On the 8th of January, at the house of Rear-admiral Lord Gardner, in Portland-place, the Right Hon. Lady Gardner, of a daughter.

Lately, at Bishop's Waltham, the lady of Captain Griffiths, R.N. of a daughter.

At Howick, of a son, the Countess Grey, sister of Captain the Hon. George Grey, commissioner of Portsmouth Dock-yard.

At Yarmouth, the lady of Captain Spear, R.N. of a son.

At Bermuda, on the 21st of October, the lady of the Hon. William Territt, LL.D. judge of the vice-admiralty-court of that island, of a daughter.

On the 9th of January, at Downham, the lady of the Hon. Captain George Cadogan, R. N. of a daughter.

At Deptford, the lady of Captain William Young, R.N. of a son.

MARRIAGES.

On the 8th of January, at Stonhouse.chapel, Lieutenant J. T. K. Julian, R.N. to Miss Hanchett, sister of Captain Hanchett, R.N.

On the 6th of January, at Plymouth-dock, Rowland Mainwaring, Esq. to Sophia-Henrietta, only child of the late Major Duff, of the 26th regiment, and daughter-in-law of Captain Tobin, of the Princess Charlotte.

At Dorchester, Captain Charles Frederick Payne, R.N. to Miss Elizabeth Bryer, of Dorchester,

On the 9th of January, at Marksbury, the Rev. W. B. Barber, prebendary of Wells, &c. to Miss Webb, only daughter of the late Captain Webb, R.N. of Plympton, Devon.

At Plymouth, Lieutenant Pullen, R.N. to Miss Haswell, of Plymouth-dock.

On the 13th of December, at Bath, Captain J. M. Gordon, R.N. to Mrs. Charlton, daughter of the Rev. Archdeacon Caulfield,

At Peterborough, Alexander Christie, Esq. of the 5th dragoon guards, son of Rear-admiral Christie, and nephew of the late Admiral Richard Bfaithwaite, to Anu, only daughter of the late D. Bate, Esq. of Aulsworth, Northamptonshire.

On the 10th of January, Henry Armwell Frankland, Esq. late captain in the 23d dragoons, only son of Vice-admiral Frankland, to Mary, only daughter of Henry Streater Gill, Esq. of Eashing House, Surrey.

At Liverpool, Captain Abraham Adamson, of the ship *Dominica*-Packet, of that port, to Miss Forster.

Captain James Tomkins, of the Ship *St. Michael*, to Miss Jane Harrison, daughter of Mr. Harrison, attorney.

At Falmouth, Mr. William Gay, of the Packet-agency establishment, to Miss Susan Mitchell.

At Belfast, Captain William Gerrard, R.N. to Miss Sarah Milne.

On the 24th of December, at Lewisham, by the Rev. Charles Burney, LL.D. the Rev. C. P. Burney, B.A. of Merton-college, Oxford, to Frances-Bentley, second daughter of George Young, Esq. of Blackheath.

At St. Peter's, Dublin, Joseph Atkinson, Esq. to Sarah, second daughter of Mr. Baron George and niece of Captain Sir Rupert George, Bart. R.N. one of the commissioners of the transport service.

On the 29th of December, at St. George's, Bloomsbury, Captain L. F. Hardyman, R.N. to Charlotte, youngest daughter of the late John Travers, Esq. of Bedford Place.

OBITUARY.

Dec. 28. At Walmer, in Kent, in the 74th year of his age, Sir Henry Harvey, K. B. admiral of the White Squadron

Jan. 14. Of a dropsy, in the 30th year of her age, Mrs. Harral, wife of Mr. Harral, of Park-street, Islington; and sister of the late John Masters Empson, Esq. surgeon of his Majesty's ship *Castor*, who died at Antigua in the year 1802.*

Lately, at Chertsey, in Surrey, after many years confinement, borne with exemplary patience and resignation, Mrs. Sarah Love, aged 83, mother of Captain Love, of the *Tisiphone*, and relict of Mr. Thomas Love, who was the last surviving officer wounded in Lord Rodney's glorious victory of the 12th April, 1782. And great aunt to Mrs. Croker, wife to the Secretary of the Admiralty.

On the 23d December, Lieutenant Daniel Daly, R.N. after a lingering illness, occasioned by jumping overboard to save the life of a seaman.

On the 12th January, at Bath, aged 65, Mrs. Robinson, wife of Admiral Mark Robinson, of Pulteney-street.

Lately, in the river Tagus, Capt. Houston, of H.M.S. the *Vestal*.

At Handsworth, near Birmingham, Captain William Green, of the R.N.

* *Vide NAVAL CHRONICLE*, Vol. VIII. page 266.

† For Captain Love's Letters on Service, respecting the capture *El Boladora*, see *NAVAL CHRONICLE*, Vol. XXIV. page 306.

Lately, was drowned, by the upsetting of a boat of the Hussar, when going off to Spithead, Mr. Frankland, and Mr. Richardson, both midshipmen of that ship.

Lately, was drowned in the Satellite sloop, Captain the Hon. Willoughby Bertie, brother of the Earl of Abingdon; Lieutenants R. S. Farquharson, and Thomas Nicholas; I. Sampson, purser; John Pearce, master; R. S. Kempster, master's mate; John Henderson, carpenter; Benjamin Browne, gunner; George Prout, boatswain; G. Campbell, clerk; A. G. Babington and William Brooke, midshipmen; all belonging to the said sloop.

Lately, at Upper Holloway, Frances, wife of J. Phillips, Esq. of the Inner Temple, and sister to Captain P. Edward Berry, R.N. of Catton, near Norwich.

On the 14th December, at the Royal Naval Hospital, at Haslar, Lieutenant Gidney of the royal marines, of the Galatea. His remains were interred at Haslar with military honors.

At his house, in Stanhope-street, after a lingering and painful illness, Thomas Goode, Esq. navy agent.

Lately, was drowned, Mr. Robert Kingsmill M'Clure, midshipman of H.M.S. the Minerva, and nephew of the late Admiral Sir Robert Kingsmill.

Lately, at Plymouth, Mr. W. Wilson, midshipman, of the Standard, was unfortunately drowned returning on board his ship.

Lately Mrs. Haggett, wife of the Rev. Dr. Haggett, prebendary of Durham, and daughter of Commissioner Fanshawe, of Plymouth dock-yard.

Lately, in Sloane-street, Chelsea, John Fennell, Esq. late of the Navy Pay-Office, aged 76.

On the 10th October last, on the passage from the West Indies, at Madeira, Lieutenant William Beecher, first lieutenant of the Orpheus. This young officer fell a victim to the yellow fever, in the 24th year of his age.

On the 19th of January, at his house, in Bloomsbury-square, Edward Ommanney, Esq. aged 77, many years a navy agent; from which business he had retired with large property, acquired by unremitting attention and perseverance. This gentleman was brother to the late Admiral Ommanney, and uncle to the captain of that name.

Jan. 3. At Ryde, Isle of Wight, master Alex. G. R. Shippard, student of the Royal Naval College, and eldest son of Captain A. Shippard, R.N.

Nov. 23. At Cadiz, killed in action with the enemy's flotilla, Lieutenants Thomas Worth and John Buckland, R. M.

The following letter was transmitted by Lieutenant Robert Preston Campbell, of the royal marine artillery, to Major Minto, commandant of that corps, at Chatham, dated Cadiz Bay, 26th of November, 1810, reporting the death of these two officers in the following terms:

SIR,

It has most unfortunately fallen to my lot to convey to you the unpleasant intelligence of the death of Lieutenants Thomas Worth, and John Buckland, of the royal marine artillery, who were killed on the 23d instant, by the same cannon-shot, when most gallantly attempting to destroy a flotilla of the enemy's gun-boats in the harbour of St. Mary's. The attack was

made by the gun and howitzer boats, in the latter of which were employed the whole of the men comprising our detachment. The boat which Lieutenant Buckland commanded was in a sinking state, when he was taken out of her by Lieutenant Worth. Their remains were deposited in the same grave, followed by all the officers of the British and Spanish forces, and the whole ceremony has been conducted with every mark of honour and respect. The general service has suffered a severe loss by their dissolution, and I have to lament being deprived of two most valuable friends, who are universally regretted by those who knew them.

On the 1st of January, at Cheltenham, in the 37th year of his age, James Maxwell, Esq. of Orange Grove, in the island of Tobago, who a few months ago returned to this country on account of ill health. His upright principles and his social qualities, had long secured him the respect and esteem of a numerous and respectable circle of acquaintance. Mr. Maxwell was of the family of Monteith, in Scotland, and first cousin to the Duchess of Gordon; and, what is rather an uncommon circumstance, was one of nine brothers, the whole of whom, except himself, have been bred up in the service of their country! In which service, a few years ago, he had the misfortune to lose two of his brothers, both captains in the army. Mr. Maxwell leaves behind him six brothers, three of whom are post-captains in the navy; two are captains of artillery, and one is in the service of the H.E.I. Company.

On the 17th of December, as the boat of H.M.S. Apelles, was going on shore, at Dungeness, a sudden gust of wind upset her, when Mr. Hubbeck, the surgeon, and one of the crew were drowned. The purser, a midshipman, and the remainder of the crew, were preserved by sticking to the boat's bottom. The body of Mr. Hubbeck has been picked up, and interred in Romney Church-yard.

Jan. 14, At the house of her son, Mr. R. Guy, sutler to the royal marines, aged 66, Mrs. H. Guy, widow, upwards of twenty years matron of the Royal Marine Infirmary, whose honesty and integrity can never be surpassed in any rank of life, and whose example, in a public department, is worthy of imitation.

Commodore Barron, the late commander of the Chesapeake frigate, died at Norfolk, Virginia, in October last, of an apoplectic fit.

At Maryport, Mrs. Buchanan, wife of Capt. Robert Buchanan, of the brig Hawk, of that place, and sister-in-law to the Rev. D. Claudius Buchanan.

At Liverpool, Mr. James Eyres, aged 64, several years master of a coasting vessel belonging to that port.

At Bocking, George Martin, 84, late captain R.M.

At Deal, Mr. Charles Hammond, aged 57, agent for shipping.

At Sheerness, Mr. Sticton, late forman of the sail-makers, in the King's dock-yard.

Mr. Palmer, quarter-man of the caulkers in that yard.

Mr. Laydon, aged 40, of the same.

At Chatham, Mr. John Tonken, one of the timber-convertors of the dock-yard.

At St. Mawes, Mr. Anderson, late surgeon, R.N.

In Norton-street, Rear-admiral J. Boyle, aged 72.

On board the *Ilk*, off Jamaica, of the yellow fever, Lieutenant Joseph Dixie Churchill, eldest son of the Reverend Dixie Churchill, rector of Henstead, Suffolk.





Page sculp.

CAPT. NICHOLAS TOMLINSON. R.N.



MEMOIR OF THE PUBLIC SERVICES
OF
CAPTAIN NICHOLAS TOMLINSON,

OF THE ROYAL NAVY.

“ *Spectemur agendo.*”

RECENT circumstances, relating to Captain Tomlinson, have drawn much of the public attention towards his professional conduct. Independently of this, however, it must be readily admitted; that a gentleman who “ has served for a period of thirty-six years in the royal navy, during twenty-nine of which he acted as a commissioned officer, having been appointed a lieutenant in 1782, a commander in 1795, and a post captain in 1796,” is well entitled to notice; particularly when it is added, that, “ in the course of this long period, he has been upwards of seventy times engaged with the enemy, and three times wounded (once dangerously) in the service of his country.”*

In this light, we introduce Captain Tomlinson to the readers of the NAVAL CHRONICLE.—He is the third son of Captain Robert Tomlinson, who entered the service in the year 1755, under the patronage of Admiral Hawke.† By the paternal side, he is descended from Colonel John Tomlinson, of Burntcliffe Thorn, in the West Riding of Yorkshire, who bore a conspicuous part in the civil wars, in the reign of Charles the First.

Mr. Tomlinson first went to sea, in the year 1774, with Lord Hotham,‡ in the Resolution; of which ship his father was, at that

* Vide “ *An Appeal to the Public, in behalf of Nicholas Tomlinson, Esq. a Captain in his Majesty's Navy, &c. &c. &c.*” from which a considerable portion of the information in the present memoir is drawn.

† A portrait and memoir of this officer will be found in the VIIth Volume of the NAVAL CHRONICLE, page 453.

‡ A biographical memoir of Lord Hotham will be found in the IXth Volume of the NAVAL CHRONICLE, page 341, *et seq.* Early in 1776, Captain Hotham was removed from the Resolution, and made commodore in the Preston, in which he sailed for America, with a convoy, in the month of May.

time, first lieutenant. In 1776, he left the *Resolution*, and went into the *Thetis* frigate, in which he served three years, under the late Admiral Gell; * and, in the spring of 1779, he joined the *Charon*, and went to the West Indies, with Captain Luttrell. †

“ In 1779,” says the writer of “ *An Appeal, &c.*” already mentioned, “ Captain Tomlinson acted as Aide-de-camp to Commodore Luttrell, on board the *Charon*, at the siege and capture of Omoa, and was one of those who scaled the walls of that fortress. ‡ In 1780, he served as midshipman, when the same vessel and another § engaged, and took the *Count D’Artois*, a French sixty-four gun ship. After the *Charon* had been burnt by the enemy at York Town, ¶ in North America, Mr. Tomlinson was employed on shore, and having been entrusted with the command of an advanced battery, for his conduct, on that occasion, he obtained the thanks of Lord Cornwallis in person. In the severe campaign of 1781, he commanded an open gun-boat in the expeditions under Lord Cornwallis and Gen. Arnold, on the rivers, and in the Chesapeake; and was almost daily engaged in fighting the enemy.

“ After having been taken prisoner at York Town, with the British army, Mr. Tomlinson came to England, in January, 1782, and in March following obtained a lieutenant’s commission for the Bristol. In the course of that same autumn, he sailed with the rank of *First* Lieutenant to the East Indies, where the ship just mentioned arrived time enough to take her place in the line-

* For the two first years, Captain Gell served, in the *Thetis*, on the North American station; but, returning to England, he was sent, in 1779, to the Mediterranean.—*Vide* a biographical account of Admiral Gell, in the obituary department of the XVIth Volume of the *NAVAL CHRONICLE*, page 515.

† Captain J. Luttrell changed his name to Olmius, on the death of Lord Olmius.

‡ The official details of this spirited exploit are given in our memoir of Admiral Nugent (an officer who particularly distinguished himself on the occasion) *NAVAL CHRONICLE*, Vol. X. page 449, *et seq.*

§ The *Bienfaisant*, Captain Macbride.—The particulars may be seen in our memoir of that officer, *NAVAL CHRONICLE*, Vol. XIX. page 268.

¶ The *Charon*, and several transports, were burnt during the siege. The town surrendered on the 17th of October, 1781.

of-battle, during the last general action between Admiral Sir Edward Hughes, and Mons. Suffrein.*

“ The stay of this officer in the Eastern seas was shortened by an unhappy event, which, while it afforded an opportunity for displaying his zeal, rendered his return to England absolutely necessary for the recovery of his health. The Duke of Athol East India ship happening to be on fire in Madras Road, Lieutenant Tomlinson volunteered to go to her assistance (in the room of another who was ordered on that service), and was blown up, and nearly deprived of life, in the midst of his exertions for the preservation of the vessel: on this occasion, six other officers of the same rank were killed, with all the officers belonging to the ship, while three hundred men experienced a similar fate.†

“ Finding himself once more fit for duty, at the expiration of sixteen months, he applied to the Admiralty Board, and was appointed to the Savage sloop of war. During this period of service, nothing very particular occurred, as it proved to be a time of peace; but the lieutenant was enabled, even then, to enjoy the unspeakable felicity of preserving the lives of two of his fellow creatures: the one, Mr. Campbell, a young gentleman who could not swim, and had fallen into the sea, and whom he saved by jumping overboard; the other, a poor fisherman, who had been overset, and to whose assistance he repaired in a small boat, during stormy weather, at the evident peril of his own existence.

“ During the Spanish armament in 1790, Lieutenant Tomlinson was sent to Greenock on the impress service, and while there, displayed his usual activity. But as no rupture ensued, at the special request of the late Lord Hawke, his early friend and patron, he was recommended by his Excellency Count Woronzow, the Russian ambassador, to the Court of St. Petersburg, and immediately ordered by the Empress Catharine to be appointed a captain of one of her line-of-battle ships. No sooner, however,

* *Vide* memoir of Sir Edward Hughes, NAVAL CHRONICLE, Vol. IX. page 108.

† The following were the lieutenants who suffered on this melancholy occasion:—Charles Egan, of the Superb; Neal Morrison, of the Eagle; Thomas Wilson, of the Sceptre; James Thompson, of the Juno; — Pringle, of the Active; and Alexander Allen, of the Seahorse.

did a war between England and France appear inevitable, than, relinquishing the most flattering prospects, he returned to his native country, made an offer of his services, and was appointed to the *Regulus*, on board of which, he continued as *First Lieutenant*, during the space of eight months. At the end of that period he left her, and was soon after appointed to the command of the *Pelter* gun-vessel, at the recommendation of Captain, now Admiral, Sir Sidney Smith.*

“ It is unnecessary here to detail the various operations in which the *Pelter* was engaged, sometimes separately, and at other times in conjunction with several of his Majesty’s ships of war. Repeated attacks upon batteries; the destruction of the enemy’s vessels, while anchored under protection of cannon on shore; and an encounter with three armed schooners, two of them of equal force with the *Pelter*, are events, which although they may excite applause and attention, at the time, are either soon forgotten, or but slightly remembered. Two exploits, however, may deserve to be rescued from oblivion: one, the capture of a *Chasse Marée*, under a battery in sight of the squadron, commanded by Sir John Borlase Warren,† as it produced a flattering letter on the part of that officer, and a generous relinquishment of the whole prize to the *Pelter* alone, from the officers and seamen belonging to his squadron. The other was the critical assistance afforded soon after to the Royalist army, during the unfortunate expedition to Quiberon Bay; for it was this same little vessel (the *Pelter*) that covered their retreat; prevented the enemy from achieving their utter destruction; and, at length, when their situation became desperate, afforded both time and opportunity to conclude a capitulation. On this occasion, the officer who commanded her, was honoured with the thanks of the commodore on the quarter-deck of *la Pomone*, in the presence of several distinguished officers of both navy and army: and in his despatches to the Admiralty, dated 22d July, 1795, Sir J. W. acknowledged these services.

“ To whatever extent boarding and cutting out the enemy’s

* A portrait and memoir of this officer appear in the IVth Volume of the NAVAL CHRONICLE, page 445.

† For a portrait and memoir of Sir J. B. Warren, the reader is referred to the IIIrd Volume of the NAVAL CHRONICLE, page 333.

vessels from under forts, &c. may have since been carried, Captain Tomlinson believes, he had the honour to set the example in the late war (at least in Europe), by cutting out a lugger, *in a single boat, in open day-light*, while lying within pistol-shot of a battery, with the adjoining sand-hills covered with soldiers.

“ At length, in consequence of incessant fatigue, thirty out of fifty of the crew of the *Pelter* were confined to their hammocks. The vessel herself also was greatly shook and damaged, by repeated actions and the firing of her heavy guns, so that an immediate return to England became indispensable. She was accordingly towed nearly within sight of the Land’s-end, by his Majesty’s ship *Robust*, when the tow-rope was cast off; but in consequence of adverse winds, and the *Pelter* being without *lee-boards*, it was utterly impossible to proceed to Plymouth to refit, as was intended; Lieutenant Tomlinson therefore found himself obliged to yield to necessity, and entered the harbour of Dartmouth in September, 1795.

“ It was there the repairs took place, (continues the writer of the “*Appeal*”) in consequence of orders from the Navy Board, which became the subject of accusation fourteen years after the accounts had been examined and passed; when the commander himself had attained a superior rank; and when, by the lapse of time, and the nature of the service, all the officers and men under him had been rendered unable, by death, captivity, or absence, to give testimony in his favour.

“ As soon as the *Pelter* was *paid off* at Portsmouth, which was in October, 1795, Mr. Tomlinson was appointed *First Lieutenant* of the *Glory*, whence he removed into the *Vésuve* gun-vessel, and on the 29th of November following, in consequence of his former services, he was promoted to the rank of a commander, on which occasion, he was commissioned for the *Suffisante* sloop, of fourteen guns.

“ A few cruises in the Channel opened a new scene to the activity of his character; but, as it is unnecessary to enter into minute particulars, it may be sufficient to observe here, that the destruction of eight merchantmen on the coast of France, although protected by a corvette of sixteen guns, and two cutters of fourteen guns each! the capture of the *Revanche* national brig, of

twelve guns and eighty-five men, together with the Morgan privateer, of the same force, besides recapturing six valuable merchant ships, her prizes, and a variety of similar exploits, obtained, for the subject of this memoir, one piece of plate from the Merchants of the City of London, and another from the Royal Exchange Assurance Company.* Two letters of acknowledgment from the Admiralty, and from Earl Spencer, then First Lord, were followed soon after by a still more lasting as well as more important reward, that of promotion to the rank of post-captain in December [12] 1796.

“ Being unemployed during the mutiny, Captain Tomlinson immediately made an offer of his services on that occasion. Soon after, a new opportunity presented itself of signalling his zeal, for he acted with the approbation of the Lords Commissioners of the Admiralty a volunteer in the Baltic, under Admiral Sir Hyde Parker, who had instructions to *consult* him; and he was employed in sounding and buoying the channel for the British fleet to attack the Danes and enter the Baltic. Sir Hyde Parker reported to the Admiralty that, if Revel or Cronstadt had been attempted, his local knowledge could not have failed to prove highly beneficial.

“ Such, indeed, was his eagerness to distress the enemies of his country, that, on another occasion, he was perhaps led beyond the exact limits of his profession, for not being then appointed to any situation in his Majesty’s service, he made an offer to fit out at his own expense, and even to command in person, a private ship of war, after the manner of the Raleighs, the Cavendishes, and the Drakes of former times. Not being able to obtain the *public sanction* of the Admiralty for this purpose, Captain Tomlinson determined to send a vessel into the Mediterranean, under the superintendance of a man of approved courage and ability. Having procured the leave of the Board, to go to Oporto, for the purpose of establishing a correspondence, he immediately took his passage in the Lord Hawke, fitted out by, and belonging to himself.* In the course of the voyage, and before she had reached

* A somewhat more detailed account of the captures here noticed will be found in a subsequent page, in Captain Tomlinson’s Memorial to the King.

† The Lord Hawke sailed from Plymouth on the 6th of August, 1793.

Cape Finisterre, six sail of the enemy were captured, one valuable British merchant ship was retaken, and a French privateer destroyed. During this passage, his privateer also took a Spanish packet [L'Edad de Oro] returning from the West Indies, worth about twelve thousand pounds; but the Spaniards had thrown the mail overboard, which Captain Tomlinson perceiving, he encouraged one of the seamen to plunge into the sea to recover it, and this he effected, just as it was sinking; whereby, such information was obtained, as proved of essential service to this empire, both in a political and a pecuniary sense of the word.*

“ On this occasion, Captain Tomlinson, for the first time, incurred the displeasure of the Lords of the Admiralty, by the use of the private signals for the Channel fleet; and although his sole view was merely to prevent any of the English cruisers from running off their stations, by chasing the *Hawke*, which he knew to be a fast sailer, *unnecessarily and without any advantage whatsoever*; yet he himself has been ever ready to allow, that these reasons amount rather to an apology than a justification of his conduct.”

The “displeasure of the Lords of the Admiralty,” alluded to above, proved of very serious consequence to Captain Tomlinson; as we learn, that, in December, 1798, on a complaint made against him, by Captain Joseph Sydney Yorke, of the *Stag*, and Captain Percy Fraser, of the *la Nymphe*, for having made the private signals, when on board the *Hawke*, and making himself known by them to the *la Nymphe* and *Stag*, he was struck off the list of captains.

* Captain Percy Fraser, of H. M. S. *la Nymphe*, with the *Aurora* in company, claimed the right of sharing for *l'Edad de Oro*; a right which Captain Tomlinson contested; alleging, that the packet was taken by the *Lord Hawke*, after firing several single shot, and one broadside at her, which, from her distance, *could not have been seen from the Nymphe!* as appears by her own log-book.—For the particulars of this affair, the reader is referred to the XXIIIrd Volume of the *NAVAL CHRONICLE*, page 293; where he will find Captain Tomlinson's “*Vindication of the Conduct of an Old Naval Officer, for his having disputed the Right of his Majesty's Ships la Nymphe and Aurora, to share for the Spanish Packet l'Edad de Oro, taken by the Lord Hawke Letter of Marque, together with his Reasons for having fitted out that Vessel to cruise against the Enemies of this Country.*”

In the hope that, on a due explanation of his motives, and a statement of his past services, he might be reinstated in his rank, he petitioned the Lords Commissioners of the Admiralty to rescind their resolution; but he was informed, in answer, that their lordships saw no grounds for altering their original resolution.— Thus disappointed at the Admiralty, Captain Tomlinson, early in the year 1800, presented the following Mémorial to the King:—

“ TO THE KING'S MOST EXCELLENT MAJESTY,

The Memorial of NICHOLAS TOMLINSON, Esq. late a Captain in Your Majesty's Navy,

“ HUMBLY SHEWETH,

“ That he served twenty-six years in the royal navy; and was eighteen years of that time a commissioned officer: having been made a lieutenant in 1782, a master and commander in 1795, and a post captain in 1796.

“ That in the course of the said period your Memorialist was, (he really believes) upwards of seventy times engaged with the enemy, and frequently (though but once dangerously) wounded in your Majesty's service.

“ That notwithstanding it may be difficult for him to particularize every action in which he fought, yet he trusts that the following short account of some of them will be sufficient to induce your Majesty to think favourably of his services.

“ In 1779, he was aid-de-camp to Commodore Luttrell, on board the Charon, at the siege and taking of Fort Omoa, as appears by the certificate marked A.

“ In 1780, he was in the same ship when she engaged and took the Comte D'Artois, a French sixty-four gun-ship, as appears by the certificate marked B, and continued in her until she was burnt by the enemy at York

A. “ These are to certify, That Mr. Nicholas Tomlinson served as midshipman on board his Majesty's ship the Charon, under my command, from the 10th day of March, 1779, until the 25th day of June, 1780, in the Channel and the West Indies, and that he acted as my aid-de-camp at the siege of Fort Omoa, in the Gulf of Honduras, during which time he conducted himself with diligence, attention, and sobriety, and was always obedient to command.

“ Given under my hand this 1st day of May, 1792.

“ J. L. OLMIUS.”

B. “ These are to certify the Right Honourable Lords Commissioners of the Admiralty, that Mr. Nicholas Tomlinson served with me as midshipman on board of H. M. S. the late Charon, from the 10th of March, 1779, to the 10th of October, 1781, during which time his behaviour was such as merited the esteem of every officer of the ship, and particularly in the action with the Comte d'Artois off the coast of Ireland.

“ CHARLES ROBB,

“ Master of the late Charon.”

Town, in America, when your Majesty's Memorialist, with a part of the ship's company, were employed on shore in the advanced lines, and obtained the thanks of Earl Cornwallis, who was then commander-in-chief. Before the said ship was destroyed, your Memorialist commanded a gun-boat, in the expedition under Brigadier-general Arnold, up James River, and in the Chesapeake, and was actually engaged in fighting the enemy (more or less) almost every day, and frequently two or three times in the same day, from the beginning of January to the month of March, and was taken prisoner at York Town with Earl Cornwallis's army, as appears by the certificate marked C.

" In January, 1782, your Memorialist came to England, and in March following was honoured with a lieutenant's commission for the Bristol, and in September that year sailed as *first* lieutenant of her to the East Indies, where she arrived time enough to be in the last general action between Sir Edward Hughes and Admiral De Suffrein. And before that action took place, your Majesty's Memorialist, in assisting to put out a fire on board the Duke of Athol East Indiaman, in Madras Roads, was, with six other lieutenants, who were all killed, and upwards of two hundred men (most of whom were killed likewise), blown up, and had nearly lost his life, as appears by the certificates marked D. and E.

C. " These are to certify, That Mr. Nicholas Tomlinson served as midshipman on board H. M. S. the *Charon*, under my command, in America, from the 25th day of June, 1780, until the 10th day of October, 1781, when that ship was burnt by hot shot from the enemy's guns; and that he commanded a gun-boat part of the campaign of 1781, on the rivers in Virginia, under General Arnold and Earl Cornwallis; after which, he served under my command at the batteries of York Town, until that place was taken, and his conduct during that time was that of an attentive good officer, in whose favour I shall always be ready to speak.

" Given under my hand this 2d day of May, 1792.

" THOMAS SYMONDS."

D. " This is to certify, That Lieutenant Nicholas Tomlinson served as second lieutenant of his Majesty's ship the *Bristol*, under my command, in the Channel, from the 23d day of March, 1782, until the 1st of September following, and as first lieutenant from that date until the 14th of September, 1784, in a voyage to the East Indies, and on several cruises and expeditions on the coasts of Coromandel and Malabar, during all which time his conduct was that of an active and a diligent officer.

" Given under my hand this 1st day of May, 1792.

" JAMES BURNEY."

E. " This is to certify, That being in Madras Road, on the 19th of April, 1783, in his Majesty's ship *Bristol*, under my command, on the ship *Duke of Athol*, belonging to the East India Company, taking fire, Lieutenant Nicholas Tomlinson, the first lieutenant of the *Bristol*, (the officer who was ordered on that service not being immediately ready) did go with the boats of the *Bristol* to assist in the endeavour to extinguish the said fire. That whilst he was in the *Duke of*

" That your Majesty's Memorialist, in consequence of the shock he received on board the Duke of Athol, was obliged to return to England in the Juno (as appears by the certificate marked F), for the recovery of his health.

" That he no sooner found himself fit for duty, (which, however, was not the case for upwards of sixteen months after his return in the Juno) than he applied again for service, and was appointed to the Savage, in which sloop he continued for more than three years, (as appears by the certificate marked G,) in which time he saved the lives of two of your Majesty's subjects, at the imminent risk of his own life; once by jumping overboard, as appears by the letter No. 1. from Thomas Carter, Esq. private secretary to his grace the Duke of Portland,) to save the life of Mr. Campbell, (a relation of Mrs. Carter's) who had fallen into the sea, and another time by venturing in a small boat, after a fisherman whose boat

Athol, she blew up, by which the lives of many men were lost, (nineteen belonging to the Bristol) and Lieutenant Nicholas Tomlinson did then receive a violent contusion in his breast and left side, and his whole body a dreadful shock.

" JAMES BURNEY."

F. " These are to certify, That Lieutenant Nicholas Tomlinson served as first Lieutenant of his Majesty's ship the Juno, under my command, from the 14th day of September, 1784, until the 16th day of March, 1785, in the East Indies, and in a voyage from thence to England, during which time his diligence and attention to duty as an officer, and his conduct as an experienced seaman, were highly satisfactory.

" Given under my hand this 1st day of May, 1792.

" JAMES MONTAGU."

G. " These are to certify, That Lieutenant Nicholas Tomlinson served as Lieutenant of his Majesty's sloop the Savage, under my command, from the 10th day of July, 1786, until the 12th day of August, 1789, during all which time he conducted himself as an active, zealous, good officer.

" Given under my hand this 2d day of May, 1792.

" RICHARD R. BURGESS."

(No. 1.)

" SIR,

" *Edgcott, near Banbury, 25th August, 1799.*

" Your letter to Mr. Robert Campbell, of Carradel, which you sent under cover to me, came here yesterday, and as it was unsealed, I thought myself at liberty, under the present unfortunate circumstances, to examine from whom it came.

" I am much concerned to be obliged to inform you, that Mr. Robert Campbell died of a decline about a month ago.

" The fact you mention, of having saved his life by jumping overboard, when he had fallen into the sea from the Savage, is perfectly in Mrs. Carter's recollection, and she authorizes me to say that she has repeatedly heard it spoken of by him with the greatest gratitude.

" I am, Sir, your most obedient humble servant,

" N. Tomlinson, Esq."

" THOMAS CARTER."

had overset near to the ship, in a storm of wind, which increased so fast and so much as to prevent your Majesty's Memorialist from returning to the Savage: and it was with the greatest difficulty that he and his boat's crew avoided being drowned, after they had picked up the poor fisherman. Both these circumstances your Majesty's Memorialist believes are recorded in the log-book of that ship.

"That soon after he left the Savage, your Majesty's Memorialist offered his services generally, and applied to the Board of Admiralty for employment, and in the armament of 1790 was sent to Greenock upon the impress service, under the command of Captain Brenton, to whose certificate (marked H) of his active conduct, your Memorialist begs leave to refer your Majesty.

"That at the request of Lord Hawke, Count Worontzow, the Russian ambassador at the British court, recommended your Memorialist to the Empress of Russia, who ordered him to be appointed captain of one of her line-of-battle ships, and accompanied his said appointment with an order to the whole Russian fleet, of which the paper marked I, is a translated copy.

"That upon the breaking out of the war between France and England,

II. "This certificate has been mislaid, and cannot be found."

I. "In an Ukaaze received from the Imperial College of Admiralty, through the Commissarial Department, it is written, That that College, in consequence of a letter presented by the Admiral and Knight Ivan Loginovitch Galinshiff Kutusoff, written to him by the Vice-chancellor Count Osterman, stating, that her Imperial Majesty, on the representation of her ambassador extraordinary then residing in London, Count Worontzow, had condescendingly been pleased most highly to command to receive into her service the English lieutenant of the navy, Tomlinson, upon the same foundation as other English sea officers had been received during the late war, to which letter was annexed the copy of another addressed to the said vice-chancellor by the above-mentioned ambassador extraordinary, and also original certificates of the service of that lieutenant, from which it appears, as Count Worontzow in his letter says, that this officer entered the service as midshipman in the year 1774, served with the rank of second lieutenant in the year 1782, was appointed first lieutenant in the year 1784, and continued without intermission in the service till the 12th of August, 1790, in the course of which time he was in many different actions and commands, and throughout, both in service and elsewhere, conducted himself orderly, and discharged his duty with obedience and zeal, and he recommends him to the chancellor strongly as a person of good conduct, possessed of qualities worthy of employ, had determined to receive the said English lieutenant of the navy, Tomlinson, into the service, after the example of his countrymen who had before been received, to administer to him the oath, to compute his pay, his provisions, and his seniority, from the signing of his appointment, that is, from the 5th of last August, and to appoint him to the second division upon which he was ordered by the admiral to the ship Larutoff, in the fifth squadron, the commander of which squadron on board of that ship will please to give orders to receive him, administer to him the oaths of fidelity to the service, enter him on the lists, and commence his pay."

your Majesty's Memorialist joyfully quitted all those flattering prospects which the aforementioned appointment held forth to him, and returned immediately to his native country, and made an offer of his services, and was appointed to the *Regulus*, in which ship he served as first lieutenant for eight months, and then left her to take the command of the *Pelter* gun-vessel, at the request of Captain Sir Sidney Smith.

" That in April, 1795, your Majesty's Memorialist in the said vessel attacked (with an intention to board one of them) three gun-vessels, two of which were of equal force with the *Pelter*, in the road of Etaples, upon the coast of Normandy, while they were under the protection of a battery; and a particular account of the transaction was sent to Mr. Secretary Nepean, on the 16th of the same month.

" That in May following your Majesty's Memorialist, in company with the *Diamond*, *Syren*, and six gun-boats, under the command of Sir Sidney Smith, was engaged in an attack upon a battery of considerable force, at St. Cas, on the French coast.

" That in the following month your Majesty's Memorialist sailed under the orders of Sir John Borlase Warren, to Quiberon Bay, where he was employed to cover the landing of the troops, and in attacking (with three other gun-vessels) a ship of twenty-four and a cutter of ten guns, which they destroyed, in the River Morbihan, and in various skirmishes along that coast, in which his conduct was witnessed and very much approved by Captain Bertie, of the *Thunderer*, who commanded in chief the gun-vessels on these occasions. In this expedition your Majesty's Memorialist was ordered by Sir John Warren to attack a fleet of *chasse marées* off the River Crach, which he did, and took one of them, although she had anchored under a battery at the mouth of the river, which battery your Memorialist first of all silenced: and on this occasion his conduct was witnessed by the commodore, and the rest of the squadron, who approved of it so much, that the vessel was given by them as a prize to the *Pelter* alone, as appears by Sir John's letter to Mr. Long, secretary of the Treasury, marked K.

" SIR,

" *La Pomone, Plymouth, 9th March, 1797.*

K. " I take the liberty of acquainting you of my having received a letter from Captain Tomlinson, who formerly commanded the *Pelter* gun-vessel in Quiberon Bay, respecting a *chasse marée* belonging to the enemy, which he cut out from under a battery at the entrance of the river Crach, in the above-mentioned bay, on the 10th of August, 1795.

" The vessel was valued at one hundred pounds, and in consequence of the gallant conduct of Captain Tomlinson, the squadron under my command determined to allow the above sum to the *Pelter*. The *chasse marée* was afterwards employed in carrying water to the *Standard*, who then lay in Belleisle Road, and was on her return to Quiberon Bay drove on shore and totally lost,

" As I did not give Captain Tomlinson the sum agreed for, no application being at that time made for payment, it escaped my recollection, and as I returned to Sir Edward Pellew all the money intrusted to my care, which remained after the expedition, I have to solicit you will be pleased to lay the case before their lordships, in order that the same may be allowed to the *Pelter*. I am, &c.

" *Charles Long Esq. Treasury.*"

" JOHN WARREN."

“ Again, on the same expedition, when the army was beaten, and were retreating, your Memorialist, unassisted by any other vessel, went so near, and continued running along the coast so advantageously with the troops, as to be able to cover their retreat, and prevent the enemy from destroying the greatest part of them, thereby giving them (which they otherwise would not have had) an opportunity to capitulate, for which your Memorialist received the thanks of Sir John B. Warren, as appears by the paper marked L, after Sir John had, on the quarter-deck of la Pomone, in the presence of the officers of that ship, and a number of captains of the navy, and a general and several other officers of the army, personally, and in very flattering terms, thanked your memorialist for his behaviour on that occasion.

“ From that time to the 20th of August, your Majesty’s Memorialist continued cruising, and the fatigue endured by him and his vessel’s crew was so great, that nearly *thirty* of her complement (which consisted of no more than fifty) were actually confined to their hammocks, and the rest, with your Memorialist at their head, were in so reduced a state, that the vessel was obliged to be towed home by your Majesty’s ship the Robust.

“ On her arrival at Portsmouth, the Pelter was paid off, and your Majesty’s Memorialist was put into the Glory, as first lieutenant, but removed again in November to the Vésuve, another gun-vessel, and on the 29th of the same month was promoted to the rank of a commander, and commissioned for the Suffisante sloop, of 14 guns.

“ The day after leaving the Downs in the said sloop, for the first time, he retook a ship and a brig that had been captured by the enemy. He was then sent by Vice-admiral Onslow, to cruise in the Channel, and on the 27th of May your Majesty’s Memorialist chased and came up with amongst the rocks, on a lee shore on the enemy’s coast, close to Brest Water, and engaged and took the Revanche national brig of twelve guns and eighty-five men, for which he obtained the approbation of the Admiral, which your Majesty will see by condescending to refer to his letter to Mr. Nepean, of the 29th of May, 1796, a copy whereof your Memorialist was furnished with by the admiral’s order, and is hereunto annexed, marked M.

L. “ *Extract from Sir John Warren’s Letter to the Admiralty, dated 22d July, 1795.*

“ I am particularly indebted to the zeal of Captain Keats upon this as well as every former occasion, who superintended the embarkation, and also to Captain Ogilvie, who distinguished himself by the judicious manner in which he placed his ship to annoy the enemy. Lieutenant Tomlinson, of the Pelter, is also entitled to my thanks, having attended the enemy, and incommoded their march along shore.”

“ SIR,

“ *Cambridge, Hamoaze, 29th May, 1796.*

M. “ His Majesty’s sloop la Suffisante arrived here yesterday evening, with the national brig la Revanche, which she captured on the 27th instant, between Ushant and the Main, particulars of which are contained in the enclosed letter from Captain Tomlinson.

And your Majesty's Memorialist, for his services on that occasion, was likewise honoured with a piece of plate by, and the thanks of, the committee for encouraging the capture of French armed vessels, presented and transmitted to him by Sir Richard Neave, Bart. as will appear by the papers marked N. and O : and, which was still more gratifying, your Majesty's Memorialist's conduct was approved, and he was congratulated on his success by the Lords of the Admiralty, in a letter from Mr. Nepean, marked P. Your Majesty's Memorialist, in the month of June following,

" From all the accounts I hear, Captain Tomlinson's conduct upon this occasion was highly honourable to himself as an officer and a seaman, as more danger was attached to the *Suffisante*, from the risque of shipwreck upon the enemy's coast in the passage Du Fore, than from the force of the enemy, from which difficulty he very ably extricated himself.

" I am, Sir, your most obedient humble servant,

" *Evan Nepean Esq.*"

" RICHARD ONSLOW."

" SIR,

N. " I am requested by the Committee for the Encouragement of the capture of French Privateers, Armed Vessels, &c. to transmit to you the enclosed copy of their minute of yesterday, requesting your acceptance of a piece of plate, as a testimony of their sense of your merit in the capture of the *Revanche* and *Morgan*, French privateers, and recapture of six English merchant ships.

" And I beg you at the same time to accept of my acknowledgment for the protection you have thereby afforded to the commerce of this country.

" And am, Sir, your obedient humble servant,

" RICHARD NEAVE, Chairman,"

" *Merchant Seaman's Office, Royal Exchange, London, July 15th, 1796.*

" *Captain Tomlinson.*"

O. " *Merchant Seaman's Office, July 14th, 1796.*

" *Meeting of the Committee for Encouraging the Capture of French Privateers, Armed Vessels, &c.*

" Sir Richard Neave, Bart. in the Chair.

" Resolved,

" That Captain Tomlinson, of H. M. Sloop *la Suffisante*, be requested by this committee to accept of a piece of plate, value fifty guineas, in acknowledgment of his gallant behaviour in the capture of the *Revanche* French brig, in the action on the 27th of May, and also in the action on the 27th of June last, when he captured the *Morgan*, French privateer, and recaptured six British merchant ships, her prizes, and in testimony of the sense this committee entertain of the protection he has thereby afforded to the commerce of Great Britain."

SIR,

P. " *Admiralty-office, 30th May, 1796.*

" Having communicated to my Lords Commissioners of the Admiralty, your letter of the 28th instant, giving an account of your having, after a chase of eleven hours, come up with and captured the *Revanche*, French brig, mounting

took a French privateer, called the Patriot, and a ship under American colours, with contraband property on board.

“ On the 27th of the same month, your Majesty’s Memorialist re-took two British ships laden with wine from Oporto, and on the following day engaged and took the Morgan, a French privateer, and, (manning her immediately) gave chase to and retook four valuable merchant ships that had been captured by her, (and on the 29th made prize of a Danish brig laden with French property) for which your Majesty’s Memorialist again received the thanks of the Committee for encouraging the capture of French armed vessels, and also the thanks (marked Q) accompanied with a piece of plate, from the Committee of the Court of Directors of the Royal Exchange Assurance, transmitted to your Majesty’s Memorialist by Mr. Watson, their secretary, in the letter marked R; and for Vice-admiral Onslow’s opinion of this transaction, your Majesty’s Memorialist begs leave

twelve long four-pounders, with a complement of eighty-five men, commanded by Mons. George Henri Draveman, I am commanded by their lordships to acquaint you, that they approve of your conduct, and are pleased with your success.

“ I am, Sir,

“ Your very humble servant,

“ EVAN NEPEAN.”

“ *Captain Tomlinson, la Suffisante, Plymouth.*”

Q. “ *At a Court of Directors of the Royal Exchange Assurance, 20th July, 1796.*

“ The Committee of Averages of the 14th instant, having recommended a piece of plate, of the value of fifty guineas, to be presented to Captain Tomlinson, of his Majesty’s sloop *la Suffisante*, in consideration of his spirited and active conduct in the capture of the *Morgan*, French privateer, and the recapture of six merchant ships, her prizes, on the 28th of June last, off the French coast :

“ Resolved, That the court do approve thereof, that the secretary do acquaint Captain Tomlinson with the resolution of the court, and that the company’s silversmith be directed to prepare a piece of plate accordingly, with a suitable inscription thereon.

“ ALEX. WATSON, Sec.”

“ SIR,

R. “ It is with the utmost satisfaction I communicate to you the annexed resolution of the Court of Directors of the Royal Exchange Assurance.

“ As soon as I am favoured with your address, orders will be given to the company’s silversmith to receive your instructions.

“ I have the honour to be, Sir,

“ Your most obedient humble servant,

“ ALEX. WATSON, Sec.”

“ *Royal Exchange Assurance, 26th July, 1796.*”

“ *Captain N. Tomlinson, of his Majesty’s Sloop
La Suffisante, Plymouth.*”

to refer your Majesty to the Vice-admiral's letter of the 30th of June, 1796, marked S.

On the 1st of August following, your Majesty's Memorialist attacked, upon the French coast, a convoy of seventeen merchant vessels, protected by a brig of sixteen guns, and two cutters of fourteen guns each, and drove on shore and destroyed eight of the merchant vessels, which was witnessed by Sir John B. Warren, who in the evening passed by and saw the wrecks of the vessels amongst the rocks, where also the *Suffisante* was at anchor, and in danger of being lost. Your Majesty's Memorialist can boast of no other mark of public approbation of his conduct on this occasion, than Mr. Secretary Nepean's letter, marked T, as your Majesty's Memorialist's account of the transaction was never published.

"Early in the same month, your Majesty's Memorialist took a schooner, with French property on board, and a large French ship laden with rice and wine; and on the same day a Dutch vessel laden with wine, and about the middle of the month, a large ship with masts and spars for the King of Spain, which cargo was landed for the use of your Majesty's dock-yard at Plymouth.

"On the day following, your Majesty's Memorialist took a French vessel under American colours, laden with French property, which was condemned.

"The sloop, after docking, sailed in the month of September, and early in October your Majesty's Memorialist took four Spanish vessels, three of which he sent into Plymouth, and the other he despatched with the prisoners to Spain.

"Your Majesty's Memorialist continued cruising in the said sloop until the month of December in that year, when he was (he flatters himself, and

S. "Copy of a Letter from Vice-admiral Onslow, commanding his Majesty's Ships and Vessels at Plymouth, to Mr. Nepean, dated June 30th, 1796.

"Herewith I have the pleasure to enclose a letter from Captain Tomlinson, of his Majesty's sloop *la Suffisante*, containing particulars of his success in capturing the *Morgan*, French privateer, and recapturing the six English merchant ships named in the enclosed list, that had been taken by her, and which you will be pleased to lay before my Lords Commissioners of the Admiralty.

"So complete a piece of service, performed by a vessel of such small force as the *Suffisante*, I am persuaded their lordships will admit, reflects great credit on Captain Tomlinson, his officers, and men.

"RICHARD ONSLOW."

"SIR,

T. "Admiralty-office 5th August, 1796.

"Having laid before my Lords Commissioners of the Admiralty your letter of the 1st instant, acquainting me of your having fallen in with a convoy of the enemy, eight of which you had drove on shore; I am commanded by their lordships to acquaint you they are pleased with your proceedings.

"I am, Sir, your very humble servant,

"Captain Tomlinson, *La Suffisante*."

"EVAN NEPEAN."

thinks he is warranted by Lord Spencer's letter to him, marked V, in believing, for his services) promoted to the rank of post captain, but not appointed to any ship upon service. He volunteered his services during the mutiny, and was honoured with the two letters Nos. 2 and 3 from Lord Spencer.

"Your Majesty's Memorialist, impatient of being idle, frequently solicited a ship, but having no prospect of immediate employment, and being desirous of further distinguishing himself by distressing the enemy, he made an offer to Lord Spencer, of fitting at his own expense, and commanding in person, a private ship, but was informed by his lordship, (who honoured your Majesty's Memorialist with the letter marked W,) that it would be improper to grant your Majesty's Memorialist leave for that purpose.

V. "SIR,

"No one can feel more satisfaction than I do at the activity and spirit of your late conduct on several occasions in the command of the *Suffisante*, and I am happy to hear that it has obtained so many honourable testimonies of approbation. You may rely on its accelerating your promotion; but I cannot immediately give you another step, till an opening offers of which I can avail myself consistently with some arrangements I am at present obliged to make.

"I am, Sir, with great truth,

"Your very obedient humble servant,

"Admiralty, 20th August, 1796.

"SPENCER."

"Captain Tomlinson."

(No. 2.)

"SIR,

"I received this morning your letter of the 24th, and will make a note of the offer you have made of your services, but am not sure that the present occasion will make an opening which may enable me to accept of them.

"I am, Sir, your very obedient humble servant,

"Admiralty, 27th May, 1797.

"SPENCER,"

"Captain Tomlinson."

(No. 3.)

"SIR,

"I will make a minute of your offer, for which I am obliged to you, but at present there is no vacancy into which I could put you.

"I am, Sir, your very obedient humble servant,

"Admiralty 12th June, 1797.

"SPENCER."

"Captain Tomlinson."

W. "SIR,

"I have to acknowledge the receipt of your letter of yesterday, and, in answer to it, to acquaint you, that it would be improper to give you leave of absence for the purpose mentioned in it.

"I am, Sir, your very obedient humble servant,

"Admiralty, 9th February, 1798."

"SPENCER."

"YOUR Majesty's Memorialist, still anxious to distress the enemy, and considering the aforementioned letter of Lord Spencer only as a refusal of the *public sanction* of the Board to your Majesty's Memorialist's *public request*, but not intended to prevent him altogether from serving his country as a *private* individual, determined to send a vessel into the Mediterranean, under the command of a man of approved courage and ability, and requested leave of the Board of Admiralty to go himself to Oporto, to establish a correspondence for the said vessel; which having obtained, (by the paper marked X) he took his passage on board his own vessel, called the Lord Hawke, commanded by Pendock Neale.

"On the 6th of August, 1798, the Lord Hawke sailed from Plymouth for her station in the Mediterranean, with an intention to call at Oporto to land your Majesty's Memorialist; but before she reached Cape Finisterre, having captured eight of the enemy's vessels, and retaken one valuable British merchant ship, and destroyed a French privateer, the crew of the Lord Hawke was so much reduced, as to make it necessary for her to return to England for her officers and men, without which she could not prosecute with effect her intended voyage, and on the 11th of September she relanded your Majesty's Memorialist at Plymouth, from whence he had been absent only five weeks.

"That previously to his sailing from Plymouth, your Majesty's Memorialist knowing the Lord Hawke to be a very fast sailer, and likely to run your Majesty's cruisers off their stations, procured a copy of the private

X. "SIR,

"Admiralty office 14th July, 1798.

"I have communicated to my Lords Commissioners of the Admiralty, your letter of the 12th instant, desiring leave to go to Oporto on your private affairs; and in return I am commanded to acquaint you, that their lordships are pleased to give you three months leave for that purpose, under the following restrictions, viz.

"That if, while absent, you go to any other place than the above-mentioned, you immediately inform their lordships' secretary thereof.

"That you do not enter into the service of any foreign prince or state.

"That if you do not return to England within six months, after being thereunto required by public notice in the London Gazette, you forfeit all the half-pay that may be due to you.

"That during your absence, the half-pay be not paid to your representative, unless a certificate is produced from one of his Majesty's ministers or consuls, or the governor of one of his Majesty's colonies or settlements, of your being alive; together with the usual affidavit, that you have not enjoyed the benefit of any public employment; and your leave of absence, or a copy thereof, attested by their lordships' secretary.

"If you should have occasion to continue longer abroad than the time for which your leave is hereby granted, you are to apply in due time to their lordships for a renewal of it; and when you return to England, you are to give them immediate information thereof.

"I am, Sir, your very humble servant,

"Captain Tomlinson."

"EVAN NEPEAN."

signals in use in the Channel fleet, merely with a view to prevent any of the ships of that fleet from chasing him unnecessarily.

“That agreeably to your Memorialist’s expectation, the Lord Hawke was several times chased by English cruisers, who were prevented from running off their stations by the said private signal being made to them.

“That your Majesty’s Memorialist, from the moment he obtained the said private signals, until he delivered them into the hands of Mr. Nepean, at the Admiralty, never once entrusted them to the care or custody of any person whatever, nor made any other use of them than is hereinbefore stated; nor was any person belonging to the Lord Hawke, on board which vessel they were so used by your Majesty’s Memorialist, made acquainted (directly or indirectly) with their signification, as (your Majesty’s Memorialist trusts) will plainly appear from the papers marked Y and Z.

Y. “DEVON, }
to wit. }

“Nicholas Tomlinson, late captain of his Majesty’s sloop *la Suffisante*, maketh oath and sayeth, That on or about the 16th day of July last this Deponent obtained leave of the Right Honourable the Lords Commissioners of the Admiralty, to go to Oporto on his private affairs, and accordingly embarked on board the private ship of war *Lord Hawke*, as the least expensive and most safe conveyance, she being a fast sailing armed vessel, belonging solely to this deponent, and sailed from Plymouth on the 6th of August following: And this deponent further maketh oath, that on the 3th of the said month, the said private ship of war being close to Ushant, fell in with the grand fleet to the westward, and two frigates to the eastward, near Brest, and which this deponent supposed to be the two in-shore frigates attached to the said fleet, and stationed there to watch the motions of the enemy; that the advance-ship of the fleet (the *Canada*) chased the *Lord Hawke*, as did the two frigates aforesaid, and as the *Lord Hawke* outsailed those ships, her crew would not allow her to be brought-to, to speak to them, for fear of being impressed; and this deponent seeing with concern the ships running off their stations to no purpose, requested the captain of the *Lord Hawke* to hoist certain flags that denoted the private signal, which this deponent had taken to sea with him, conceiving he could forward his Majesty’s service by using them when he saw occasion, to prevent the King’s ships chasing unnecessarily off their stations; that soon after the said signals were made, the advance-ship of the fleet left off chase, but the two frigates continued the pursuit all that and the following day, contrary to the expectation of this deponent, he having frequently repeated the private signal for the reason above set forth, but without making any person on board the *Lord Hawke* acquainted with the meaning or signification thereof, and by so doing, this deponent meant and really supposed he was forwarding his Majesty’s service, by endeavouring to prevent the said frigates from running off their stations: And this deponent further maketh oath, that the said private ship of war continued her course, after losing sight of the said frigates, with various winds, until the morning of the 6th September, when being close in with the land, near Corunna, in Spain, (and having previously captured seven of the enemy’s merchant vessels, retaken a valuable British brig, and destroyed a French privateer), she fell in with and captured the Spanish packet *La Edad de*

" That on the 13th of December, 1798, your Majesty's Memorialist

Oro, which she came up with and boarded, having first preserved the mail of the packet that had been thrown overboard, and was sinking, when one of the people belonging to the Lord Hawke jumped into the water, and saved it from being lost : That the said packet at this time was a league or thereabout, from Corunna aforesaid, where a line-of-battle ship, two frigates, and several privateers belonging to the enemy, then lay at anchor ; that at the time of the said capture, this deponent observed two large ships, (which afterwards proved to be his Majesty's ships *la Nympe* and *Aurora*) one about four leagues to the westward, and the other about the same distance, or rather further to the north-east, or to leeward, and consequently they were about eight leagues apart, and not in company with the Lord Hawke, or with each other, at the time of the capture of the said Spanish packet by the Lord Hawke : And this deponent further maketh oath, that at the time the said capture was made, none of the crew of the Lord Hawke could discover what those strange ships were, and fearing they should be two of the enemy's ships of war, the captain of the said private ship of war, immediately after taking possession of the packet his said prize, wore round, and made all sail off shore to the northward, as well to avoid any ships or vessels that might push out of Corunna after him, as to get clear of the two strange ships aforesaid : And this deponent further maketh oath, that the said strange ships chased the Lord Hawke and her prize, from about ten o'clock in the morning, when she was taken, until between six and seven in the evening (between eight and nine hours) when having run about eight leagues from the place where the capture was made, they were still six or seven miles distant from each other, and it having appeared likely to fall calm in the afternoon, this deponent made the private signal to the ship to windward, by way of ascertaining if she was a friend, or an enemy, as this deponent supposed, if it fell calm they would send their boats to board the Lord Hawke and her prize, which, if they did after dark, fatal consequences might have ensued, from the impossibility of knowing at that distance what she was (the *Nympe* being a French built ship) : And this deponent further sayeth, that he made the private signal as before set forth, to prevent any accident happening, and by his so doing, two boats only were despatched from the strange ships (on its falling calm) to board the privateer and her prize ; whereas six or eight boats, well armed, would have been absolutely necessary to have been sent on that service, (at the distance the ships were off) had not this deponent made the private signal, and thereby prevented the possibility of an accident happening, from the natural right small vessels have to keep off the boats of strange distant ships that may attempt to board them after dark : And this deponent lastly maketh oath, that during the time the private signals were in his possession, he never committed them to the care or disposal of any other person ; and that from the time they were in the possession of this deponent, until he delivered them to Mr. Nepean, at the Admiralty, on his arrival in London, (with the first account of the said packet and her mail having been taken) he never misapplied them, or communicated them to any person whatever, but only used them himself in the manner before stated, for the good of his Majesty's service.

" NICHOLAS TOMLINSON."

" BOROUGH OF CLIFTON,
DARTMOUTH HARDNESS,
Sworn before me this 21st
day of March, 1799. }

" ROBERT HOLDSWORTH, Justice."

was informed by Mr. Nepean's letter, that the Lords of the Admi-

Z. "Pendock Neale, commander of the private ship of war Lord Hawke, and Robert Wright, surgeon of the said private ship of war, jointly and severally make oath and say, That they, these deponents, were on board the said private ship of war the Lord Hawke, on a cruise, on the eighth and ninth days of August last, when she was chased by two frigates, appearing to be English, and which these deponents have since been informed, were his Majesty's frigates the Stag and Ambuscade: that the Lord Hawke outsailed the said two frigates, and the crew belonging to the Lord Hawke would not allow her to be brought-to, to speak them, for fear of being impressed; and these deponents say, that Nicholas Tomlinson, Esq. captain in his Majesty's navy, who was then on board the said privateer Lord Hawke, on his passage to Oporto, expressed his concern to these deponents, that the said frigates should run off from their stations after the Lord Hawke to no purpose, and then the said Nicholas Tomlinson requested the said deponent, Pendock Neale, to hoist a flag at the main-top-mast head, and another at the fore-top-mast head, but without informing these deponents, or any other person on board, the meaning of those signals, or either of them: That the said frigates still continuing in chase of the Lord Hawke, the said Nicholas Tomlinson again expressed great uneasiness on account of their following her (as he supposed) off their stations, as they could not come up with her; and in the hope they would leave off the chase, the same signals were again repeated: and the said deponent, Pendock Neale, for himself saith, that at the time the said signals were made, he this deponent was kept perfectly unacquainted with their meaning or signification; and that they were never intrusted to his care or disposal, or any other person belonging to the said private ship of war the Lord Hawke: And that on the said Nicholas Tomlinson's quitting her, on returning from her cruise to Plymouth, he the said Nicholas Tomlinson took them on shore with him; and that on all occasions the said signals were considered and only used, as he this deponent believes, to prevent his Majesty's ships from chasing the Lord Hawke, or drawing them off their stations: And these deponents further say, that the cruise of the said privateer Lord Hawke was to have finished in the Mediterranean Sea, after having cruised through the Bay of Biscay, and on the Spanish coast: that the said Nicholas Tomlinson had taken his passage to-go to Oporto aforesaid, in the said privateer Lord Hawke, where she was to have landed him, prior to her departure from thence to the Mediterranean, but having sent away all the prize-masters and officers, the said deponent, Pendock Neale, found it necessary to bear away for England, to recover his officers and men, which had been despatched in prizes, all of which were taken to the eastward of Cape Finisterre: And lastly, these deponents make oath and say, that the said privateer Lord Hawke never got round the said Cape, during the time the said Nicholas Tomlinson was on board her.

"PENDOCK NEALE.

"ROBERT WRIGHT.

"Sworn at the Borough of Plymouth, in the County of Devon, this seventh day of January, one thousand, seven hundred, and ninety-nine, before me,

"TUBAL LEWIS,

"A Master Extraordinary in Chancery"

rally had thought fit to dismiss your Majesty's Memorialist from your Majesty's service. [No. 4.]

"That your Majesty's Memorialist petitioned their Lordships to rescind their said resolution, but was informed by Mr. Nepean, that their Lordships "saw no grounds in his Memorial for altering their original determination on his case."

"That your Majesty's Memorialist hath since solicited, but in vain, to be made acquainted with the precise cause of his dismissal; all he knows of the matter is, that the complaint alluded to in the aforementioned letter, No. 4, consisted of some papers stating that he had made use of the aforesaid private signals on board the Lord Hawke privateer (where he was a passenger, bound to Oporto, with leave from the Board of Admiralty) which your Majesty's Memorialist in his petition to their Lordships, neither denied nor attempted to justify.

"That your Majesty's Memorialist is ignorant of any other proceedings of his on board the said privateer, that should have subjected him to this very heavy displeasure of the Board of Admiralty, and for which they have punished him so severely. He can, indeed, imagine that their Lordships' displeasure arises, partly from his having used the aforesaid private signals, and partly from his having fitted out the said private ship of war, after he received Lord Spencer's letter. But then the punishment is so disproportioned to either or both of those offences (even supposing them to have been wilful), that he hardly feels himself warranted in entertaining such a notion. In the event, however, of this conjecture being well founded, your Majesty's Memorialist begs leave to repeat, and humbly entreats your Majesty to believe what he says, that he obtained the said private signals for the best of purposes, and used them on no other occasions than those which are noticed in his aforementioned affidavit. And with regard to the letter, he solemnly declares, that he did not conceive it extended to him in his *private* capacity, but considered it as he has before stated, merely as a refusal to sanction your Majesty's Memorialist with *public* leave for that particular purpose. In whatever light your Majesty shall be pleased to view this business, your Majesty's Memorialist, at least for the present, must consider himself the most unfortunate of your

No. 4.

"SIR,

"Admiralty-Office, 20th November, 1798.

"I am commanded by my Lords Commissioners of the Admiralty, to acquaint you, that on a consideration of all the circumstances you have stated in your justification, on the subject of the complaint exhibited against you, on account of your proceedings on board the Lord Hawke privateer, they have thought it their duty to order your name to be struck off the list of captains of the royal navy.

"I am, Sir, your very humble servant,

"EVAN NEPEAN."

"N. Tomlinson, Esq. Town."

"This letter was not received till the 15th of December, 1798."

Majesty's subjects, inasmuch as, by his loyalty and zeal to serve your Majesty, he has brought upon himself and family the heaviest of calamities. When the kingdom was threatened with invasion, and your Majesty from the throne, the Lords and Commons in Parliament, and your Majesty's ministers, in their several departments, called upon every servant of the crown, and recommended to every individual of the state, to exert themselves jointly and severally, to the utmost of their abilities, your Majesty's Memorialist, anxious to be foremost amongst the many who were willing to sacrifice their lives and fortunes in defence of your Majesty's person and government, stood forth (he is afraid now with too little ceremony) in a way that he then thought, and afterwards found, to be the best in which his services, as a private individual, (for he was upon *half-pay*, and unable to obtain any public employment) could prove him devoted to your Majesty, and shew his ambition and readiness to spill his blood, and to spend his fortune, in the service, and for the good, of his country.

"Your Majesty's Memorialist never pretended to justify the acts of obtaining and using the said private signals; on the contrary, he is now sensible of, and has humbly acknowledged to their Lordships the impropriety of his conduct, although he can safely call the Almighty to witness the purity of his intention in doing both the one and the other; and in the most solemn manner he begs leave humbly to assure your Majesty, that instead of injuring, he had in view, as he said before, only the benefit of your Majesty's service, which, no doubt, was materially assisted; and in all probability the lives of several of your Majesty's subjects were saved by his having the said private signals in his possession, as appears by the aforementioned affidavit, marked Y. Neither has your Majesty's Memorialist presumed to call in question their Lordships' right of pronouncing on him, without a trial, the hard—the *very hard and severe sentence of dismissal*, for an error, which, in its worst shape, your Majesty's Memorialist will presume to hope may be considered as venial.

"And when it shall be remembered that your Majesty's Memorialist has served your Majesty full six and twenty years, with zeal, fidelity, and honour; that in the course of that period he has been nearly as often in action as any other man in your Majesty's service; that as a subaltern he was engaged in the capture of five of the enemy's ships of war; that as a commander he took and destroyed twenty-one of their privateers and merchant vessels, and retook from them nine (several of them very valuable) British merchant ships; that he has frequently received the public thanks of his commanding officers for his gallantry, (to say nothing of the approbation with which his best exertions have been more than once honoured by the Lords of the Admiralty) and as memorials of, and rewards for, his services to his country, has been complimented with two pieces of plate from the great mercantile bodies of the City of London—nay—that even in the voyage which brought upon him this ever-to-be-lamented displeasure of the Board of Admiralty, he recaptured one, and took and destroyed nine vessels, making in the whole, thirty vessels taken and destroyed, and ten vessels retaken from the enemy by your Majesty's Memorialist; he humbly

bly hopes he shall not be deemed presumptuous in requesting that your Majesty would be graciously pleased to reconsider his case, and (calling to your Majesty's recollection the number of instances of punishments mitigated, even for offences *proved* to have been injurious to the state, and derogatory to the honour of the nation, but resulting from error in judgment only, and not accompanied with any apparent intention to do wrong) accept of this his acknowledgment of the error he has committed, and order him to be restored to his former rank and situation in your Majesty's navy.

“ All which is most humbly submitted by your Majesty's dutiful and devoted subject and servant,

Nicholas Tomlinson

“ January 18th, 1800.”

This memorial, impressive as it is, failed in its desired effect; but, in April, 1801, Captain Tomlinson, as has been already intimated, “ served as a volunteer with Admiral Sir Hyde Parker, at the attack of Copenhagen, where he so much distinguished himself, and was so highly spoken of by the admiral, that, on a second memorial being presented to the King, he was graciously pleased to restore him to the rank of post captain, from the 22d of September, 1801.” *

“ But this is not all,” observes the writer of the ‘*Appeal*,’ “ for Captain Tomlinson was not only reinstated, but re-employed, being appointed soon after to the command of the *Sea Fencibles*, at Southend, in Essex. While stationed on that coast, his mind, ever active, and constantly panting after *real* service, on the proper element for a British sea officer, in 1809, suggested to the Admiralty the plan of an attack on the enemy's fleet, in their own ports, by means of fire-ships. Previously to this, Captain Tomlinson not only improved the old plan, but pointed out a new, and more efficacious disposition of this description of vessels, which was approved by the Board of Admiralty; and he himself was soon after actually employed, with *confidential and secret instructions* from the Lords Commissioners, to fit out, and command all the fire-

* *Vide* SCHOMBERG'S *Naval Chronology*, Vol. III. page 194.

ships, which were *ordered to be completed* according to his method.

“The Board of Ordnance displayed great activity and zeal, upon this occasion; but from the Navy Board, the stores demanded were not obtained; and the expedition actually left England *without them*; although the Secretary to the Admiralty, relying on the exertions of the Commissioners of the Navy, had informed Captain Tomlinson that “they should be supplied in due time,” no less than four weeks before the armament left the Downs. Such conduct necessarily produced complaints on the part of Captain Tomlinson, who *feeling himself responsible for the event*, and knowing that this was the only species of force that could possibly come in contact with the enemy’s fleet near Antwerp, not only remonstrated with the Board in question, but was at length under the absolute necessity of stating his wants, and disappointments, to a superior tribunal.”

Captain Tomlinson, in a subsequent Memorial to the Lords Commissioners of the Admiralty, which will presently appear, observes, that, ultimately, in the room of some new seven and eight inch hawsers, part of the stores demanded, he “was supplied with a quantity of old rotten braces and clewgarnets, that had been returned from the Sceptre, after an India voyage.”

To what extent these stores were actually required, or employed, in the progress of the Scheldt expedition,* we are not informed; but, in the destruction of the basin, arsenal, and sea defences of Flushing, Captain Tomlinson obtained the high approbation of Captain Moore, of the Marlborough, whom he assisted in that service.†—The fire-ship in which he was embarked having been wrecked, he returned to England in the Isis.

It appears to be the opinion of the writer of the “*Appeal*,” that Captain Tomlinson, by his previous remonstrances and complaints, had drawn down the high displeasure of the Navy Board;

* The reader who may wish to be informed of the particulars of this expedition, may be amply gratified, by referring to the NAVAL CHRONICLE, Vol. XXII. pages 75, 133, 140, 143, 154, 158, 164, 170, 171, 243, 312, and 434; and Vol. XXIII. pages 77, 113, 200, and 301.

† *Vide* NAVAL CHRONICLE, Vol. XXIII. page 78.

but, by way of *excuse* for the prosecution which was afterwards commenced against this officer, he observes—

“ The Navy Board had been lately accused of gross *neglect*, by those appointed to investigate its conduct; and was further charged with permitting one of its accountants to obtain improperly upwards of 285,000*l.* of the public money: * the Commissioners doubtless imagined, that in an age famous for punishing petty crimes and pardoning great ones, a fine opportunity now presented itself, for redeeming their characters with the public at large; and, accordingly, having allowed a Leviathan of a defaulter to escape, they were determined, if possible, to entangle a shrimp!”

Of the justice of these allegations, or of the motives by which the Navy Board might be actuated, we profess to know nothing; but it appears that, soon after Captain Tomlinson's arrival in England, a warrant was issued against him, on a charge of having transmitted to the Navy Office, in the year 1795, while commander of the Pelter gun-brig, a forged voucher, to the amount of 29*l.* 5*s.* 0*d.* from a sub-tradesman. †

“ It was on his return from a visit to his noble friend the Earl of St. Vincent,” says the writer of the ‘*Appeal*,’ “ that Captain Tomlinson learned, with equal indignation and surprise, that the officers of Bow-street had beset his house, alarmed a numerous family of females, and were prepared to seize upon his own person, in a county where he acted as a magistrate, and on the very spot, in which he had long exercised an important naval command!”

..... “ A contest now took place, whether Captain Tomlinson should be dragged a prisoner to a police office, or surrender himself voluntarily, as had been offered by him. It was not, indeed, until a third summons had been issued by Messrs. Graham and Nares, two police magistrates, that Mr.

* “ See Fifth Report of the Committee on the Public Expenditure, page 1, 2, and 3.”

† A blacksmith, who “ was accustomed, while working at the forge, to get any other person to sign papers for him, under pretext that his hands were *dirty*; and having afterwards quarrelled with his employer, he swore, and perhaps swore very truly, however roguish his intentions might be, that the voucher in question had not his signature affixed!”—*Vide* note to “*An Appeal*,” &c. page 22.

Knight, the attorney, and Mr. Nelson, the secretary of the Navy Board, thought fit to attend, as they insisted on a previous commitment. At length, they obeyed, and, in order to give greater weight to the charge, which was no less than that of *connivance* at, or what is technically termed a *criminal utterance* of, a forged paper, a learned barrister was fead for the occasion. But notwithstanding the well-known eloquence of Mr. Gurney, the unremitting zeal of their solicitors, as well as the weight naturally attached to the accusation of his Majesty's commissioners; and although the supposed culprit, relying on his own innocence alone, was unprovided with any other advocate: yet the justices just alluded to, being unable to detect the remotest appearance of guilt, were pleased, at the close of the examination, to dismiss the complaint!

“ Thus, after incurring an expense of nearly two hundred pounds, the prosecution seemed to be dropped.” “ But notwithstanding Mr. Knight had publicly acknowledged in the presence of a respectable magistrate, and also of the counsel employed by himself, ‘ that he was convinced Captain Tomlinson was innocent, and that the proceedings had originated in a mistake;’* yet to the utter shame of all those engaged upon the occasion, the very witnesses who had been present, but preserved due silence during the late examination, were so far from being *scrupulous* when adduced as *ex-parte* evidence before a Grand Jury, and varied so much even from their former *affidavits*, that a bill was found, both against the ship-builder, and Captain Tomlinson.

“ Instead of proceeding immediately to trial, the blow was suspended, during six weeks, as if to render it more heavy. At length, however, the captain was placed as a common culprit in the bail-dock, and solemnly arraigned at the Old Bailey Session, in July, 1810,† for assisting in plundering government, in the year 1795, to the amount of a few pounds!

* Mr. Bicknell, the *real* Solicitor to the Navy Board, being asked by a respectable lawyer, how he could countenance so unjust a prosecution as that instituted against Captain Tomlinson? answered, that he always held up both his hands against it, and that it was entirely carried on by others, without his approbation.”

† Saturday, July 21.—For a brief report of the trial, *vide* NAVAL CHRONICLE, Vol. XXIV. page 102.

“ The Attorney-general, a most able and conscientious officer, being misled by his brief, exerted himself, with his usual assiduity. He of course *magnified, enlarged, and crimated*, in conformity to his instructions, and according to the usual practice of the bar. It was a popular cause : here was a great builder, who had constructed twelve ships for government, and through whose hands upwards of one hundred thousand pounds of the public money had passed, arraigned for forgery with intent to defraud the State ; and by his side stood an old post captain of the navy, who had lately, indeed, blown up the dock and arsenals of Flushing, and yet who was supposed to have been base enough, fifteen or twenty years ago, to participate in a fraud of 29l. 5s. !

“ It was boldly maintained, that two lee-boards and other repairs for the Pelter, charged at 98l. 18s. in 1795, and for which 140l. was usually allowed at his Majesty’s dock-yard at Woolwich, had never been sent to Portsmouth, although the Pelter’s log-book was in court to prove their being received on board of her there, before that vessel was paid off. Lieutenant Walsh, and his clerk too, attended to prove that he found them on board, when she was recommissioned by him, and that they were never fitted before he joined the vessel in question, as shipwrights were afterwards employed for that purpose. The very certificate as to the reasonableness of the freight will be found annexed to this address.* Another fruitful source of invective against Captain Tomlinson, was neglect on the score of superintendance ; now it appears by a plain reference to dates, that all personal superintendance had become utterly impossible, as Captain Tomlinson, then only a lieutenant, had sailed from Dartmouth, by Admiralty orders,

* “ We whose names are hereunto subscribed, being two merchants of Portsmouth, do certify, that the sum of four guineas charged above for freight of two lee-boards from Dartmouth to Portsmouth, is a fair and reasonable price for the same for ready money.

“ Given under our hands at Portsmouth, this 29th day of September, 1795.

“ WILLIAM MORGAN, }
 “ EDWARD BRINE, } Merchants.”

The subjoined bills, forming Nos. I. and II. of the “ *Appeal*,” shew the particulars of the charges incurred for the repairs of the Pelter :—

on the 9th of September, 1795; and the lee-boards in question

Lieutenant Nicholas Tomlinson, Commander of his Majesty's Gun-boat Pelter, to Benjamin Tanner, Dr. to work done on the said Vessel.

	£.	s.	d.
" 1795. To William Thomas, labour, 14 days, at 3s. per day	2	2	0
" To John Macey, labour, 14 days, at 3s. per day	2	2	0
" To Thomas Forau, labour, 12 days, at 3s. per day	1	16	0
" To John Sullock, labour, 12 days, at 3s. per day	1	16	0
" To Samuel Hill, labour, 14 days, at 3s. per day	2	2	0
" To George Salton, labour, 12 days, at 3s. per day	1	16	0
" To Robert Nicholls, labour, 12 days, at 3s. per day	1	16	0
" To Leonard White, labour, 12 days, at 3s. per day	1	16	0
" To William Sullock, labour, 14 days, at 3s. per day	2	2	0
" To Joseph Gloine, labour, 12 days, at 3s. per day	1	16	0
" To William Gillaro, labour, 12 days, at 3s. per day	1	16	0
" To a labourer, labour, 14 days, at 2s. per day	1	8	0
" To self, attendance, &c. labour, 14 days, at 4s. per day	2	16	0
" To allowance on the above labourers, at 4d. per day	2	11	4
" Aug. 20. To 136 feet of gross oak timber, at 4s. 6d. per foot	30	12	0
" To 2cwt. 4qr. 7lb. of oakum, at 18s. per cwt.	2	1	3
" 22. To 1cwt. 3qrs. of pitch, at 16s. per cwt.	1	8	0
" Sep. 7. To 3 gallons of tar at 2s.	0	6	0
" 9. To 24 feet gross oak timber, at 4s. 6d.	5	8	0
" To the use of floatstage and working boat, 7 days, at 3s.	2	2	0
" To cash paid the blacksmith, as per bill annexed	29	5	0
	<u>98</u>	<u>18</u>	<u>0</u>

Mr. Benjamin Tanner, to Nicholas Randall, Dr. to Smith's Work done for two new Lee Boards for his Majesty's Gun-boat, Pelter.

	£.	s.	d.
" 1795.			
" Aug. 30. To 98lb. of bolts, at 4d. per lb.	1	12	8
" Sep. 3. To 94lb. of bolts, at 4d. per lb.	1	11	4
" To 27lb. of bolts, at 4d. per lb.	0	9	0
" To 3cwt. 2qrs. 7lb. for braces and hangings, at 6d. per lb.	9	19	6
" To 3cwt. 1qr. 25lb. for braces and hangings, at 6d. per lb.	9	14	6
" To nails for the band and braces	0	4	6
" To two bands round the bottom, 65 at 4d.	1	1	8
" To two fids, 11lb at 6d.	0	5	6
" To four cramps, 31lb. at 6d.	0	15	6
" To ten rings, at 1 penny each	0	0	10
" To 110 flat-headed bolts, at 6d. each.	3	19	0
	<u>29</u>	<u>5</u>	<u>0</u>

were not finished before the 23d or 24th of that month. It was also stated, 'that the captain had cast himself loose from the Robust, and gone to Dartmouth, instead of Plymouth;' whereas it appears from the carpenter's expense-book, 'that one of the lee-boards was carried away on the 27th August, by a press of sail to keep up with this ship.'*

"At the very first blush of the business in a Court of Justice,

"Annexed to this, *i. e.* by wafer, is the following receipt.

"Dartmouth 19th of September, 1795.—Received of Mr. Benjamin Tanner, the sum of twenty-nine pounds five shillings, being the amount of smith's work done on two new lee boards for his Majesty's gun-boat, Pelter, as per bill annexed.

"NICHOLAS RANDALL'

* "It may be proper here to observe, that previously to her being sent home from Quiberon Bay, Sir Edmond Nagle was ordered to survey the Pelter and her crew; and he reported to Sir John Borlase Warren, what he has lately confirmed in person, *viz.* that Lieutenant Tomlinson was worn off his legs with fatigue, and that the Pelter and her crew were in so disabled and sickly a state, that if she met with bad weather on her passage home she would founder. As the Attorney-general was instructed to insist, that the Pelter could have fetched Plymouth instead of Dartmouth, it is proper here to remark, that being, according to the log-book, five or six leagues to the southward of the Lizard, at 7 P.M. on the 27th August, 1795, with the wind to the northward, Lieutenant Tomlinson ordered her to be kept close to the wind on the larboard tack all night; and at day-light on the morning, after parting company with the Robust, Lieutenant Tomlinson (whose health did not admit his keeping the deck during the night) found the Pelter had fetched in between the Eddystone and the Bolt-Head; and the wind being then at N.N.W. (all which the log-book proves) he was not in a situation to attempt impossibilities, or even to hesitate, for more than half his crew were sick, and confined to their hammocks; *and being without a surgeon, it became his duty* to run for the first port he could fetch. To attempt to beat to windward in such a flat-bottomed, ill-constructed wreck, was out of the question; for the Pelter always made two or three points leeward, when sailing by the wind.

"It is recorded in the Pelter's log-book, August 26th, 1795, 'at 9 A.M. cast off from the Robust, which went and took the American ship (a prize) in tow.' But Captain Thornborough did not permit Lieutenant Tomlinson to part company until after he had seen the land; for it is stated in the Robust's log, August 27th, at 4 P.M. 'saw the Lizard bearing N. $\frac{1}{2}$ W 6 or 7 leagues; made the Pelter's signal to part company.' The wind being then N.N.W. was of course directly off the land. The Robust continued her course up Channel for Portsmouth, and the Pelter hauled close to the wind for Plymouth, which she could not fetch."

the Judge appointed to preside (Mr. Justice Le Blanc) declared himself exactly of the same opinion as the magistrates had been before: in short, like them, he saw *no cause of action*, and accordingly dismissed the prosecution. Indeed, when it is considered that there existed not a shadow of guilt, it would have been more for the honour of his Majesty's service that it had never taken place.

“ Supposing the ship-builder culpable for a moment, there was but one link wanting to connect Captain Tomlinson as an accomplice: but this was a very important one, it being the precise link that formed all the criminality, and constituted the sole difference between guilt and innocence. The specific accusation was, ‘ for falsely forging, and uttering as true, a certain receipt for 29l. 5s. with intent to defraud his Majesty.’ Now the paper in question constituted part of the charge for the iron work of the lee-boards, and formed one of the vouchers, not *officiously*, but necessarily, and according to the customs and usages of his Majesty's navy, transmitted by the commanding officer of the *Pelter*, to the proper board. It was impossible for him to detect any fraud in the signature of the blacksmith, an inferior tradesman, whom he had never seen in the whole course of his life, and was therefore unacquainted with his handwriting. In addition to this, the attestation of Messrs. Geaves and Eales,* two very respectable merchants of Dartmouth, as to the reasonableness of the charge, might have quieted the scruples

The “ Appendix, No. VI.” to the “ *Appeal*,” signed “ John Walsh, lieutenant, R.N.” says:—“ After carefully examining the log-books of his Majesty's ship *Robust*, and gun-vessel *Pelter*, of the 27th of August, 1795, considering the state of the wind and weather, also the flat construction and other bad qualities of the *Pelter*, (at that time only schooner rigged) and from commanding her near five years, being well acquainted therewith, I am of opinion, from her situation off the *Lizard* at 7 P.M. on the aforementioned day, that, during the ensuing night, she could not have made her *true course* better than N.E. by E. which would bring her in with the land between the Bolt Head and the Start Point.”

* “ We whose names are hereunto subscribed, being two merchants of Dartmouth, do certify, that the sum charged above for the shipwright's and blacksmith's work, is only a fair and reasonable price for the same for ready money.

“ Given under our hands this 22d day of September, 1795.

“ WILLIAM GEAVES, } Merchants, Dartmouth ”
 “ THOMAS EALES, }

of the most suspicious veteran in the service. Let it also be recollected, that the bills in question were transmitted, referred to, and approved of, by the Deptford officers, October 12, 1795, as will be seen by the Appendix.* Now is it to be expected, that Lieutenant Tomlinson should be a better judge than the officers of his Majesty's dock-yard? and that the supposed imposition, which had escaped the vigilance of a master-builder and two assistants, should be detected, after a slight perusal, by the superior sagacity of a young lieutenant of the navy? Or was it to be supposed, that he should refuse at *his peril*, to transmit a voucher, in which their prying eyes and technical sagacity could not perceive an error?

“Had this cause been left to the cognizance of a Jury, a croud of respectable witnesses were ready to testify the falsity of the accusations; and it would have been seen, that the charge had originated in the rancorous enmity of a certain set of men against the ship-builder, † as the Attorney-general fairly acknowledged; one of whom actually betted a guinea on his conviction by his own evidence: while the accusation, so far as Captain Tomlinson was concerned, had been *countenanced*, persevered in, and supported

* The Pelter sailed from Dartmouth, September the 9th, before the lee-boards were finished. They were afterwards carried round in a coasting sloop, and delivered on board the Pelter the 26th September, at Portsmouth, with the foregoing documents, which Captain Tomlinson transmitted to the Navy Board, by a letter dated the beginning of October, 1795, and on the corner of this letter is written a memorandum by the Secretary of the Board, to this effect: “Refer these accounts to the Deptford officers;” who, in consequence of such reference, made the following Report.—

“HON. SIRS,

“Deptford Yard, 12th Oct. 1795.

“In compliance with your directions of the 7th instant, we have examined the enclosed bills for a pair of lee boards and caulking work done for the Pelter gun-boat, and are of opinion that the prices charged therein are reasonable.

“THOMAS POLLARD, Builder.

“JOHN FRANKLAND, 1st Assistant.

“ROBERT RUNDLE, 2d Assistant.”

“After this report, the bill drawn by Captain Tomlinson was ordered to be paid.”

† This remark is somewhat at variance with a statement which occurs in Captain Tomlinson's subsequent memorial to the Admiralty. But the Navy Board could not prosecute Captain Tomlinson, *except through the ship-builder*, which appears from the nature of the case, as stated in the “*Appeal*,” and in Captain Tomlinson's Memorial.

by persons in high situations, who must now blush for their *participation* in so nefarious a transaction.*

Exclusively of his private expenses, Captain Tomlinson's solicitor's bill, for assisting him in the defence of this vexatious and harassing prosecution, amounted to the sum of 546l. 3s. 5d.—more than five year's half pay;— with the view of obtaining a reimbursement of which, he, in the month of December last, delivered in the following Memorial, to the Lords Commissioners of the Admiralty, which will be found to throw additional light upon the subject:—

(COPY.)

“ To the Right Hon. the Lords Commissioners for executing the Office of Lord high Admiral, &c. &c. &c.

“ The Humble Memorial of Nicholas Tomlinson, a Captain in the Royal Navy.

“ SHEWETH,

“ That your Memorialist has served in the royal navy thirty-six years, with fidelity and honour, in every quarter of the globe, and has been near twenty-nine years a commissioned officer; having been made a lieutenant in March, 1782, a commander in 1795, and a post captain in 1796; during which period he was engaged with the enemy upwards of seventy times: many of which engagements have been honorably acknowledged and recorded by the Board of Admiralty, by his commanding officers, and by his country.

“ That in March, 1809, (some time before the attack on the enemy's fleet at Basque Roads) your Memorialist transmitted a plan to the Hon. William W. Pole, your Lordships' then secretary, for conducting fire-ships *when leading down to attack the enemy*, which was afterwards adopted; and, in June following, he was appointed to command the fire-ships attached

* At the end of the “*Appeal*,” from which we have found it necessary to quote so largely, it is mentioned, as “not a little remarkable, that on the very expedition in which Captain Tomlinson was so basely and unjustly accused of attempting to defraud the Navy Board of a few pounds, he himself was bereaved of a prize, which was taken from him and employed on the public service. This vessel was a lugger, named the *St. Vincent*, with a cargo of flour and brandy, which was purchased for the squadron; and she was condemned as good and lawful prize to the *Pelter*, in November, 1795. Lieutenant Tomlinson wished to have taken her home with him, but was told she was wanted for the *King's service*; and to this day he has not received a shilling for the hull of that prize.”

to the armament then bound to the Scheldt, which were to be fitted agreeably to his plan; and having on the 1st of July sent to your Lordships' secretary a list of naval stores necessary for their equipment, he was informed by Mr. Pole, in his letter of the same date (sent express to Woolwich) that "they would be supplied in due time," and no doubt orders to that effect were given to the Navy Board, but as they were not sent to Woolwich, where the fire-ships were fitted, your Memorialist expected to find them at Deal; and on his arrival there, the 19th of that month, he made inquiry at the naval yard, &c. and finding that nothing had been provided, he felt it his duty to acquaint Mr. Pole therewith; as the stores in question constituted the difference between the fire-ships under his directions, and those that had so lately failed in the attempt to burn the enemies fleet at Basque Roads; they were therefore indispensable: for the officer who led the squadron to the attack in Aix Road, has given it as his opinion, that if the plan transmitted to Mr. Pole by your Memorialist on the 22d of March, had been adopted, nearly the whole of the French fleet must have been destroyed by the fire-ships on the night of the 11th of April, 1809.

"That your Memorialist, feeling the responsibility rested with him if any thing was deficient, and knowing that the fire-vessels under his command were the only species of force that could come in contact with the enemy's fleet near Antwerp, he represented his wants and disappointments to the Navy Board, and stated that the stores promised him by Mr. Pole were indispensable to the success of the enterprise which he was to conduct; and on the 26th of July, the Navy Board sent him some stores of the same name as those demanded on the 1st, but seven-eighths of them were not of that quality, and being of no use to the fire-ships, a survey was held on them, and they were condemned; but your Memorialist suspects that his zeal for his Majesty's service on that occasion, was the cause of his suffering unexampled persecution, for he was informed from respectable authority, that their attorneys acknowledged, pending his trial, that the Navy Board did not wish to injure the ship-builder, but only to punish your Memorialist.

"That on the 23th of July, 1809, the day the armament left the Downs, your Memorialist, feeling much anxiety and responsibility, again communicated his wants and disappointments to your Lordships' secretary, with a request that the stores in question might be forwarded immediately to him, wherever Sir Richard Strachan might be, as they could not be dispensed with; and, ultimately, in the room of some new seven and eight inch hawsers, part of the stores demanded, your Memorialist was supplied with a quantity of old rotten braces and clewgarrets, that had been returned from the Sceptre after an India voyage.

"That from the opinion your Lordships entertained of your Memorialist's abilities, he humbly conceives he was appointed to command in this most honorable and prominent post of danger, in the largest armament that ever left England; and he was afterwards employed to destroy the arsenal at Mushing, and his exertions on that occasion were mentioned

favourably by Rear-admiral Otway, in his letter dated the 11th of December, 1809, published in the London Gazette.*

“ That the fire-ship in which your Memorialist was embarked being wrecked, he returned to England in the *Isis*, and resumed his command of the *Sea Fencibles* in *Essex*; but he had not been many days in England, and was returning home, when he learnt with astonishment and indignation, that his house was beset, and his numerous family alarmed by Bow-street officers, who were sent to seize on his person, at the instance of the Navy Board, (in a county where he is a magistrate, and on a spot where he long exercised an important naval command) under pretence that he had “ uttered ” i. e. transmitted to the Navy Office, *in the course of his duty, as commander of the Pelter*, a forged voucher in the year 1795, to the amount of 29l. 5s. from a *Sub-Tradesman*, who swore in open court before three of your Lordships, that he had never seen your Memorialist before; therefore he could not be acquainted with his hand writing, to detect a forgery if there was one: and this must have been known to the deputy solicitors of the Navy Board, as they had this man up from Dartmouth two or three times before on this business; and as the voucher in question was given to your Memorialist, with others, he supposes he transmitted it to the Navy Board, but it was not necessary to pass your Memorialist’s (or even the shipwright’s) accounts, and this was known at the Navy Office, for their own secretary pointed out that circumstance to the police magistrates while your Memorialist was present; *therefore he could have no interest in it!* ”

“ That your Memorialist’s accounts for the *Pelter* had been *audited and lying on the shelf at Somerset House*, upwards of *fourteen years*, when he was called upon, he believes, *contrary to all precedent*, to prove the authenticity of the voucher above-mentioned, at the peril of his life, and great injury of his character and fortune: but your Memorialist respectfully submits, that if (after the lapse of so many years) they had reason to suppose any thing was wrong in his accounts, an impress against his pay to the amount of 29l. 5s. until an explanation had been obtained, would have fulfilled all the purposes of public justice, and been in conformity to the naval instructions, and the usage of the service; for this mode of procedure was strictly followed in respect to two or three gallant officers, of high rank, at the close of the American war, who were actually mulct in large sums; but they were not attempted to be hunted down at the public expense, by police officers, and attorneys; for they were employed in important commands pending the investigations of their accounts, and subsequent to paying the money.—And although the Navy Board were in constant correspondence with your Memorialist on the public service, they did not require any explanation from him, agreeably to the custom of the navy, which every officer of rank and character has a right to expect from the commissioners; but thief-takers were sent, at their instance, *to drag your Memorialist from his command at Southend*, on a warrant obtained

* Vide NAVAL CHRONICLE, Vol. XXIII. pages 77 and 78.

from a police magistrate at Bow-street, selected for the purpose, and upon affidavits manufactured in another place; without the knowledge or consent of Mr. Graham, the sitting magistrate of the day; and he was actually on the Bench, when the deputy solicitors to the Navy Board, their secretary, and the police magistrate alluded to, &c. retired into a private room without his knowledge or approbation; and by accident only, Mr. Graham discovered what had been going on, and he has declared he never met with more iniquity in all his practice in that office; and the warrant was thus obtained against your Memorialist upon affidavits, * *antedated*, which he has been informed were not even read to their witnesses; who afterwards *contradicted upon oath*, before the magistrates, what they had sworn to in those affidavits! *And these were the men that were carried before a grand jury to get a bill found, and then to the Old Bailey, to swear away the life of your Memorialist!!*

“ That the magistrate above alluded to, being asked how he could grant the warrant against your Memorialist without interrogating the witnesses, acknowledged to Mr. Graham, the police magistrate, (while your Memorialist was present) that he had been imposed upon by the representations of the *deputy* solicitors of the Navy Board; but he promised never to take their word again, upon such occasions, or to grant any more warrants on their representations: for the correctness of the above statement your Memorialist begs leave to refer your Lordships to Mr. Graham, who is *officially* acquainted with the whole of this business.—And your Memorialist most respectfully submits, that if this case is allowed to grow into a precedent, no officer can sleep secure in his bed, that has ever transmitted a voucher to the Navy Office; for, according to this example, they may begin with the admiral of the fleet, and descend to the junior officer that ever sent a voucher to that office, fifteen or perhaps fifty years before; and hold up this authority *in terrorem*, to overawe and intimidate, *at the public expense*, any officer who may have just cause, as he had, to represent their neglect to your Lordships: for it has been officially reported at the Admiralty (for Mr. Yorke’s information) by the magistrate who investigated this business, that any other officer, *however exalted*, might have been taken to Bow-street, with as much propriety as your Memorialist was, under pretence that some voucher sent to the Navy Office many years before was forged; though it might, as in this case, have been impossible for him to detect it.

“ That on hearing his house was beset by police officers, your Memorialist came to London for legal advice, and his solicitor applied to Mr. Knight, one of the deputy solicitors to the Navy Board, to fix a time to have their complaint investigated by the police magistrates, and your Memorialist would attend; but this reasonable request was refused by Mr. Knight, who insisted on his being first in custody (*and of course manacled*)

* “ Affidavits dated 23d January, but sworn to on Saturday, 3d February, 1810.”

before he would appoint a meeting, and he therefore wrote the following note to your Memorialist's solicitor:—

“ Mr. Knight's compliments to Mr. Taunton, and when he has notice that Captain Tomlinson has surrendered to the warrant, he will apply to Mr. Nares, to fix a time for the examination.

“ *Great Marlborough-street,
Friday Evening.* ”

“ Your Memorialist most respectfully submits, *that this contemptuous treatment of its superior officers, by such men, must tend to bring the navy into contempt, and depress the high and honourable spirit that now prevails among all classes of its officers*; and humbly doubts the propriety of allowing these *deputy attorneys* to trifle with their honor, *at the public expense*, as in this case.

“ That your Memorialist's solicitor, not succeeding with Mr. Knight, made the same application to the police magistrates, who appointed a hearing on Saturday the 24th of February last, when your Memorialist attended: but the solicitors to the Navy Board refused to appear, insisting (as your Memorialist was informed) on a previous commitment; and they did not obey until the Tuesday following, when a third summons had been sent by Messrs. Graham and Nares, when an investigation took place before those magistrates; and after hearing counsel on behalf of the Navy Board (seeing no grounds for its having been granted) they discharged the warrant against your Memorialist, after he had been put to the expense of near two hundred pounds in law charges, and bringing up witnesses from distant parts of the country.

“ That your Memorialist can form no reason for this unexampled severity on the part of the Navy Board, against a brother officer, except that he had thrown the responsibility of the probable failure of the fire-ships, *for want of proper stores*, off his shoulders, and perhaps they found it had fallen upon their own; for however lightly it may *now* be thought of, it was *then* a matter of the first consideration; for at *that time*, the success of the armament might, and was thought to, depend in a great measure on the fire-ships under the command of your Memorialist.

“ Had the persecution of your Memorialist ended when this complaint was dismissed by the police magistrates, he would not have troubled your Lordships with this appeal to your justice; but after their complaint had been discharged, *and Mr. Knight, who appeared to conduct it, had acknowledged to Mr. Graham, before his own counsel, while your Memorialist was present, that he was convinced of his innocence, and that their accusation had originated in a mistake*; yet they afterwards carried most of the same witnesses before a grand jury, *who had contradicted themselves before the police magistrates*, to get a bill found, and your Memorialist was in consequence put to the charge of *more than four year's half pay*, to defend his life and honour at the bar of the Old Bailey.

“ Having laid these his wrongs and sufferings before your Lordships, your

Memorialist humbly trusts, that you will grant him such redress, and relief, as may in your Lordships' wisdom and justice seem meet.

"All which is most humbly submitted by your Lordships' Memorialist and devoted servant,

Nicholas Tomlinson

"*Witham, Essex, 5th December, 1810.*"

The annexed correspondence will shew the progress and result of Captain Tomlinson's application :—

(COPY.)

"SIR,

"*Admiralty-office, 17th December, 1810.*

"Having received and laid before my Lords Commissioners of the Admiralty, your letter of the 5th instant, with the Memorial which accompanied it, detailing the proceedings lately instituted by the Navy Board with relation to yourself, and requesting that relief might be afforded to you.

"In return I am commanded by their Lordships to acquaint you, that they do not see how they can interfere in that matter.

"I am, Sir, your very humble servant,

"JOHN BARROW."

"*Captain Nicholas Tomlinson,
Witham, Essex.*"

(COPY.)

"SIR,

"*Witham, Essex, 19th December, 1810.*

"I have received Mr. Barrow's letter of the 17th instant, acknowledging the receipt of my Memorial to the Lords Commissioners of the Admiralty, dated the 5th instant, and signifying their Lordships' commands to acquaint me that they do not see how they can interfere in the matter to which it relates.

"I beg leave most respectfully to state, that I did not in that Memorial point out to their Lordships any particular mode of redress, but merely stated facts, and represented my wrongs and sufferings; leaving it to their Lordships to apply such relief as they in their wisdom and justice might think fit; but having omitted to pray their Lordships for any specific mode of redress in my Memorial, I now feel it necessary to beg you will please to move their Lordships to order my law expenses on that prosecution to be paid, which amount to 546l. 3s. 5d. and that they will take into consideration the state of my wounded honor, and express their sentiments on it by some mark of favor and protection from their Lordships.

"I am, &c.

"N. TOMLINSON."

"*John Wilson Croker, Esq. Admiralty-Office.*"

(COPY.)

" SIR,

" Admiralty-Office, 26th December, 1810.

" Having laid before my Lords Commissioners of the Admiralty, your letter of the 19th instant, requesting that the expenses of five hundred and forty-six pounds, incurred by you, in consequence of a prosecution lately instituted against you by the Navy Board, may be repaid, I am commanded to acquaint you, that their Lordships cannot reimburse your expenses.

" I am, Sir, your very humble servant,

" JOHN BARROW."

" Captain N. Tomlinson, Witham, Essex."

(COPY.)

" SIR,

" Witham, Essex, 11th January, 1811.

" I beg to refer you to my Memorial to the Lords Commissioners of the Admiralty, dated the 5th ult. praying their Lordships to grant me redress and relief for the injury and loss I had sustained, by a prosecution instituted against me by the Navy Board, which was proved to be unsupported even by a colourable pretext, and neither justified by the facts or by the event. As Mr. Barrow, in his answer to that Memorial, informed me that he " is commanded by their Lordships to acquaint me, that they do not see how they can interfere in that matter," I therefore beg leave most respectfully to state, that I have always considered (and the articles of war direct) that every person belonging to the navy who feel themselves aggrieved, are to lay their complaint before their commanding officer, or the Lords Commissioners of the Admiralty, as the case may require; and having had occasion to peruse the patent appointing their Lordships to execute the office of Lord High Admiral, I humbly conceive that their Lordships have not only power to interfere, but to make any arrangements that they may see fit for the benefit of his Majesty's naval service; and also to control, and suppress, any abuse of power in the subordinate departments of the navy, which I humbly conceive (and I am supported in this opinion by some of the most distinguished officers in the service) has been proved to have been practised upon me, unjustly, at the public expense.

" I have therefore taken the liberty to request you will please to move their Lordships to reconsider my case, and my Memorial; and taking into their consideration the state of my wounded honour, express their Lordships' sentiments on it, by some mark of favor and protection, and that they will order my expenses in that prosecution, amounting to 546l. 3s. 5d. to be paid.

" I am, &c.

" N. TOMLINSON."

" John Wilson Croker, Esq. Admiralty-Office."

(COPY.)

“ SIR,

“ *Admiralty-Office, 12th January, 1811.*

“ Having laid before my Lords Commissioners of the Admiralty your letter of the 11th instant, I am commanded to refer you to the letter addressed to you by their Lordships’ command, on the 26th of last month.

“ I am, Sir, your very humble servant,

“ JOHN BARROW.”

Thus it appears, that, notwithstanding the absolute innocence of Captain Tomlinson, as to the charges on which he had the extreme mortification of being brought to the bar of the Old Bailey ; notwithstanding his general and acknowledged merit as an officer, he has incurred a positive loss of between five and six hundred pounds, independently of the severe irritation and distress of mind which the proceedings must have excited, in himself, and in his family—Under this consideration of his case, we have only to offer him the advice of the poet—to live in hope, and to reserve himself for more prosperous circumstances.*

 HERALDIC PARTICULARS.

Captain Nicholas Tomlinson (as already stated, at the commencement of this memoir) is the third son of Captain Robert Tomlinson, of the royal navy ; by Sarah, his wife, the only daughter of Dr. Robinson, who was president of the College of Physicians, and grand-daughter of Dr. Robinson, Bishop of Carlisle.

In the year 1794, Captain Tomlinson married Miss Elizabeth Ward, (by whom he has eight children) the youngest daughter and co-heiress of Ralph Ward, of Forburrows, near Colchester, Esq. who is the nephew, and heir of the late celebrated Dr. Ward, and grandson of John Ward, Esq. who was chairman, and one of the first directors, of the South Sea Company : his father resided at Wolverstone Hall, in the county of Suffolk, the present seat of ——— Berners, Esq.

 * “ Sperate et vosmet rebus serrate secundis.”

NAVAL ANECDOTES,
COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN GURGITE VASTO.

SHREWD REMARK OF A SAILOR.

ON a column in memory of Lord Nelson, in Canada, a figure of his Lordship, made of artificial stone, is to be placed on the top, executed in London.—A sailor who had served under his Lordship, having found his way to the manufactory, struck with the likeness of the figure, embraced it with great enthusiasm, sending forth ejaculations expressive of the highest praise of his gallant commander. Turning round, he exclaimed, “this is really a grand figure of the gallant Admiral; I hope it is made of good stuff, and that it will be as lasting as the world.”—“I have nothing to fear on that score,” replied the artist, “for his Lordship has been in a hot fire for a week without intermission.”—“Ah, master,” observed the tar, “I find you knew something of the character of Lord Nelson, for there was never a British officer who could stand fire better than his Lordship.”

REGENCY JEU D'ESPRIT.

A FEW days before his Royal Highness the Prince of Wales was sworn into office, as Regent of the United Kingdom, one of the opposition papers amused its readers with the following neat paragraph;—

“A LAUNCH.—Shortly will be launched at Westminster, one of the finest vessels that ever came off English stocks, to be called “*The Regent*.”—This gallant vessel is of true British heart of oak. She has been much longer in joining than was necessary; a delay justly attributed to a set of idle lubberly mercenary fellows employed in the cabin part of the work; who, dreading their discharge as soon as the job was done, and that no other master carpenter would be weak enough to take them into his employ, have kept on as long as they could. The vessel is not so free in her joints as could be wished, her braces being too tight, and she has scarcely a rag sail left—defects all owing to the obstinacy of the workmen in building her upon a very defective model, produced in 1789, by that great master carpenter, the late Mr. Pitt. It is a great pity that such fine materials should have fallen into such bad hands!—The proprietors, we understand, are greatly discontented at the manner in which *The Regent* has been laid down and finished.—This gallant vessel ought to have been built after the model of *The Royal George*.”

UNCOMMON GALLANTRY OF TWO DANES.

DURING the last autumn, H. M. S. Erabus, Captain Autridge, captured a Danish brig of about one hundred and fifty tons, into which he put a midshipman, quarter master, and four men; leaving the Danish skipper,

carpenter, and a boy, on board, to assist in navigating her to England. On the night of the 31 of October, being then under convoy of H. M. S. Vanguard, and close to her, the two Danish seamen attacked the watch upon deck, consisting of the quarter master and one seaman, who were armed with cutlasses, and killed them, without making the smallest noise, or alarming the watch below. It is supposed by the survivors, that they must have stunned the men by blows, from two hammers which lay upon deck, and have thrown them overboard, while in that situation. They then went below, armed with the cutlasses and pistols of the deceased, and attacked the other watch, who were in their beds; and having disabled the prize-master; and severely, if not mortally, wounded one of the men, they succeeded in battening down the hatches, and carried the vessel into Christiansand, in Norway, where they arrived next morning. Thus, by a well-concerted plan, did those two gallant Danes retake their vessel from a force so much their superior.

NEW PUBLICATION.

WE are authorised to announce, that a work of general utility is preparing for publication, by Lieutenant J. H. Tuckey, R.N.

Its title is, *Maritime and Commercial Geography*.—It is to be on a very extensive plan, containing, besides the topographical description of all the sea coasts of the globe, a copious account of the maritime statistics of all nations, with a marine atlas.

PAPERS RELATING TO THE CHEVALIER DE LA PEYROUSE.

ONE of the French journals of January 1, 1811, alluding to the late discovery of some papers relating to the Chevalier de la Peyrouse, announced in the preceding volume of the *NAVAL CHRONICLE*, contains the following statement:—

“ These letters, five in number, have reached the minister of marine, at Paris.—One is signed *Raoul*, and addressed to M. Villeneuve, surgeon, at Treguier. Another, *Bodelier*, addressed to Madame Bois, at L’Orient. One *Villeneuve*, to Madame Villeneuve, at Versailles. One *Forrestier*, addressed to M. Forrestier, commissary of marine, at Versailles. The fifth is by the same, and is addressed to M. Fauquet, at Paris.

“ All these letters are dated the 24th and 25th February, 1793, *Adventure Bay, Diemen’s Land*. It is known that the writers of them were on board the ships under the orders of Rear-admiral D’Entrecasteaux, and that the letters therefore give no kind of information with respect to M. de la Peyrouse. They contain nothing but expressions of good wishes and friendship for those to whom they are addressed, and may be obtained by applying to M. Poucet, head of the colonial office at Paris.”

FRENCH MARINE CONScription.

ON the 15th of December, 1810, Count Caffarelli, counsellor of state, presented the following *exposé* to the Conservative Senate:—

“ SENATORS,—We are commissioned by his Majesty to present to you the *projet* of a *Senatus Consultum*, in which you will take pleasure in remarking the character of public utility, of energy, and of foresight, which belongs to the vast conceptions of his Majesty.

“ The empire enjoys the most profound peace; the nations which surround it, deeply convinced that the surest pledge of their repose will constantly be found in their alliance with the French people, every day draw closer the ties which unite them to it, and appear to constitute only one and the same great family, by their sentiments towards the august Chief of France.

“ And if the horrors of war still desolate the extremities of Europe, if the misled portion of a neighbouring nation, agitated by factions, still mistake its true interests, you know, Gentlemen, that the cause must be sought for in the perfidious machinations of that government, the enemy of Europe, which, repelled and menaced on all sides, has no longer any thing but a single corner, where it is still able to fan the flame of discord and of civil dissensions.

“ England blockades the ports of Europe; she parades upon the seas, her ships every where the objects of reprobation; she seeks openings for the produce of her manufactures, piled up in the warehouses of her dismayed inhabitants. Her criminal system is recognised; her snares have lost their effect; the nations at last know how to appreciate both her fatal alliance and her disastrous services.

“ Amidst the calm which his Majesty has re-established in the empire and in Europe, he is occupied with the amelioration of his marine; and his genius suggests to him efficacious means for opposing to his enemies upon the seas, numerous fleets, animated, like his veteran and formidable phalanxes, with a desire at last to conquer an universal peace. The will of his Majesty shall be always that of destiny; for power and genius never will in vain.

“ Already, Gentlemen, at the voice of his Majesty, maritime establishments are created; our coasts, the extent of which is augmented, are every where defended by courage and fortified by art; the arsenals are provided with necessary materials; ships are rising in our ports, and our fleets will one day try their strength with those of the enemy, and reign upon the seas.

“ But to arm these vessels, to equip them, his Majesty has felt that he stood in need of seamen. Those who at present man his squadrons, would not be sufficient for the greatness of his plans; new means are necessary for new views.

“ Commerce and the fisheries, which were wont to furnish seamen for the state, are at present too inconsiderable, and a new system must be forthwith resorted to for supplying the wants of the country.

“ At the voice of his Majesty, there issues from the maritime departments, a crowd of young men, who, being at once sailors and soldiers, will shew themselves worthy rivals of those who have raised so high the glory of the arms of the Empire.

“ We shall now unfold to you, Gentlemen, the basis of that Institution, from which his Majesty expects the most advantageous results.

“ The Emperor has perceived that the mode of conscription can alone procure for the marine those resources in men which it requires; but he has felt that this mode could not be extended through the whole of our territory, for the inclinations of men are generally the fruit of their habits. Thus, the inhabitant of the towns of the interior never sees the sea or seamen; a stranger to that element, to that mode of life, he forms to himself only a monstrous idea of it: he prefers the land service, for which the innumerable victories of our armies have already excited his early enthusiasm.

“ The inhabitant of the coast, on the contrary, from his earliest years, is hearing the sea service talked of; around him every thing presents the image of it; while yet a child he gambols in that element, upon which he will one day brave the storm and the battle. Born on coasts adjacent to those of the enemy, he feels the necessity of defending them, because he has to protect his family and his property. He is actuated more than any other with the feeling of resistance to aggression; he is at once a man and a citizen.

“ It is from the maritime departments, then, that the marine must be recruited: it is from the line of coasts that must be made the selection of men destined to serve on the sea.

“ But the profession of the seaman is liable to so many vicissitudes and dangers, that it is necessary to commence it from the most tender age, when the organs are docile, the body flexible, and habits are contracted without difficulty. It is necessary that the mariner should be early accustomed to peril, and learn to face it with a smile.

“ Young sailors shall therefore be selected at the age of from 13 to 16; if younger, the state would wait too long before it enjoyed their services; if older, the physical constitution of man could only be bent with difficulty to all the toils of seamanship.

“ Here, it is our duty to communicate one of those fine thoughts of the Emperor—that of initiating from the present moment, these young conscripts, in the career which they are destined to run.

“ His Majesty has formed crews for ships, and crews for flotillas. The former, composed of experienced mariners, will man the ships; for the latter, his Majesty is fitting out in his ports small vessels, commanded by skillful officers, on board which will be exercised in manœuvres, in steering, in the use of arms, those young seamen, whom the Senatus Consultum, which we present, summons to the honour of serving their country.

“ Doubtless, gentlemen, the experience which they will acquire in the navigation of the coasts and in the roads, will not be so great as that communicated by distant expeditions; but they will thus be familiarised with their state, they will see and will vanquish its difficulties; they will acquire a taste for it even in this way, that it will present to them obstacles which

they will have to surmount ; and in a few years they will be fit to serve in a more useful manner on board the ships of his Majesty.

“ At the same time that his Majesty projected means for training to himself seamen, he has ordered the necessary measures for forming the officers who are to command them. Every thing is connected in his conceptions ; their whole always bears the impression of the genius who presides over the prosperity of the Empire.”

Projet of the Senatus Consultum.

ART. I. The coast districts of the thirty departments hereafter named shall cease to contribute to the conscription for the land army, and shall be reserved for the conscription of the sea service.

II. The following are the thirty departments in which the maritime districts shall be reserved :—

Maritime Alps, Appennines, Aude, Mouths of the Rhone, Calvados, Lower Charente, Coasts of the North, Dyle, the Scheldt, Finisterre, Gard, Genoa, Gironde, Herault, Ile and Vilaine, Landes, Lower Loire, Lys, Manche, Montenotte, Morbihan, Two Nethers, Nord, Par de Calais, Lower Pyrennees, Eastern Pyrennees, Lower Seine, Somme, Var, Vendee.

III. Ten thousand conscripts of each of the classes of 1813, 1814, 1815, and 1816, shall be immediately placed at the disposal of the minister of marine.

IV. The present Senatus Consultum shall be transmitted in a message to his Majesty the Emperor and King.

CAPTURE OF THE ALBAN CUTTER.

No public mention, we believe, has hitherto been made of the truly gallant defence of the Alban cutter. She was a few months ago attacked in a dead calm, close to the Scaw, by six gun-boats, and maintained a long action with the utmost conduct and courage, keeping up a heavy and well-directed fire, whenever her broadside could be brought to bear. In the middle of the action her commander was killed by a shot which took off the back of his skull ; when Mr. Hutchinson, midshipman, took the command, and continued it while there remained the smallest possibility of saving the cutter ; but the continued calm, the vessel having five feet water in her hold, and her rigging and sails entirely shot away, reduced him to the necessity of surrendering, after a fruitless resistance of six hours. An action maintained in such a manner, and with so great a disparity of force, (the Alban not having more than 25 men) is highly creditable ; and it is with great pleasure we learn, that the honourable reception which the crew of the Alban experienced from the Danes, adorns the characters of the natives of Hadstrand.

A court martial having subsequently assembled, to try Mr. Hutchinson, and the remaining officers, for the loss of the said cutter, were of opinion that her defence was maintained with the utmost gallantry ; and the Court honourably acquitted Mr. H. and recommended him for promotion.

GALLANT ACTION BETWEEN THE ENTREPRENANTE AND FOUR FRENCH VESSELS.

THE following is a copy of a letter from Lieutenant Williams, commanding his Majesty's cutter *Entreprenante*, dated Gibraltar Bay, December 14.

“ On the 12th inst. December, at eight in the morning, I observed four vessels at anchor under the Castle Faro; this place is between Malaga and Almaria Bay. It being a dead calm, at nine they got under weigh, sweeping towards us, and at half-past ten they hoisted French colours, and commenced firing on us. Our guns could not reach them till 11 A.M. when we began our fire; one vessel on our starboard bow, the other on the starboard quarter, and two right a-stern; the enemy keeping up a most tremendous fire of round and grape shot, which we returned with double vigour, with round and grape shot, and musketry, at this time within pistol shot. About 12 o'clock, the enemy shot away our main-top-mast, peek, halyards, and blocks, fore jeers, fore halyards, and jib tye, had two of our starboard guns disabled, by the stock of one, and the carriage of the other being broke. The enemy seeing us in this disabled state, attempted to board us, but with the courage that every true Englishman is possessed we repulsed them; we now kept up a well-directed fire with the two foremost guns and musketry. The enemy made a second attempt, but with the usual courage was again repulsed. By this time one man was killed, and four wounded. I then ordered the starboard sweeps to be manned, and pulled the cutter's head round, it still being calm, and a swell from the S.W. We got our larboard guns to bear on them, and with two well-directed broadsides, and three cheers, three of them sheered of. I was now informed our cannister and musket-ball was all expended; but nevertheless, with two well-directed broadsides, double shotted, we carried away the largest of the two's foremast and bow-sprit. At this time they attempted to board a third time, but with the same undaunted courage as before, they were repulsed, and that with great loss on their side; but by this exertion two of our larboard guns were dismounted. The enemy's fire began to slacken; we then gave three cheers, and with two of our guns, double-shotted, raked them, which must have made great slaughter; and at half-past two the enemy was taken in tow by two row-boats, who towed them in-shore, we still firing on them with our two guns, until three o'clock, when they were out of our reach; we then manned our sweeps, and towed the cutter's head towards the offing, and began to clear the wreck, and by five o'clock we had our main-sail, jib, and fore-sail set, but they were more like riddles than sails, after four hour's hard-fought action. I am at a loss to express sufficiently my feelings on this occasion, when I consider the very superior force of the enemy, and the courage, steadiness, and attention of my brave little crew. The enemy's force, which I learnt from a Danish vessel, which had been lying alongside them in Almaria Bay, consisted of one with three latteen sails, two long eighteen pounders, six guns, and 75 men; another, three latteen sails and jib, five guns, and 45 men; two others, two sails, two guns, and 25 men each. I was short of my comple-

thent four men, and had the master's mate and six men away in a detained vessel, leaving the total number on board 33, out of which we had only one killed and ten wounded."

In consequence of this gallant affair, Commodore Penrose has had the following inserted in the Gibraltar Chronicle, and the merchants at Gibraltar have also entered into a subscription for the purpose of presenting a valuable sword to Lieutenant Williams, for his gallant conduct.

*" His Majesty's Ship San Juan, Gibraltar,
15th December, 1810.*

" Commodore Penrose feels great satisfaction in giving this public testimony of his very high admiration of the conduct of Lieutenant P. Williams, commanding and the officers and crew of his Majesty's cutter *Entreprenante*, in their very gallant repulse and defeat of four of the enemy's privateers, on the 12th instant. The *Entreprenante's* force was eight guns, and only 33 men on board at the time of her being attacked, in a perfect calm, by two three-masted latteen sail privateers, of eight guns and 75 men; one of five guns and 45 men; and two one masted each, each two guns and 25 men; being a force of 17 guns, some 18-pounders, and 170 men. This severe contest began half-past ten A.M. and continued until three P.M. close to the Castle of Faro, the guns of which were also fired at the cutter, when the enemy was completely beaten, and towed off. The *Entreprenante* lost one man killed, and ten wounded: Lieutenant Williams and his gallant crew repulsed the superior force of the enemy in several attempts to board the cutter, as well as completely beat them, with his very inferior force, weight of metal, and numbers.

(Signed) " C. V. PENROSE."

*" To the respective Captains and Commanders, &c.
Gibraltar Bay."*

CORRESPONDENCE.

MR. EDITOR,

WHETHER the following subject has been before descanted upon, is to me unknown; but, if not, the interest which every person takes in the commercial welfare of his native land, will, I trust, insure any remarks that a simple individual like me may make, a patient reading. What I allude to, is the state of the navy with respect to convoys: I wonder much, that the impropriety of despatching from one to five hundred sail of vessels, in one convoy, has not, before now, forced itself upon the attention of every person concerned therein; as twenty-five, or thirty vessels, are evidently as many as one ship can well attend to; though, in convoys of some hundred sail, there are rarely more than three men of war. The con-

sequence of this is, that several of them are frequently captured by the enemy, without the slightest blame attachable to the commander; as, I believe, all acquainted with the duty will allow, that it is impossible for an officer, in an extended convoy, to ascertain whether any strangers are in the fleet, and which ships do, or do not, belong to his convoy; especially when night approaches. There can be no doubt of the enemy's cruisers being aware of all these circumstances.

Another thing which strongly militates against large convoys, is, that though an enemy's cruiser may be dogging the rear of a convoy, the commodore could hardly be justified in chasing her. The attention of whatever men of war may be in the fleet would thus be distracted; as, while they might be in pursuit of one, the convoy would be in danger from a second. To obviate all these inconveniences, would it not be much better for the general interests of the mercantile world, that not more than, say, thirty sail, should proceed under convoy of one vessel? In Heaven's name, let as many convoys as they please sail together; but let them be under separate commanders. By each making a slight angular difference in his course, they would be enabled to keep unconnected, and their respective fleets would be more compact, and under the immediate protection of the convoying ship.

Such, Sir, are my ideas on the subject. I state them, merely, that those who may have the means and abilities of enforcing better, may do so.

Another objectionable practice, which strikes me, as in some measure connected with this subject, is that of sending the mails by private ships, which are neither able to defend themselves, nor to run away from an enemy; while numbers of brigs, and sloops, are scarcely doing any thing, though they are fully capable of both. It is true, I dare say, that individuals may gain by the business; but the general interest of the nation is often materially injured by it: as (setting aside the inconvenience of a delay in receiving of letters) there is scarcely a year but one or more of the packets have been captured; and the distress arising from this interruption has been often fatal to people in trade. It is a well-known fact, that privateers who will attack a packet with audacity, and even impunity, will not venture within hail of a man-of-war of any class, being well aware of the probable result.

As these hints may perhaps suffice, I shall not trespass farther than to add, that it must be obvious to all *disinterested* persons, that the sending of the public despatches by the class of vessels already alluded to, must be at least an oversight; and, if so, the remedy might easily be found.

I am, Sir, your humble servant,

NIHIL.

MR. EDITOR,

January, 1811.

AS you have been pleased to acknowledge the receipt of my communications, in the preface of your last volume, I shall endeavour to merit your good opinion, by occasionally continuing them, and shall perhaps offer some ideas on the occurrences of the times in the nautical line.

Respecting the half-pay of captains and commanders, the wish must be general, that some measure should be adopted for the relief of the necessities of those officers; that they might enjoy a more prompt payment of their miserable pittance, and not be kept in arrears of it for *four months*, to the prejudice of their income, with the mortification of laying themselves under serious obligations to their agents, or else taking the air of a prison.

I was in hopes that, 'ere this, the class of officers alluded to might have received some benefit from their generous countrymen; but it appears that every thing must give way to the necessities of the minister; for if we look at home, our merchant ships are captured in our harbour's mouths, and if we refer to the transactions abroad, *they* offer nothing in which there is cause for exultation.

If we were to refer to those officers who have been appointed to command since the *Teller of the Exchequer* has been at the head of the marine department, we should then see the partiality which is manifested in the major part of them. It is not here meant to question his right of the selection of officers, or to cast any reflections on those who have received appointments; but surely every man has a right to expect the advantages accruing from his profession, to which he has been attached from his earliest stages in life; after having had an opportunity given him (by being once appointed to a command). To distinguish himself, or to procure a subsistence by his profession, every one should take a routine in service; and not, as has very lately been the case, that such officers as have had the misfortune to lose their ships, or to have been dismissed, or censured by a court martial, should be re-appointed, to the prejudice of others. In one of the instances alluded to, the officer has lost *three* ships. Can this be giving an opportunity for those on half-pay to be brought forward?

I think it appears, by the present system, that the purpose for which the great men are so anxious to get into their exalted stations, is to provide snug berths for their relatives, whether they are adapted to them or not.

Any person in the least acquainted with the Naval List, may readily know those who are alluded to; and were you, or any of your friends, to visit the Admiralty Room, on the Teller's waiting day, you would, I think, feel a little indignant, that your fellow countrymen, who have braved the dangers of the seas for these thirty or forty years, and have faced the enemy for these eighteen years past, should be subject to the treatment by them experienced on those days. In the hope that an amendment may take place in these cases, I am

JOHN SPECTOR.

HYDROGRAPHY.

SOUTHERN OCEAN.

Cape of Good Hope, 5 December, 1810.

HIS Majesty's ship Otter, on her passage from the Isle of Bourbon hither, fell in with a dangerous shoal, in latitude $33^{\circ} 56'$ S. longitude 36° E. by observation the preceding day: it was supposed to be very extensive: and no part visible above water.

NAVAL LITERATURE.

Travels in various Countries of Europe, Asia, and Africa, by EDWARD DANIEL CLARKE, LL.D. Part the First—Russia, Tartary, and Turkey. Quarto, pp. 738. Cambridge, University Press. 1810.

(Concluded from Vol. XXIV. page 487.)

IN our impatience to present the readers of the NAVAL CHRONICLE with the interesting and affecting description of Howard's last moments, and in the doubt whether we could command requisite space in the preceding volume we passed over a passage (page 430) where the author, in tracing the footsteps of one of his countrymen now dead, who had explored the Tauric peninsula two years before him, has been pleased to allude to our mention of the same traveller's lost labors, and to bear testimony to the extent and accuracy of our information, as follows :—

“ Mr. Tweddell, of Trinity College, Cambridge, had recently visited this country, [Crimea] and he left with Professor Pallas his own beautiful transcripts of every inscription found here, from which documents they were published by the professor, but without any illustration; the world having lost, in Mr. Tweddell's untimely death, and the subsequent *disappearance* of his journals at Constantinople, in 1799, as yet unexplained,* all the information his great acquirements enabled him to afford.” Page 450.

After leaving Kerson the route of our travellers lay across one of those desert plains denominated in the vernacular idiom *step*, to Nicolaëf, a naval city on the river Boog, above its confluence with the Dniéper, and thence to Odessa, the most recent establishment by Russia in favor of maritime commerce, on the Black sea, and occupying the site of a Turkish town called *Khodja-Bey*; which we mention for the reader's assistance in consulting maps of a date prior to the change of dominion. There they embarked; having some difficulty in eluding the jealous and capricious police of the Emperor Paul; and after a stormy, and in some measure hazardous voyage, as is generally the case on the Black Sea at the setting in of the winter, they reached the famed city of Constantine in safety. The description of this voyage, and particularly of the magnificent scenery of the *Bosporus*, does credit to Dr. Clarke's talent as a writer: but for reasons to be found in the very title of our CHRONICLE, we have preferred, to an entertaining extract from the twenty-fifth chapter, an article from the appendix (No. IV.) which we consider more adapted to our purpose, as well as a literary curi-

* “ *As yet unexplained.*—See the observations which occur in the NAVAL CHRONICLE (vol. xxiii.) evidently written by an eye witness of the facts which he relates.” [Additional Note by the author, Dr. C. p. 601.]

osity;— the first nautical journal of a modern Euxine voyage that has been offered to the public eye: namely

“ Extract from the log-book of the *Moderato*, a Venetian Brigantine, commanded by Captain Bergamini, giving an account of that vessel’s voyage in the Black Sea, from Odessa to Constantinople: literally translated from the Italian.*

“ Friday, 31 October, 1800.—Clear day. Wind N.N.W. During the night it had blown from the N. At day-break the captain went on shore to give notice to the Custom-house officer to come on board and make the usual visit. Wind N, fresh. Sky clear. At 8 A.M. the officer came on board. After his search was ended heaved [weighed] anchor, and put to sea, accompanied by the *Piccolo-Aronetto*, Captain G. Bergamini. Kept along the coast. At 10 A.M. passed the Cape of Odessa. Course S.S.W. till 2 P.M. in 9 fathoms water. At that hour sounded in 10 F. At 5 P.M. made the point of *Akerman* [Ak-kerman] which bore N.W. 10 miles. Continued the same course in 10, 12, and 15 F. water, gravel bottom. Thermometer 48°.

“ Saturday, 1. November. From sun-set till the morning A.M. little wind. Course S.S.W.; at 6 A.M. laid [to] off the Isle of Serpents:† then steered S.W. by S. with wind N.N.W. At 8 A.M. the isle bore N. by E. distant about 6 miles. From that time till mid-day steered S. by W. 14 miles, when the latitude observed by 3 sextants was 44° 44′ N. Thermometer 50°.

“ Sunday 2.—Clear weather. From noon till 6 P.M. little wind; afterwards calm. Steering N.N.W. During the night ditto weather. Course W.S.W. and S.W. At sun-rise saw the coast of St. George [?] and land beyond. Till mid-day mostly calm, with southerly current. Course during the day about 23′ westward, and 19′ eastward. At noon ditto weather, and smooth water. Latitude 44° 25′. Thermometer 56°.

“ Monday 3.—Calm weather and clear, with little sea. The sky sometimes overcast. At noon the land just in sight from the mast-head. Sounded in 30 fms. water; gravel with broken shells. Course by reckoning 9′ W. and 53′ S. Latitude 43° 30′. Thermometer 53°.

“ Tuesday 4.—*Atmosphere turbid* [thick weather.] Little wind and a good deal of sea [swell.] From noon till 5 P.M. course S.S.W. Wind E. At that hour made Cape Kelegri [*Turcice* Kel-leg-ghra] bearing S.W. by W. about 20 miles. At noon wind E. Weather cloudy with heavy sea. Day’s run about 50 miles. Thermometer 51°.

Wednesday 5.—*Atmosphere turbid*: light wind and a heavy sea.‡ Ship found to leak about an inch water in four hours, owing to the straining motion. From

* In this journal, the days after the observation of latitude, begin at noon according to nautical time. Prior to the said observation, they are dated from sun-set, after the Italian computation, and the same while in port.

† Serpents-isle, called *Fido-nisi* by the modern Greeks, antiently *Levee*, *Illan-addu-si* by the Turks, lying off the mouths of the Danube: to which it serves as a beacon or land-mark, highly useful to navigation during the great obscurity which prevails thereabouts during the winter.

‡ We conceive the translator when he mentions a heavy “sea” without wind, to mean what is termed in nautical language “swell.”—EDITOR.

noon till 11 P.M. wind E. light airs: then calm till 2 A.M.; when there sprang up a breeze from the N.W. Course S. till 6 A.M. Calm. At day-break saw the coast near the canal of Constantinople, distant about 20 miles. Calm, with heavy sea from the eastward, which worked the ship very much. From sun set till noon run 42 miles S. At noon abreast of the light-house bearing W. 10 miles Ditto weather. Thermometer 53°.

Thursday 6.—Hazy weather and calm, with heavy sea from the east. Continued to work the pumps; leak as before. From noon till 5 light variable breezes, Keeping the *proa* to the S. At 5 the wind veered to S.S.E. which caused us to keep the *proa* E.; little wind. At 8 A.M. the wind veered to S.S.W. and we turned the *proa* to the W. At sun-rise the wind strong sheered very much. Reefed the sails. The sea having calmed from the E. and swelled from the S.W.* Saw the mouth of the canal of Constantinople, and distinguished the light tower on the Asiatic side. At 10 A.M. the wind still increasing, and a heavy sea, we were forced to take in all the reefs of the main-top-sail. At 12 mid-day, the wind and sea increased to such a pitch that we were forced to let down [lower] the top-sail, remaining with only the fore-sail, the main-sail, the main-top-sail and jib. [Quere? rather the fore-stay-sail than jib, being under courses.] The sea rolled over the ship from one side of the deck to the other; and we perceived at the same time, that the water in the hold had risen even to the *sentina*.† Pumped ship. At noon the mouth of the canal S. by W. about 20 miles. Heavy sea and tempestuous weather. Thermometer 65°.

Friday 7.—*Atmosphere exceedingly turbid.*—Wind tempestuous and heavy sea. Obligated to work the pumps every hour; the ship making 2 inches water. From noon till 4 P.M. a tempestuous wind from the S.S.W. The mouth of the canal S.S.W. about twenty-five miles. On a sudden, experienced a *stroke of wind* from the N.W. so unexpected and tremendous, that we had scarce time to lower the sails, and were compelled to take it in *poop*,‡ encountering for an hour a hurricane of wind and sea from the N.W. meeting the old sea from the S.W. in such a manner, that at every pitch the ship made her bowsprit was under water; at the same time labouring so much that the sea washed entirely over us, and we were obliged to nail up every aperture. At 5 P.M. the great fury of the hurricane abated. Put the ship *alla capa*,§ with the *proa* to the S.W. carrying only the jib and close reefed main-sail, with a view to get clear of the land: at the same time the storm still continued with such violence, that the sea made a complete breach across the decks. At 6 P.M. the wind shifted to the S.W. again; so that what

* We conceive this to mean that the easterly swell had subsided, and was quickly succeeded by one from the opposite quarter, in consequence of the change of wind, as is not unusual in narrow seas.—EDITOR.

† Here must be an inaccuracy, for *sentina* means neither more nor less than the pump-well, into which the water must flow in order to be discharged.

‡ *Anglice* "scud." This is in fact the constant resource of Turkish navigation; but seldom had recourse to by European vessels till the last extremity. This circumstance, therefore, tends to demonstrate the hoisterous state of the Euxine. In this case the danger was much aggravated by a lee-shore within half a dozen leagues.—EDITOR.

§ *Alla capa* is literally lying-to with the helm hard a-lee; and the necessity for employing an Italian phrase here is by no means evident.—EDITOR.

with the sea from the N.W. and from the S.W. [meeting it] the ship laboured beyond all measure, and we were compelled to keep the pumps going every hour. At 8 P.M. hauled [took] in the jib, with a view if possible to keep the *proW* more to the sea, continually passing over us from one side to the other. Matters continued in this manner till mid-day, when the fury of the wind somewhat abated. Unreefed and let go [set] the main sail, the same tremendous sea still continuing, and the decks being always under water. From 4 A.M. till noon we had made a course of about 20 miles E. deducting the vessel's *swerving* [i. e. allowing for leeway.] At noon made the [high] land to the southward of the mouth of the canal bearing S.W. about 30 miles. The extreme of the land visible on the Asiatic shore E. by S.* Thermometer 51°.

“Saturday 8.—Atmosphere exceedingly turbid. Wind tempestuous, and a very heavy sea. Kept the pumps going, the ship still making 2 inches of water in an hour. From noon till 3 A.M. continued steering N. and our course corrected N.E. by E. having continually a stormy wind from W.N.W. and a prodigious heavy sea. At 3 the wind veered to N. Wore ship head to the W.† At 10 again saw the land of Anatolia near the canal. Steered W.S.W. for the land, having taken up [let out?] all the reefs, and let go [set?] all the greater sails. At noon it fell calm; but a prodigious heavy sea still remaining from the N.W. which made the ship labour in such a manner, that the deck was continually covered with water; causing also great damage to the [upper] works and sails. Lowered and furled all the sails, leaving every thing to the mercy of the sea [i. e. under bare poles]. Thermometer 53°.

“Sunday 9.—Atmosphere turbid, wind calm, and a prodigious heavy sea; kept the pumps continually going. From noon to 6 P.M. calm, with heavy sea from N.W. ship labouring, &c. as before. At 6 a light breeze from the southward. Came to the wind on the larboard tack; head S.S.W.‡ ship labouring less. At ten the wind S.S.W. and the sea much calmed. At 8 A.M. the mouth of the canal S.S.W. about 30 miles. From 8 till noon course W.N.W. run twelve miles. Wind S.W. by S. The sea calmed from the N.W. and somewhat swelled from S.W. Thermometer 56°.

“Monday 10.—Atmosphere exceedingly turbid. Light wind, and heavy sea from the S.W. Continued to work the pumps as before. From noon till midnight strong gales from S.W. Course corrected W. by N. run 36 miles. From midnight to 7 A.M. wind and course the same, run 28 miles. At 7 saw the European coast, viz. the land towards Inneadda, and the mountain Gabbian [*Quære*] to the N.W. of that. Towards noon less wind. S. Westerly. Course variable from E. to N.W. by W. run 10 miles. Sea much gone down. Discovered that the ship *preponderated* on her starboard side. Opened the port-holes on the larboard

* This confirms the exactitude of the hydrographical contribution by *Iason*, to the NAVAL CHRONICLE, Vol. XXII. p. 69. In fact the Anatolian shore trends nearly E.N.E. from the mouth of the Bosphorus, contrary to the generality of charts. We understand the bearing in this journal to be *per compass*.—Ed.

† Our traveller's somewhat periphrastic phrase is, “turned the ship's side keeping the *proW* to the West,” which we have thought could not pass muster in the NAVAL CHRONICLE.—EDITOR.

‡ The text says, “Put the *proW* to the S.S.W. with all the greater sails to the wind, and the ship in consequence laboured less than before.”

side and *rhombagi* [hatches] and moved part of the cargo; endeavouring as much as possible to set her right; but she still rather preponderated [heeled]. Latitude 42° . Thermometer 60° .

"Tuesday 11.—Atmosphere somewhat overcast. Light wind and little sea. Continued to pump. From noon to 9 P.M. wind W.S.W. steered N.W. The wind afterwards veering to W. by N. tacked and stood S.S.W. Ditto weather. At ten A.M. the wind coming again to S.S.W. and being to windward of Innéadda, determined to go into that port for the purpose of getting the ship right. At 4 east anchor in the middle of the port in 6 fms. water, small gravel, mixed with black sand. At sun-set calm.* Thermometer 53° .

"Wednesday 12.—Atmosphere somewhat overcast, and a *calm wind* [!!] At anchor. Light breezes. Opened the port-holes and *rhombagi* to get at the cargo; shifted part of it, people employed on the rigging, and on shore watering. Thermometer 60° .

"Thursday 13.—Ditto weather. Situation and employment as before. Thermometer 67° .

"Friday 14.—Wind and weather variable: a heavy sea rolling in from the E. About 20 Turkish boats from various places bound to Constantinople entered the port, waiting for favourable weather. Thermometer 55° .

"Saturday 15.—The same as before, only the easterly swell increased so as to render it necessary to steady the ship by an additional anchor astern: pumping occasionally. Thermometer 53° .

"Sunday 16.—Ditto; squally weather. In the afternoon the ——, Captain Morini, from Odessa, bound to Constantinople, anchored after 6 days passage. Also 2 Turkish boats from the same place. Thermometer 54° .

"Monday 17.—Ditto. During the night arrived the ——, Captain Bilaffer, from Odessa to Constantinople with corn, in 6 days. Thermometer 54° .

"Tuesday 18.—Ditto. Weighed the small anchor.—Thermometer 64° .

"Wednesday 19.—Thermometer 63° .

"Thursday 20.—Thermometer 61° .

"Friday 21.—Atmosphere exceedingly turbid. *Calm* wind, and little sea from the S.E. Continued to work the pumps. From sun set till 6 the *wind calm*. At 6 a light breeze from the S. and clearer weather, only remaining thick and foggy towards the E. At 10 P.M. the wind veered to W.S.W. and the weather quite clear. Immediately raised [weighed] anchor, and set sail. When the anchor came on board, found it had lost one of its claws [flukes.] All the vessels and boats in the port also set sail; steering S.E. At 3 A.M. found we had run 20 miles. *Calm* till half-past 3, when the atmosphere became turbid. Thermometer 50° . At 4 stormy wind from the N. with rain. At noon thick fog, inasmuch that we could no longer see land. Steered E. by S. till 8, when we got sight of the canal, and steered S.E. Heavy rain, with thick fog and dark weather: lost sight of the land. At noon less rain, but strong gales and heavy sea running; saw the European light-house at no great distance. Immediately *let go all the flying sails* steering S. directly towards the mouth of the canal, the wind having somewhat calmed; although the rain fell in torrents, and such darkness prevailed, that we could with difficulty see the land. At 3 P.M.

* The diurnal computation of time seems here to be changed from nautical to civil, by a somewhat extraordinary transition.

arrived opposite to Büyükdery [Boyouk-derreh,] in the canal on the European shore; and at 5 P.M. anchored off Yenni-kioy, letting go the great anchor with a new cable, having parted one at Inneadda. Made the ship also fast to the land by two cables [hawesers] our anchorage being very near the shore in 6 fathoms water.* Thermometer 47°.]

Dr. Clarke as we have before observed, is tolerably free from the sin of affecting *fine* writing: but we cannot dismiss this translation which as a technical article we have preferred to his own narrative, without saying that it is a performance very unequal: insomuch that for our own credit we have been obliged to take some liberties with the text in order to fit it for the pages of our work. The liberties we have taken consist in the curtailment of repetitions of prolix and periphrastic phraseology, and in the noticing and occasionally correcting terms that struck us as unwarrantable, either in scientific, technical, or familiar language. A *turbid atmosphere*, &c. for instance we do not at all approve of to describe cloudy weather.

The commercial navigation of the Black Sea furnishes the author with occasion to deplore the insufficiency of original information with great candour, and to acknowledge such as he has derived from secondary sources with no less liberality. In justice to the subject, to the author, and to ourselves, we must make our readers acquainted with his honourable mention of the Naval Chronicle; for which we beg leave to renew all due and becoming acknowledgments. At pages 645, 646, Dr. Clarke says,

“Upon the subject of English commerce and navigation in the Black Sea, I avoid going into much detail, from the consciousness that my personal observations were of limited extent, and because the theme is amply discussed in some interesting remarks addressed to a respectable periodical work—the NAVAL CHRONICLE (Vol. xxi); these remarks, notwithstanding their unassuming form, bear such internal evidence of authenticity, that I adopt them as authority without hesitation in my Appendix (No. iii). In fact, the official documents therein comprised I know to be derived from the records kept in the Chancery office of the British legation at Constantinople; to which the writer, as a member of the Levant Company, could of course command access. I can venture indeed to pledge myself for the authenticity of the papers in question; and am glad to be instrumental in bringing under the public eye such valuable materials for history in a way more calculated to preserve the recollection of them than the fugitive manner in which they were first published.”†

Here we take leave of the present work. Mr. Professor Clarke reserves

* The meteorological observations are on the scale of Fahrenheit, and were not in the nautical journal, but are here added from the Appendix, No. VI.

† The Appendix, No. III. page 711, contains a copious extract of observations on the state of English commerce in the Black Sea, originally addressed to the NAVAL CHRONICLE by a member of the Levant Company, under the signature of Mercator, on 9th March, 1809; to which are annexed certain official documents, extracted from the registry of the British Chancery office at Constantinople.

what he has to relate of Turkey, Greece, and Egypt, for the second part; which we understand is now in the press. He will have witnessed some extraordinary diplomacy at the capital, and some curious transactions in the provinces; he can also if he pleases give us a *non-military* commentary on the English expedition to Egypt. We hope therefore from the next volume for a valuable contribution of knowledge on points in which we are nationally interested: while we repeat once more the obligations under which our author has already laid us, we will not protract an article already too long by dwelling on faults and trifling slips into which he has been here and there betrayed, but express our anxiety for its appearance; and only exhort him to give us, under the three heads we have just alluded to, names, dates, and facts, with the same manly veracity he has shewn in delineating the present state of society and manners among the genuine Muscovites.

ARGONAUT.

PLATE CCCXXXI.

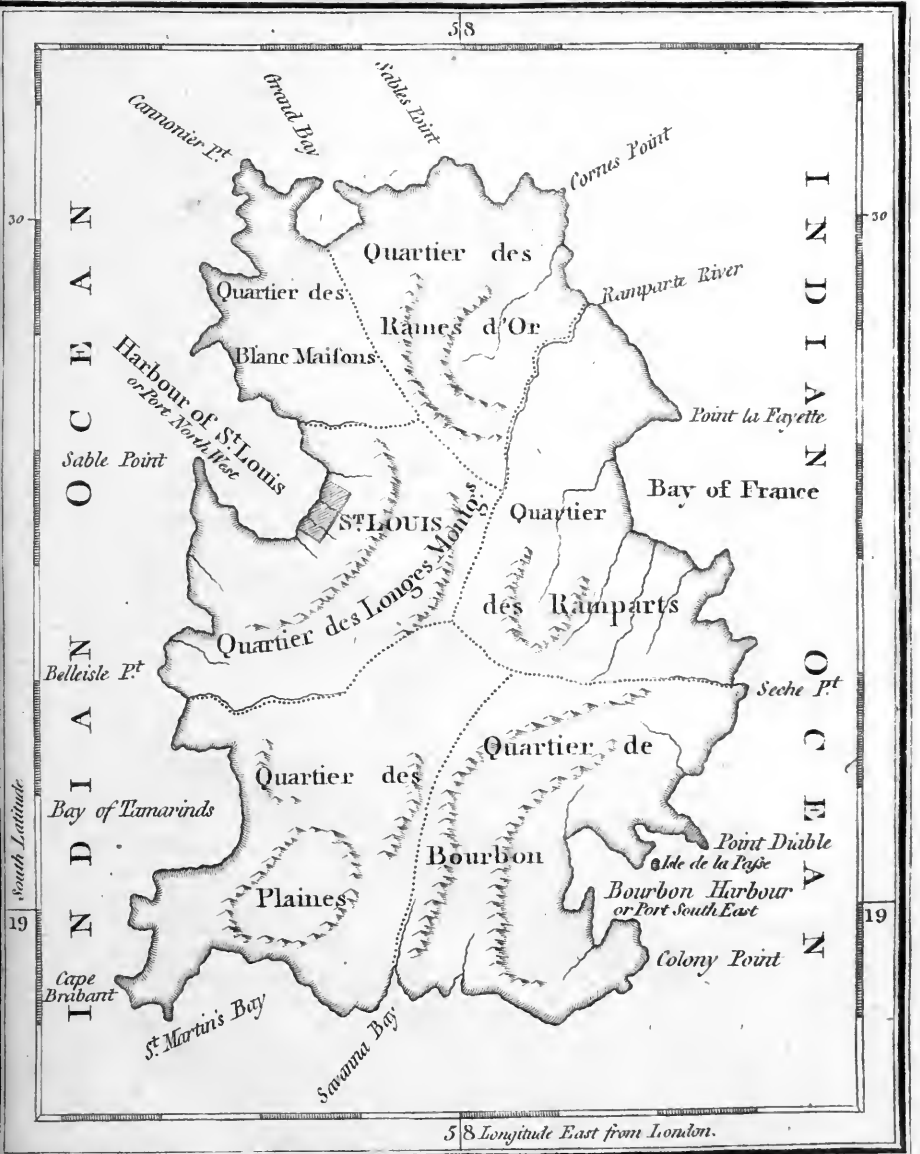
THE form of the Mauritius, or isle of France, is an irregular oval somewhat more than eleven leagues in its greatest length, and rather more than eight in its greatest breadth: its circumference, pursuing the various windings of the coast, is upwards of forty-five leagues. Numerous capes and bays from sinuosities upon the coast, which are full of rocky reefs, stretching more or less into the sea, which occasion considerable danger to vessels in their approach to the island.

The two principal ports of the Mauritius are, Port Bourbon, to the south east, and Port Louis, to the north-west. The former may be entered with ease, before the wind; but it is difficult to get out of it, as the gales generally blow towards the south-east. The Dutch settlement, some remains of which are still to be seen, was formerly at Port Bourbon. Port Louis is more capacious than Port Bourbon; it is capable of containing fifty large vessels commodiously; and it may be as easily touched at, by our outward-bound East India ships, as St. Helena on their return.* The town of Port Louis, though situated in the most disagreeable part of the island, is deemed the capital. This town, generally denominated the Camp, is built at the bottom of the port, towards the opening of a valley, encircled by a chain of mountains, whose summits are rocky, without trees or bushes.

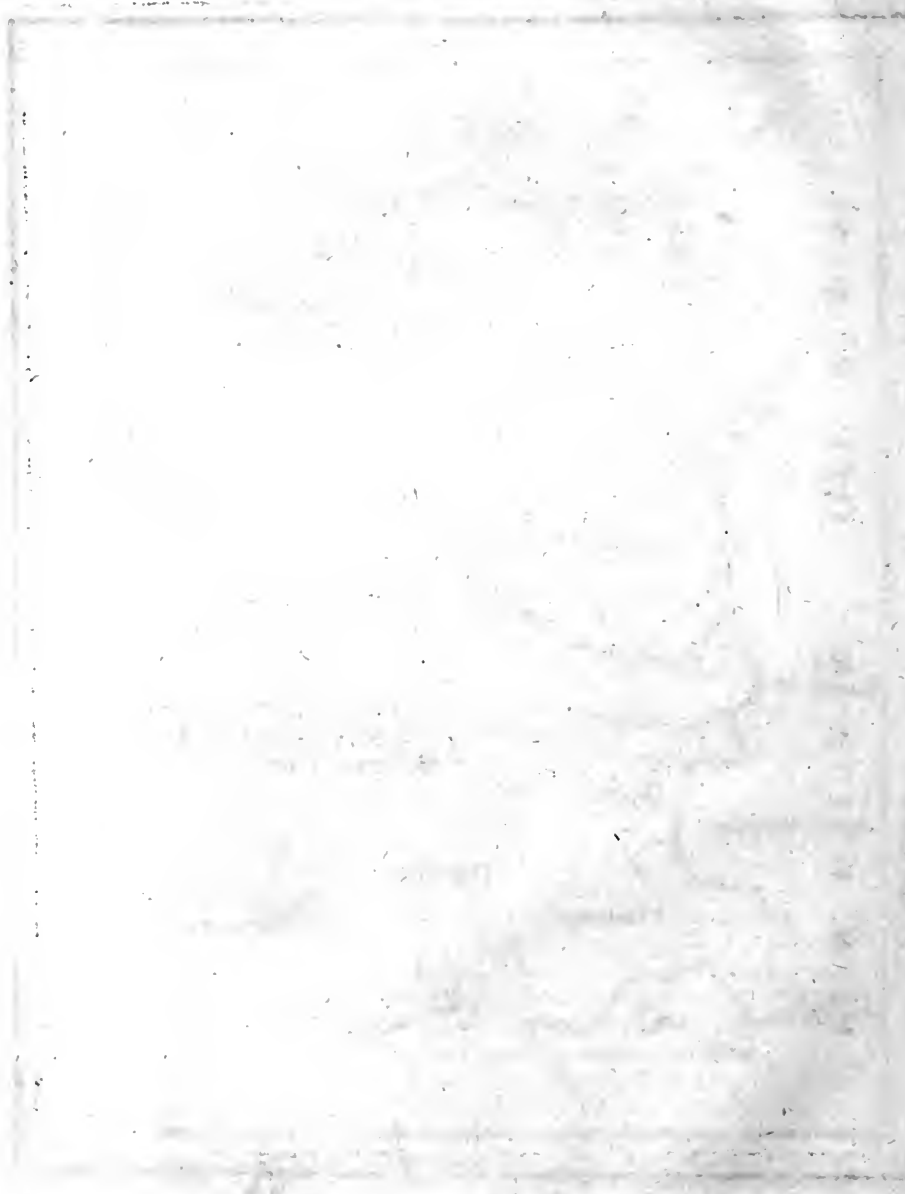
* It is mentioned, in a note to the French account of the action, between the Caroline French frigate, and the Europe, Streattham, and Lord Keith Indiaman, that "the difficulty of getting into and out of port, north west, the principal harbour of the isle of France, causes the road of St. Paul, in the isle of Buona-partre, or Bourbon, to be generally preferred by the French cruisers, for the superior facility of depositing their plunder, and starting on fresh enterprises." *Vide NAVAL CHRONICLE, Vol. XXIII. page 99.*

ISLE of FRANCE.

58



London, Dublin, Feb. 28, 1800, by J. Gold, 103, Shoe Lane.



It has no fortifications, except towards the sea, where it is defended by Fort Blanc, and a battery on the little island, Tornellieres.

The land gradually rises from the shore, towards the center of the island, which is a woody plain, elevated about 200, or 250 fathoms above the level of the sea. In the middle of this plain is a very sharp conical mountain, which, from its situation, is termed the middle peak. The other mountains, which are separated from each other, are, the *Montagne de Fuience*, *Grand Port*, *Savane*, *Riviere Noir*, *Riviere Rampart*, *Corps-du-Garde*, and the *Ponce*. Of the last-mentioned chain, *Piter Bort* says M. Bory de St. Vincent, is the most elevated point; and, according to the Abbé de la Caille, it is 424 fathoms perpendicular height above the level of the sea. Its summit, generally covered with snow, is formed by an enormous and inaccessible rock, bearing a striking resemblance to a head and distinguishable at a great distance out at sea. From nearly the center of this point proceed several branches, somewhat resembling embrasures flanked with parapets. As a part of *Piter Bort*, and the *Ponce*, may be considered the dark and wooded *Morne des Calebasses*, which extends towards the west, and bounds the central plain on the north. Its greatest elevation is little more than 1800 feet. Another chain, in the course of which is a very large and remarkable roundish rock, termed *Morne des Pretres*, runs in a direction towards the north: it is the *Montagne Longue*, on the extremity of which are signal posts, elevated 2400 feet above the level of the sea.

The isle of France is watered by above sixty rivulets, some of which deserve the name of rivers, but others do not contain any water in the dry season. Their sources are all principally in the mountains. The humidity occasioned by the clouds, which frequently envelope the summits of *Piter Bort* and the *Ponce*, greatly promote vegetation; hence the plants growing upon the tops of these mountains, are, in general, vigorous and healthy, whilst those on their sides languish and become sickly.

The discovery of the Mauritius was first made by the Portuguese (who named it the island of Acerns), in the fifteenth century. The Dutch took possession of it in the year 1593, giving it the name of Mauritius, in honour of Prince Maurice, their stadtholder; but they did not form any establishment on the island till 1640. In 1712 they abandoned it, partly on account of the inconsiderable progress made by the colonists in the melioration of the soil, and partly on account of the settlement which they had made at the Cape of Good Hope. In 1715, the French landed here, under the command of Dufresnes, a captain in the service of their East India Company, and named it the Isle of France. Shortly after (about 1721) the inhabitants of the island of Bourbon, under the conduct of a person, called Durongay, made a new establishment in the Isle of France; but, during the fifteen succeeding years, the number of the inhabitants was so inconsiderable, that the company began to deliberate whether it were more proper to retain or abandon the island. In 1735, however, M. Bourdennay, was sent out with instructions to improve the soil to profit. In 1764, the

French East India Company ceded the Isle of France to the government, and it has since been under the immediate jurisdiction of a governor, for the military, and an intendant or magistrate for the civil department. *ORME'S Military Transactions in Hindostan*, vol. I. pages 62, 64, 72, and 88 to 98; and vol. II. pages 234, 297, 298, 326, 330, 333, and 336, may be consulted for further particulars. It is understood, that the expences incurred by the company, and the still heavier expences to which the colonization of the island put the French government, have never been cleared by the colony. Scarcely one third of the land is in a state of cultivation, and even such parts as have been laboured on, are very remote from any thing like perfection, in point of tillage or produce. According to recent estimates, there were about 6000 whites in the island; but when, from this number, we deduct that of the garrison, there perhaps did not remain more than 2000 colonists, of both sexes, and every age. The number of the free negroes amounted to about 1000, and there were besides from 34 to 36000 slaves. The island is susceptible of triple this amount of population. Almost every species of cultivation has been attempted here; the culture of grain is, as it ought every where to be, the principal branch of agriculture among the inhabitants; but the rearing of cattle has been culpably neglected. The coffee of the island is good, but it is not equal to the produce of Bourbon. At Villebagne there is a fine sugar-house, and five or six others of less consequence, are to be met with in different parts of the island. The culture of indigo has been attempted, but hitherto, with little success. A considerable quantity of cotton is raised here, which grows well, and proves very marketable: by the aid of industry this article might be rendered highly important. The plants of spice trees, brought hither from the Moluccas, have thriven so well, as to afford encouragement towards their further cultivation. The shrub which yields pepper, is not cultivated here; although the plants might readily be procured from the coast of Malabar. The best ebony in the world is produced in the Mauritius.

No person could entertain a more accurate idea of the value of the Mauritius, in a political and commercial view, than the Abbè Raynal; who, as long ago as the middle of the last century, expressed his opinion as follows:

The Abbè Raynal, nearly as long ago as the middle of the last century, gave the following opinion of the Mauritius, in a political and commercial view:

“The isle of France must always be allowed to be one of the most valuable possessions for any nation desirous of trading to Asia. It is situated in the African seas, just at the entrance of the Indian ocean. As it lies a little out of the common track, its expeditions can be carried on with greater secrecy. Those, who wish it was nearer to our continent, do not consider that if it was so, it would be impossible to reach the coasts of Malabar and Coromandel in a month's time, and the more distant gulfs in two months; which, to a nation, who like the French, have no sea-port in Hindostan, is an inestimable advantage. This island, though in the same parallel of latitude as the barren and scorching coast of Africa, is temperate, and comparatively healthy. The soil is stony, but tolerably fertile. Experi-

ence has shewn that it will produce most of the necessaries, and even some of the luxuries of life. Whatever it may want may be supplied from Madagascar, and from Bourbon; where the inhabitants have retained simplicity of manners, with a taste for husbandry. Great Britain sees, with a jealous eye, her rivals possessed of a settlement, which may prove the ruin of her flourishing trade with Asia. At the breaking out of a war her utmost efforts will certainly be aimed at a colony that threatens her richest treasures. What a misfortune to France, should she suffer herself to be deprived of it!"

Fatal experience has proved, that no position could be more successfully adapted to the annoyance of British commerce, in the Indian seas, than the Mauritius, while in the possession of France. It served as a place of rendezvous for French frigates, where they could be refitted, and whither they might retire with their plunder. It was a *dépôt* of captured produce, in which view it was resorted to by American traders, who brought that produce to Europe, which the French were unable to convey in their own merchantmen. The destruction of such a nest of marauders, is an immense advantage to be derived from the conquest of the island; which, in our hands, is impregnable, as long as we command the seas, and may, perhaps, be rendered a station of some importance.

The capture of the Mauritius is one of those achievements that demonstrate what can be done by the united efforts of the navy and army. It points out the sort of enterprise which is adapted to our insular situation, and to our maritime superiority. It is that in which we are sure ultimately to succeed, and to which our resources ought to be applied. We have even considered all other foreign expeditions than such as could be undertaken by floating armies, or in other words, by the combination of naval and military operations, as inconsistent with our real character. This is the species of assistance, to which we are inclined to think one of the three noble lords, considered as at the head of parliamentary opposition, alluded, in speaking of the service, to have been rendered to allies, instead of making ourselves principals in the internal warfare of the Peninsula. In the House of Commons, on the 13th of February, the member for Bedford is reported to have used the following expressions, concerning this colony:

"The Isle of France is certainly an important conquest—The most important of all our colonial conquests since the commencement of the war."

After this testimony to the merit of the operations, we can hardly refrain from expressing something more than mere astonishment, that a measure so replete with advantages, political, military, and commercial, should have been procrastinated so long.

Bourbon, the sister isle, was discovered by the Portuguese, who called it Mascarenhas. It was taken possession of by the French, in 1675. The coffee-tree was transplanted from Beit-ul-Fakki, in Arabia, to Bourbon, about this time, and has been more naturalised here, than in any other part of the world.*

* For further historical particulars, relating to the Isle of Bourbon, *vide* Orme's *Military Transactions in Hindostan*, Vol. I. pages 92 and 93; and Vol. II. pages 234 and 235.

CORRECT RELATION OF SHIPWRECKS.

No. XLVI.

Again the dismal prospect opens round,
The wreck, the shore, the dying, and the drown'd.

FALCONER.

THE SATELLITE.

"IT is with sincere regret," says the Portsmouth papers, "we state the melancholy loss of his Majesty's sloop of war the Satellite, of 16 guns, commanded by the Hon. Willoughby Bertie, with all the crew. She sailed from Spithead on Monday the 17th instant, (Dec. 1810) to join the ships that were cruising off La Hogue. On the Wednesday following, at six o'clock in the evening, she was in company with the Vautour, Captain Lawless. It was then blowing very hard, and, in the course of the night, the gale increased excessively, blowing in most tempestuous squalls. In one of these sudden gusts (which have been experienced, both at sea and on shore, in a most extraordinary degree this winter), she, it is supposed, upset, and every soul on board perished! The next morning her boats, some spars, &c. which were upon her deck, were picked up by the Vautour; but no other vestige of her has ever been seen. The following officers were on board on the 30th ult. when she was last mustered:

"Captain Willoughby Bertie, Lieutenant R. S. Farquharson, Lieut. Thomas Nicholas; Richard Cornby, surgeon; James Sampson purser; John Pearce, master; R. S. Kempster, master's mate; John Henderson, carpenter; Benjamin Brown, gunner; George Prout, boatswain; George Campbell, clerk; A. G. Babington and William Brooke, midshipmen.

"The Hon. Captain Bertie was son of the late, and brother of the present Earl of Abingdon. He married Miss Fisher, late of the Plymouth Theatre; and, what increases the distressing event of his death is, that Mrs. Bertie (now in Portsmouth) expects daily to be confined. Captain Bertie was in his 29th year."

We have a partial consolation in learning, by a subsequent account, that Mr. Richard Cornby, surgeon; Mr. Babington, Mr. Kempster, and Mr. Brooke, midshipmen, who were stated, as above, to have been on board the Satellite, when she was last mustered, and who, it was presumed, had perished in that unfortunate ship, are safe. The midshipmen had been removed to the Danemark just before the Satellite sailed, and the surgeon was on shore on leave.

THE ELIZABETH INDIAMAN.

The Elizabeth (country-ship) commanded by Captain Hutton, which sailed from Cork on the 17th of December, 1810, was lost off Dunkirk, on the 27th of the same month; and, of 403 individuals who were on board, only 22 were saved. The subjoined extract of a letter, dated Deal, December 30, furnished us with the first intelligence of this melancholy event.

“ A person, who left Dunkirk this morning at eleven o'clock, brings us this moment the following most melancholy information;—that on Thursday evening last, the Elizabeth country ship, which was anchored off the South Foreland, drifted from thence into Calais roads, where she knocked off her rudder, and cut away her main mast. No assistance coming after her repeated signals, the captain put off to obtain it; but when about half-way between the wreck and Dunkirk, his vessel drove on the outer edge of Dunkirk brake, Dunkirk steeple bearing S. by W. and instantly went to pieces, when all on board perished, except twenty-two, (mentioned hereafter) who landed at Dunkirk, and were instantly conducted to prison, where our informant saw Captain Eastwick and the others yesterday, and procured this information, with directions to acquaint us therewith. No letters were suffered by the commandant to be brought away, although some were written to be sent to us; he promises, however, in a few days they shall come.

“ Amongst the drowned are,

“ Captain Hutton, commander of the ship, and Mrs Hutton, his wife.

“ Lady Passengers—Mrs. Jackson, Mrs. Midwinter, Miss Moore, and Miss Stewart.

“ Passengers—Mr. Ambrose, and Lieutenant Finch.

“ Mr. Williamson, 1st officer, and Mr. Forbes, 4th officer. Mr. Riddle, surgeon.

“ Passengers—Captain Fooley, Mr. Keys, Mr. McGulleway, and Mr. Tullock.

“ John Calder; John Ashkettle, captain's steward; eight black women servants, and about 347 lascars.”

The succeeding official report from the French papers, is more explicit.—

“ *To his excellency the Minister of the Marine and the Colonies.*

“ SIR,

Dunkirk, Dec. 29, 1810.

“ I have the honour of informing your excellency of a very disastrous event which took place yesterday in the roads of this place.—The ship Elizabeth of three masts, and of 650 tons burden, Captain Hubert W. Eastwick, [Hutton] bound for India from London, having proceeded to join the fleet at Portsmouth, in consequence of bad weather, put into Cork, in Ireland; from which, after nine days, she set out on her destination for Madras and Bengal, with a cargo of iron, copper, lead, beer, glass-ware, hats, cloaths and other goods; having a crew of 400 men on board, including the captain, thirty white passengers, and 250 lascars, destined for Bengal by the East India Company. Overpowered by the violent gales, which had continued since her departure from Cork, she ran aground yesterday, during the night amid the sandbanks of this roadstead, about three leagues N.E. of the harbour. Soon after she struck against the Breebauck, and was observed at day-light making signals of distress, and firing minute guns; she was armed with ten sixteen-pounders; M. Delacoste immediately took measures to send assistance to this vessel, but all attempts proved fruitless, the wind blowing furiously from N.N.E. and the sea being in a fruitful state.

of agitation. Hopes were entertained that at ebb tide something might be done; but these hopes were in vain! It was absolutely impossible to send out any sort of boats, notwithstanding all the efforts that were made. The galliot *La Victoire*, with Captain Gaspard Malo, master of a merchantman on board, who gave, on this occasion, a proof of his devotion and humanity, as well as several other sailors and pilots, belonging to this port, was towed out along the pier; but the captain, seeing his galliot overwhelmed by the waves, which rolled over it with fury, and not being able to make any resistance, was compelled to abandon the attempt, after having encountered the most perilous dangers. In the mean time, the vessel lost her mizen mast and main mast, and soon afterwards disappeared, leaving only the fore mast to be seen, which was covered with people. Three boats were seen directing their course towards the coast, but two only succeeded in reaching fort Risban, from which 22 persons were landed by the assistance of the garrison of that fort, and the people employed about the custom-house, who came down to the shore. The third boat was swallowed up by the waves. The sea was instantly covered with wrecks of all descriptions, which came one after another on shore along the coast, with numbers of dead bodies. The persons saved are the captain,* the first mate, the second mate, an officer of the army of Bengal, two passengers, and 16 lascars; all the rest perished. The night has been still more dreadful than the day, and this morning the winds continue to blow with much violence from N. N. W. and N. N. E. with rain, snow, and hail.—Our first care has been to give these unfortunate people who have escaped the assistance they stand in need of—I have the honour to be, &c.

“C. FOURCROY,
Commissary of Marine.”

In consequence of a letter to the Minister of Marine, from Captain Eastwick, seconded by the application of the commandant of the place, General O'Meara, Buonaparte consented to liberate the remainder of the crew of that vessel; and, accordingly, on the 30th of January, a cartel arrived at Dover with the survivors on board. From one of the gentlemen who were saved, the following additional particulars have been collected:—The whole number who put off from the wreck, in the boat, were conducted to prison on their landing; but were instantly, as far as possible, supplied with dry clothes and every comfort by the gaoler and his wife. The Europeans were also permitted, on various occasions, to leave the prison, on security being given for their return, by such of the humane inhabitants as invited them to dine and spend the day with them, which was frequently the case. Indeed, the conduct of all the inhabitants of Dunkirk was generous in the extreme, and is spoken of in the highest terms of praise by those who were saved from the wreck.—The following are the names of the Europeans who

* The French commissary appears to be in a mistake: Captain Hutton was the commander of the *Elizabeth*; and Captain Eastwick, we believe, was a passenger. “The only persons saved,” says the report at Lloyd’s, “were—Captain Eastwick, Captain Jackson; Mr. Baker, 2d officer; Mr. Laird, 3d officer; Mr. Ediz, free mariner; Mr. Haywood, and 15 lascars.”

were landed at Dover;—Captain Eastwick, Mr. Baker second officer, and Mr. Laird, third officer, all of the Elizabeth; Mr. Eddis, Mr. Hayward, and Dr. Jackson, of the 24th Native Infantry, passengers. They were liberated by the French government unconditionally, leaving it to the justice of our government to return an equal number of French prisoners, if they think proper. The fate of one of the passengers (Lieutenant Tench, of the third Ceylon regiment), was peculiarly tragical. He is supposed to have been the only person that reached the shore alive, after the boat had left the ship. While he lay on the beach exhausted with cold and fatigue, a garda costa, or French soldier, came up to him, to whom he offered six guineas in gold to carry him to some place of shelter.—Another soldier then came in sight, and it would appear that the two agreed to murder the unfortunate officer, for the sake of his money; the body having been found with several wounds upon it. The circumstance transpired in consequence of the assassins having quarrelled about their booty, and one of them confessed the fact to his priest, at the same time describing Lieutenant Tench's dress and person so minutely, that no doubts could be entertained on the subject in the minds of his companions. The two soldiers were taken into custody, and the French officers at Dunkirk are said to have been exerting themselves to procure more formal evidence than the confession above alluded to, in order to bring the culprits to condign punishment. The wretch who confessed the fact, afterward denied it, alleging that he was in a delirium when he told the story.

Naval Poetry.

The heart's remote recesses to explore,
And touch its springs, when Prose avail'd no more.

FALCONER.

TO THE MEMORY OF LIEUTENANT R. TRYON.*

BY C. REDDING.

“ — *Sed improvisa lethi*
Vis rapuit, rapietque gentes.” — HOR.

WHAT heart but mourns a friend sincere?
What eyes refuse to spare a tear?
When death has dealt his fiercest blow,
And laid an honest sailor low?
With soul of honor, heart of truth,
Death never struck a braver youth,
Since first commission'd, direful day!
To make the sons of men his prey.

* *Vide* Obituary, in a subsequent page.

Mourn him ye fair, of British birth,
 Who, in the chilly lap of earth,
 In ever-during silence lies.
 Clos'd are the mortal agonies
 He felt before the fatal day
 That cloth'd his manly limbs in clay.
 Mourn him ye fair, 'tis valor's due !
 Who of the brave more fond than you ?
 Ye Sons of Ocean, Britain's pride,
 Who oft have conquer'd by his side ;
 His bark with yours in storms no more,
 Shall dread the dangers of the shore ;
 Nor fear rough shoals, the seaman's foe,
 Nor waves high mounting o'er his prow ;
 To him no dangers have the deep,
 For he is sunk in peaceful sleep ;
 Anchor'd where storms can ne'er molest,
 In the still port of endless rest.

O could the muse, the muses mourn,
 Lamented Tryon, o'er thy urn,
 With Orpheus old, as ancients say,
 Fly from the cheerful realms of day,
 Down to the gloomy caves of death,
 And thence recal thy vital breath ;
 The terrors of the lonely vale,
 Should ne'er her steadfast feet assail ;
 Her song shou'd every danger charm,
 And fates malignant rage disarm ;
 Conquer the grave's impervious night,
 And bear thee to the realms of light,
 But vain is song's immortal power,
 'To stay the arm of death an hour,
 Unbar his adamant gate,
 Victorious o'er the will of fate.

Lamented youth, adieu ! thy doom,
 In the lone regions of the tomb,
 Is but the same the monarch shares,
 And all from youth to hoary hairs
 Alike shall share : not many a year
 Will roll away its swift career,
 Ere all mankind must follow thee,
 And enter on eternity ;
 How soon, or late, what man can say ?
 When his frail tenement of clay,
 To ashes and to dust shall fall,
 And black oblivion bury all.

GEOGRAPHICAL REBUS.

FROM realms which Cortez drench'd with human gore,
 From Alpine streams which lave the Euxine shore;
 From Asia's utmost oriental bound,
 From Beauty's sacred isle, with myrtles crown'd;
 From icy regions under Britain's sway,
 Through which St. Lawrence bursts his foaming way;
 From wild Hibernia on th' Atlantic main,
 From a pure stream that wash'd th' Athenian plain;
 From Asia's southern gem-producing strand,
 Where the cool ocean laves the scorching sand;
 The initials separate, and you'll descry,
 What time on hasty wing is hurrying by;
 What when once lost, you never can recal,
 A source of joy to some—of grief to all;
 That which curtails, while adding to our date,
 And points and leads us to our last estate.

A.

NAVAL HISTORY OF THE PRESENT YEAR, 1811.

(January—February.)

RETROSPECTIVE AND MISCELLANEOUS.

PARLIAMENT was opened, by commission, and the regular business of the Session commenced, on the 12th of February. In consequence of the continued improvement of the King's health, which furnishes the expectation of his speedy resumption of the regal power, the Prince Regent has not found it expedient to make any change in the Administration.

The account of the capture of the Isle of France, and of the other proceedings in the Indian Seas, recorded in our *Letters on Service*, will be read with much interest and satisfaction.

Of unofficial intelligence, the most important which we have to announce, is that of the capture of Banda, the chief of the Dutch Spice Islands. It was carried by a *coup de main*, early in August; the assailing force, under Captain Cole, of H. M.'s S. *Caroline*, not amounting to more than 180 men while that of the garrison numbered 1000. The property, to the captors, is estimated at 600,000*l.*; and, what renders the news eminently pleasing, is, that the rich prize has fallen into our possession without the loss of a single life.

Some arrangements, inimical to the interests of Buonaparte, are thought to be forming amongst the Northern Powers.

In North America, they, who ought daily to offer up thanksgivings for

being at a safe distance from the din of arms, seem madly ambitious of war, with the certain annihilation of their present enviable advantages! In South America, the Spaniards are cutting throats to establish the authority of Ferdinand VII. ; who, as a power, does not exist! At what period between his extremes of *delirium* and *insanity* does Doctor W—— place such *derangement*? But let us not laugh as if we were mere lookers-on. With respect to any one of those, it may be said with the grave-digger in Hamlet, “In England they are all as mad as he.” Have we not in fact, with an enemy at the gate, and another (of paper) within, been profoundly debating away whole weeks and months, whether the Regent or the Queen should have the *Buck-hounds*? To say nothing of tying the hands of him who is to defend us, by a solemn act of those who represent us, and pretend to be our “brains!” Of this species seems to have been the mania which prevailed at Constantinople when the Greek and Latin churches were disputing whether the sacramental bread should be *leavened* or *unleavened*, while Sultaan Mohammed ii was laying siege to the city! * So at Jerusalem,† while mighty ruin was impending, the Jews were deeply considering the heresy of the Sadducees! As none of these can be reckoned amongst the acts of reasonable men, we are compelled to account for such conduct by referring it to the old adage, which saith, “Heaven first makes fools of those whom it wills to destroy,”‡ or to adopt Voltaire’s fearful apprehension, that “our little terraqueous globe is neither more nor less than the mad-house of the universe.§ In these retrospective remarks, the reader will be pleased to observe, that we have spoken merely of folly—generously avoiding all mention of knavery.

Letters on Service,

Copied verbatim from the LONDON GAZETTE.

ADMIRALTY-OFFICE, FEBRUARY 12, 1811.

REAR-ADMIRAL OTWAY has transmitted to John Wilson Croker, Esq. ; a letter from Lieutenant Crow, commanding his Majesty’s gunvessel Gallant, giving an account of his having, on the 2d of last month, captured, on the coast of Norway, the Danish privateer the *Restorateur*, of six twelve-pounders and nineteen men.

* The consequence was, it fell into the hands of the Turks, and the last of the Constantines lost his empire and his life. See Gibbon. Decline and fall of the Roman Empire, vi. 481. 4to.

† Josephus. Wars of the Jews.

‡ “Quos Jupiter vult perdere prius dementat.

§ “J’ai bien peur que notre petit globe terraque ne soit précisément les petites-maisons de l’univers.”

FEBRUARY 5.

Copy of a Letter from Captain George Downie, of his Majesty's Sloop Royalist, addressed to Vice-admiral Campbell, and transmitted by the Vice-admiral to John Wilson Croker, Esq.

*His Majesty's Sloop Royalist, Downes,
3d February, 1811.*

SIR,

I beg leave to inform you, that his Majesty's sloop under my command, being yesterday morning between St. Valery en Caux and Fecamp, a sail was seen at daylight, to which we gave chase, and soon after made her out to be one of the enemy's privateers; the wind having veered round from south to south-east we were brought upon a wind; at one P. M. between Estaples and Boulogne, the Castilian joined in chase, with the advantage of the weather-gage, and obliged her to tack; at four we brought her to, nearly together, and found her to be the lugger privateer La Braconnier, of ten guns, (thrown overboard in the chase,) and forty-seven men; out two days from St. Valery en Caux, and had made no captures.

I have the honour to be, &c.

GEORGE DOWNIE, Captain.

Vice-admiral Campbell has transmitted to John Wilson Croker, Esq., a letter from Captain Dighy, of his Majesty's ship the Theban, giving an account of the boats of that ship having, on the 2d instant, under the directions of Lieutenant Meynell, and supported by the Skylark sloop, brought out, in a very gallant manner, a merchant brig, from on shore under two of the enemies batteries near Dieppe.

And also a letter from Lieutenant Gedge, commanding the Locust gun-vessel, giving an account of his having, on the 26th of last month, captured, close to Dunkirk, a French national armed vessel, carrying two long twelve-pounders, with small arms.

FEBRUARY 9.

Copy of a Letter from Captain Rogers, of his Majesty's Ship the Kent, addressed to Admiral Sir Charles Cotton, Bart. Commander-in-chief of his Majesty's Ships and Vessels in the Mediterranean, and transmitted by the Admiral to John Wilson Croker, Esq.

SIR,

Kent, off Palamos, Dec. 15, 1810.

Just as I had closed my letter to you of the 12th instant, the Cambrian hove in sight, which immediately determined me to attempt the destruction of the convoy at Palamos. I had great reliance in Captain Fane's knowledge of the place, and as the reinforcement the French had received in Catalonia gave me no hope of assistance from General O'Donnell, who had full occupation for his troops, I felt that I should be deficient in my duty if I did not employ the means in my power with energy, to effect the important service of depriving Barcelona and the French army of the supplies which this convoy would convey to them. I gave it, Sir, every consideration, with the anxiety natural to responsibility, and the more I reflected the more my mind was fortified with hopes of success.

I therefore formed my plan, and Captain Fane did me the favour to volunteer the command of three hundred and fifty seamen, two hundred and fifty marines, and two field-pieces, selected from the ships under my orders, and well appointed for this desirable service. The enemy's vessels lay in the Moie, and consisted of a very fine new national ketch, mounting fourteen guns, with sixty men, two xebecs of three guns each, and thirty men, and there were eight merchant vessels under their convoy, all laden

with provisions for Barcelona; they were protected by two twenty-four-pounders, one in a battery which stood high over the mole, and the other with a thirteen-inch mortar in a battery on a very commanding height; there were also, from the information I received, about two hundred and fifty soldiers in the town.

From light winds it was near one o'clock in the afternoon of the 13th before the ships could get far enough into the Bay to put the men on shore; and they were soon after landed on the beach in the finest order under cover of the Sparrowhawke and Minstrel sloops, without harm, the enemy having posted themselves in the town, supposing we should be injudicious enough to go into the mole without dislodging them; soon after our men moved forward to take the town and batteries in the rear; the enemy withdrew to a windmill on a hill, where they remained almost quiet spectators of our people taking possession of the batteries and the vessels in the mole; the mortar was spiked and the cannon thrown down the heights into the sea; the magazine blown up, the whole of the vessels burnt and totally destroyed, save two which were brought out; in short the object had succeeded to admiration, and at this time with the loss of no more than four or five men from occasional skirmishing; but I am sorry to relate, that in withdrawing our Post from a hill which we occupied to keep the enemy in check until the batteries and vessels were destroyed, I fear that our people retired with some disorder, which encouraged the enemy, who had received a reinforcement from St. Felice, to advance upon them, and by some unhappy fatality, instead of directing their retreat to the beach where the Cambrian, Sparrowhawke and Minstrel lay to cover their embarkation, the brave but thoughtless and unfortunate men came through the town down to the mole; the enemy immediately occupied the walls and houses, from which they kept up a severe fire upon the boats crowded with men, and dastardly fired upon and killed several who had been left on the mole, and were endeavouring to swim to the boats. Nothing could exceed the good conduct of Captain Pringle, of the Sparrowhawke, Captain Campbell of the Minstrel, and Lieutenant Conolly, first of the Cambrian, (who commanded that ship in the absence of Captain Fane,) both in the landing and withdrawing the men, and the officers in the launches with carronades, and the two mortar boats of the Cambrian: indeed the officers and men of all the boats distinguished themselves beyond all praise in going to the mole to bring off the men who had been left behind. In performing this arduous service they suffered much, but I had the satisfaction to perceive the fire of their carronades and mortars upon the enemy was very destructive.

I feel a delicacy in noticing the exertions and gallantry of an individual where most appear to have an equal claim, but it is due to Mr. George Godfrey, my first lieutenant, whose exertions both on shore and in the boats bringing off the men were conspicuous.

Fortunately Captain Fane, as I am informed, was at the mole giving directions to destroy the vessels when our men were withdrawn from the post on the hill; he remained there with firmness to the last, and is among the missing, but I have received a satisfactory account that he is well.

I feel, Sir, with unfeigned grief, that our loss has been severe, as you will see by the inclosed return; but had it not been for the indiscretion of the people straggling from their post and coming into the town, contrary to my caution, the enemy would not have dared to approach them, and the loss would have been very inconsiderable, compared with the importance of the service performed. The French had entered Catalonia with an army of ten thousand men with little means of subsistence, and as I was ordered to this coast for the express purpose of depriving the enemy of their ex-

pected supplies, I considered that some energy and enterprise was necessary to accomplish it; the force I employed was fully adequate to this service, and I confided the execution of it to an officer of reputation, I therefore cannot reproach myself, as my conduct would have been censured if I had not undertaken it, although I must ever deeply regret the severe loss.

I have, &c.

THOMAS ROGERS.

Admiral Sir Charles Cotton, Bart. Commander-in-chief, &c. &c. &c.

Abstract of the Returns of Officers, Seamen, and Marines, belonging to his Majesty's Ships Kent, Ajax, Cambrian, Sparrowhawk, and Minstrel, killed, wounded and missing, in destroying the Enemy's Convoy at Palamos, 13th December, 1810.

Kent—3 seamen, 7 marines, killed; 7 officers, 12 seamen, 19 marines, wounded; 1 officer, 11 seamen, 21 marines, missing; 1 seaman, deserted.

Ajax.—11 seamen, 4 marines, killed; 3 officers, 12 seamen, 6 marines, wounded; 19 seamen, 13 marines, missing.

Cambrian—2 officers, 3 seamen, 1 marine, killed; 3 officers, 12 seamen, 7 marines, wounded; 1 officer, 11 seamen, 4 marines, missing.

Sparrowhawk—1 seaman, killed; 1 officer, 2 seamen, wounded.

Minstrel—1 seaman, killed; 1 officer, 4 seamen, wounded.

Total—33 killed, 89 wounded, 86 missing, 1 deserted.

THOMAS ROGERS.

Admiral Lord Gambier has transmitted to John Wilson Croker, Esq., a letter from Captain Bedford, captain of the fleet under his lordship's command, reporting the capture, by his Majesty's ship Rhin, of the Brocanteur French letter of marque, of sixteen guns and fifty-two men.

FEBRUARY 12.

Copy of a Letter from Vice-admiral Bertie, Commander-in-chief of his Majesty's Ships and Vessels at the Cape of Good Hope, to John Wilson Croker, Esq. dated on board his Majesty's Ship the Africaine, St. Paul's, Isle of Bourbon, the 13th Oct. 1810.

SIR,

Following the intentions communicated by my letter addressed to you of the 26th August, I have the honor now to acquaint you, for the information of their lordships, that having made the necessary dispositions and arrangements previous to my departure from the Cape, I hoisted my flag on board the Nisus, and sailed on the 4th ultimo, in that ship for the Isle of France. Having made the land on the 2d instant, I proceeded to reconnoitre Port South East, and from thence to Port Louis; where, having cruised forty-eight hours, and not falling in with any ship of the blockading squadron, I proceeded to this anchorage for information of them, where I found lying his Majesty's ships Boudicea, Otter, and Staunch gun-brig, together with his Majesty's ships Africaine and Ceylon, which had been taken and recaptured from the enemy, and the imperial French frigate La Venus, also captured from the enemy.

The details, copies of which I have the honor to transmit herewith, will fully explain to their lordships the circumstances of the occupation of the Isle de la Passe, as well as the subsequent unfortunate result of a very gal-

lant attack made on the enemy's ships in Port S. E. with the *Sirius*, Captain Pym, the *Magicienne*, Captain Curtis, the *Iphigenia*, Captain Lambert, and the *Nereide*, Captain Willoughby, which ended in the unavoidable destruction of the two former of his Majesty's ships, and the surrender to the enemy of the *Iphigenia* and *Nereide*, the latter after a glorious resistance almost unparalleled even in the brilliant annals of the British Navy.

A momentary superiority thus obtained by the enemy has been promptly and decisively crushed by the united zeal, judgment, perseverance, skill, and intrepidity of Captain Rowley, in his Majesty's ship *Boadicea*; the value and importance of whose services, long conspicuous and distinguished as they have been, have fully justified the selection and detention of him as the senior officer conducting the blockade of this station; and who, in the present instance, almost alone and unsupported but by the never-failing energies and resources of his active and intelligent mind, under circumstances, as may be easily imagined, of extremest anxiety, mortification, and disappointment, in a few hours not only retook his Majesty's ships *Africaine* and *Ceylon*, but captured also the largest frigate possessed by the enemy in these seas, and has thus restored the British naval pre-eminence in this quarter, which his talents have long so successfully contributed to maintain.

Nor can I omit to offer the tribute so justly due to the memory of the gallant Corbett, of his Majesty's ship *Africaine*, whose meritorious eagerness to check the triumph of an exulting enemy impelled him to an unequal contest, in which he nobly fell, defending the cause of that country, to whose service his valuable life had been most usefully, most honourably devoted.

Under the pressure of these events, the arrival of the *Nisus* was to be considered as most opportune, as every exertion had been already employed with a view to the equipment of the *Africaine* and *Ceylon*, which ships, though severely cut up in the masts and rigging (the lower masts being unfit for further service), had fortunately, at the time of their recapture, part of their crews on board. Fully concurring in the expediency and the absolute necessity of this measure, the adoption of which, and the carrying into effect with the least delay, is of the most serious importance to the ultimate success of the operation, now ripe for execution, against the Isle of France, and having found it further practicable to equip the *Venus* in furtherance of this object, I have not hesitated to commission her for the time being, under the name of the *Nereide*, in commemoration of the gallant defence of his Majesty's ship bearing that name, notwithstanding the very many local difficulties and disadvantages with which we have necessarily had to contend in the execution of these plans. The squadron, now on the eve of sailing from these roads, consisting of the ships named in the margin*, exhibits a striking and no less gratifying instance of what may be effected by British exertion and British perseverance.

I should at the same time, be very deficient, were I not to avail myself of the opportunity now afforded me of expressing the obligations of the service to the lieutenant-governor and commander of the forces on this island, Lieutenant-colonel Keating, to whom it is indebted, not only for his co-operation, as well as that of the whole military force, not only for the application of every civil means at his command, but for that spirit of zealous emulation wherever the navy is concerned, which has most anxiously anticipated the appropriation of every resource to its service, and the influence of which has been extended throughout this division of the army.

Among other vessels captured by the enemy I regret to mention the *Ceylon* and *Wyndham*, Hon. East India Company's ships, and the *Ranger*

* *Boadicea*, *Africaine*, *Ceylon*, *Nisus*, *Nereide*,

transport, from the Cape, having on board provisions and stores for the squadron; I am happy to add that the *Wyndham* has since been re-taken, and is arrived here, and the *Venus* was found to have on board the greater part of the stores and provisions taken in the *Ranger*, both of which circumstances have been particularly advantageous, the lower masts of the *Wyndham* having been applied to the *Africaine*, and the victualling of the squadron being, by means of the provisions found in the *Venus*, completed to four months.

It is further of still greater moment that I should apprise you, for the information of their lordships, that Major-general Abercromby, who, with his whole staff, was embarked in the *Ceylon*, and who is entrusted with the command of the expedition against the Isle of France, was recaptured in that frigate.

As the squadron will proceed to sea in a few hours after the closing of these despatches, I trust I shall stand excused to their lordships in deferring to a future opportunity the several returns and details of the squadron, as well as a statement preparing, of work performed in each department, which, in the short space of three weeks, through the unremitting and unwearied exertions that have been displayed, has been such as to complete the equipment of the squadron, and to render the whole thoroughly effective.

I should add, that the light brigade of the troops from hence are embarked, to the number of six hundred men, on board the five frigates, and are doing duty as marines, until their services shall be required on shore.

I have, &c.

A. BERTIE.

*His Majesty's Ship Boadicea, St. Paul's Road,
Isle of Bourbon, 21st Sept. 1810.*

STR,

I had the honour to transmit to you, on the 31st of August, Captain Pym's report of a gallant and successful attack by his boats on *Isle de la Passe*, and I beg leave to second his recommendation of Lieutenants Chads and Watling, for their conduct on that occasion. Under the same cover, I also transmitted Captain Pym's detail of his subsequent operations at *Grande Porte*. The urgency of the service we were then engaged in, prevented me from entering more minutely into particulars; the *Boadicea* was then under weigh, proceeding to *Grande Porte*, in hopes of relieving the *Iphigenia*, the only frigate left to me by the disasters which had befallen our squadron. It is now my duty to give you a more detailed account of our operations.

I had acquainted you with the intentions of Colonel Keating, in concert with myself, to establish a strong military post at *Flat Island*, after occupation of *Isle de la Passe*. For this service the *Bombay Merchant* transport was prepared with water and provisions sufficient for the supply of both places; and the flank battalion, under the command of Lieutenant-colonel Austin, with a proportion of artillery, were in readiness to embark, when, on the evening of the 22d of August, by the arrival of the *Wyndham* recaptured *Indiaman*, I learned that the *Bellone* and *Minerve*, French frigates, *Victor corvette*, and *Ceylon* captured *Indiamen*, had forced the passage, by *Isle de la Passe*, into *Grande Porte*, and that it was Captain Pym's intention to attack them there.

Two of the flank companies and a detachment of artillery were immediately embarked on board the *Boadicea*; the transport, with the remainder of the force was directed to follow as expeditiously as possible. From baffling winds our passage was very tedious; on the morning of the 27th we picked up a boat, with an officer and fourteen men, despatched with letters from Captains Pym and Lambert, which I transmitted to you; these made me acquainted with the unfortunate result of the attack on the

frigates in Grande Porte; next morning at daylight I made Isle de la Passe, and perceived two of the enemy's frigates close off the Porte, we stood nearly within gun-shot of one of these, and within five or six miles of Isle de la Passe, under which the Iphigenia was anchored, making signals to her, but a third sail, which we afterwards learned was the Astrea frigate, appearing to windward, I thought it prudent to tack off, and was immediately chased by the French squadron; of these the Venus, from her superiority of sailing, might soon have brought us to action, but appeared to wait for her consort (La Manche).

Towards daybreak they hauled off; but, as I judged it advisable to draw them down as far as possible from their station, in order to give the transport an opportunity to succour the Iphigenia, and favour the escape of both, I again stood towards the French frigates, when they resumed their chase, and continued it until our arrival off St. Denis. From thence I immediately despatched an express to Captain Tomkinson, to move, with his ship's company, on board the Wyndham, and join me off the island, the Otter being dismantled for heaving down.

On my arrival off St. Paul's, I found that Captain Tomkinson, considering the Wyndham unfit for immediate service, had declined the command of her; in consequence of which Captain Lynne had, with the most indefatigable exertions, fitted the Emma transport with her guns, and joined me off the port.

For the promptitude and expedition with which this aid was afforded me, as well as for the most ample assistance on every occasion, I am indebted to Colonel Keating, who has spared neither personal exertions, nor the resources which his situation commands, in facilitating the supplies of the naval service, and assisting me by reinforcements of his troops.

With the Emma in company, I resumed my route towards the Isle of France; but, finding that she could not keep company, I detached her to windward from Round Island to Roderiguez, in order to give notice to any of our ships she might meet, of the comparative state of our naval force, and that of the enemy's. I then proceeded with the Boadicea, off Isle de la Passe, and, on our arrival there, found the Iphigenia gone, and four ships at anchor in Grande Porte; these, we have since learned, were the Bellone, Minerve, Nereide, and Ceylon (East India ships), the first with top-gallant-yards across, sails bent, and apparently ready for sea; the second with jury top-masts; and the third with jury fore and mizen-masts. I have also understood from the prisoners lately taken in the Venus, that they were shortly to proceed round to Port Louis, and that the slaughter on board of them had been very great.

Finding that nothing was to be affected as affairs then stood, I returned to this port, where I anchored on the 11th of September.

Captain Lambert is said to have capitulated for the Iphigenia and Isle de la Passe the day before we first arrived off there, on condition that all the officers and men should, in one month from the date of the capitulation, be sent from the Isle of France to some part in the dominions of his Majesty, not to serve against France or her allies till exchanged.

I have the honour to be, &c.

Vice-Admiral Bertie, &c.

JOSHUA ROWLEY.

*His Majesty's Ship Boadicea, St. Paul's Road,
Isle of Bourbon, 21st September, 1810.*

SIR,

I weighed anchor from the bay of St. Paul's on the morning of the 12th of September, in company with the Otter sloop, and Staunch gun-brig, in order to attack two of the enemy's frigates, the Astrea and Iphigenia, who were in the offing to windward. When under weigh, I received an intima-

tion from Colonel Keating that an English frigate was said to have arrived at St. Denis, and, as we stood out clear of the bay, I had the satisfaction of recognizing the *Africaine*, who joined with me in the chase, by superior sailing, and having the same breeze as the enemy, she was enabled to close with them before dark, and led by her signals, the *Boadicea* was gaining fast upon them, when, at three A. M. a heavy firing was observed between the frigates, at that time between four and five miles ahead of the *Boadicea*. I concluded that it was Captain Corbett's intention merely to attempt crippling the enemy, in order to enable us sooner to close with them; but, unfortunately at that moment, the winds became light and variable, and the *Africaine* becoming unmanageable under the fire of both ships (one in a most destructive raking position), after a most gallant, though unequal contest, was obliged to surrender, and the firing ceased at about fifteen minutes after four in the morning.

Day dawned, and shewed us the result; the enemy appeared to have suffered little; the *Africaine* was in their possession, with no apparent loss but that of her mizen top-mast; such a state did not appear to justify my commencing an attack on a force so much superior, particularly in the present critical situation of our affairs, when mine was the only British frigate in those seas, and we knew of two other frigates of the enemy and a corvette cruising in the neighbourhood. I therefore made sail to bring up the *Otter* and *Staunch*, then out of sight, and having soon rejoined them, I led them towards the enemy, who, at our approach, abandoned the *Africaine*, leaving an officer and nine Frenchmen in charge of her, with most of the wounded, and about eighty-three of her crew, whom they had not time to remove. The extent of her loss in killed and wounded I have not been able to ascertain, but it must have been considerable. It is with deep regret I have to mention the loss of my gallant friend Captain Corbett; he was wounded early in the action, and died a few hours after it had ceased; in him the service has lost one of its best officers.

I cannot conclude without mentioning, in terms of approbation, the steadiness and zeal manifested by my first lieutenant, Mr. Langhorne, the officers and ships' company under my command, and beg leave to recommend them to your favourable notice.

I have the honour to be, &c.

Vice-Admiral Bertie, &c.

JOSHUA ROWLEY.

The under-mentioned statement of the killed and wounded belonging to the *Africaine* is as correct as I have been able to obtain.

24 seamen, 3 marines, 4 soldiers, killed; 52 seamen, 11 marines, 8 soldiers, wounded.

Total—36 killed, 71 wounded.

Names of Officers Killed and Wounded.

Killed.

Robert Corbett, Esq. captain.

Mr. Parker, master.

Wounded.

J. Tullidge, senior lieutenant; brought a prisoner to the Isle of France.

C. Forder, second lieutenant; is at the hospital, St. Paul's.

J. Jackson (?), lieutenant of marines; at hospital, St. Paul's.

Mr. Theed, master's-mate; at hospital, St. Paul's.

Mr. Merder, midshipman; at hospital, St. Paul's.

Mr. Jones, midshipman; a prisoner at Isle of France.

Mr. Leech, midshipman; at the Isle of France.

JOSHUA ROWLEY.

*His Majesty's Ship Boadicea, St. Paul's Road,
Isle of Bourbon, 21st September, 1810.*

SIR,

I have the honour to inform you, that after having anchored in this bay, on the morning of the 18th September, I discovered soon after three sail in the offing, two of which appeared to have suffered in their masts and rigging. I immediately weighed anchor, in company with the Otter sloop and Staunch gun-brig, but from light winds was unable for some hours to clear the bay, at which period the ships were nearly out of sight.

The Boadicea having the advantage of a fresh breeze neared the enemy; one of them, which had a crippled frigate in tow, cast her off, and made all sail away from us, the third bore up under her courses (having lost her top-masts,) to protect the other, which enabled us to close with her; we soon ran her alongside, and after a short, but close action, having lost nine killed and fifteen wounded, she struck to the Boadicea, and proved to be the French Imperial frigate Venus, of 44 guns, with a complement on leaving port of three hundred and eighty men, commanded by Commodore Hamelin, senior officer of the French squadron in India, victualled and stowed for six months.

She had in the early part of the morning, in company with the Victor corvette, captured, after a most gallant defence, his Majesty's ship Ceylon, commanded by Captain Gordon, having on board General Abercromby and his staff, bound for this island.

I made the signal for the Otter to take possession of Ceylon, while we took the Venus in tow, and they are both arrived in these roads, where I trust we shall in a few days have them and the Africaine in a state for service, which will again restore us to our accustomed ascendancy in these seas; Colonel Keating having, with that zeal he has manifested on every occasion, offered to complete their complements from the force under his command.

It is with much satisfaction I have again to call your attention to the gallantry and zeal manifested by my officers and ship's company, in presence of the enemy; to which I have also to add that of Lieutenant Ramsay, of the 89th, with his detachment, doing duty on board.

To Lieutenant Langhorne I feel much indebted, for his able assistance in taking charge of, and conducting into port the Africaine and la Venus, and beg you will have the goodness to recommend him to the Lords Commissioners of the Admiralty.

I think it my duty to mention the active zeal shewn by Captain Tomkinson, of the Otter, and Lieutenant Strutt, commander of the Staunch gun-brig, both on the present service and those on which we have lately been engaged; the latter is an officer of long service, whose merits being well known to you, renders it unnecessary for me to recommend him to your notice.

I have the honour to be, &c.

JOSHUA ROWLEY.

To Vice-admiral Bertie, &c.

A List of the Killed and Wounded on board his Majesty's Ship Boadicea, in Action with the French Imperial Frigate la Venus, off the Isle of Bourbon, on the 18th September, 1810.

Killed.—None.

Wounded.—Benjamin Brown, landman, badly; Stephen George, yeoman of the sheets, slightly.

The bowsprit badly wounded; standing and running rigging much cut.

*His Majesty's Ship Ceylon, St. Paul's, in the Island of
Bourbon, September 22, 1810.*

SIR,

I have to inform your Excellency, that, agreeably to your orders, I proceeded towards the Island of Bourbon, and on the 17th instant, being in expectation of falling in with the blockading squadron off the harbour of Port Louis, I reconnoitred that port, and estimated the enemy's force at seven frigates and one large corvette. Not finding the squadron, bore up, at noon, for the Island of Bourbon. At one, two of the enemy's ships were observed coming out of port, and were soon discovered to be in chase of his Majesty's ship; the headmost gained fast, and the sternmost slowly. I continued under the same sail, endeavouring to draw them as far as possible, which also tended to extend the distance of the chasing ships. At fifteen minutes past twelve, on the enemy's coming alongside, I found her to be a frigate of the largest class. After a severe conflict of one hour and ten minutes, she hauled off and dropped astern, which I concluded was to wait her consort's coming up.

Finding the great superiority of force I encountered (having drawn my conclusion of the enemy's force before dark), I lost not a moment in repairing my rigging, which was much cut, and made sail, in hopes of reaching the island. At two descried the enemy's second ship. At fifteen minutes past two, the enemy's headmost frigate coming alongside, I shortened sail to the top-sails, and renewed the action. At four I had the satisfaction to see her mizen-mast and three top-masts go by the board; a few minutes afterwards, the Ceylon's fore and main top-masts fell. At this time his Majesty's ship, being unmanageable, had suffered severely; the rigging and sails being cut to pieces, which entirely precluded all further manœuvre. The action was maintained and continued with great spirit. At five A. M. the enemy's fore and main masts standing, with the assistance of his fore-sail, enabled him to wear close under our stern, and take a raking position on our lee quarter. His Majesty's ship lying an unmanageable wreck, I directed the mizen top-sail to be cut away, and endeavoured to set a fore-stay-sail, in hopes of getting the ship before the wind, but without effect. The second ship having opened her fire, with the great advantage the enemy had by having both his ships under command, enabled him to take and keep his raking position, and pour in a heavy and destructive fire, while his Majesty's ship could only bring a few quarter-guns to bear.

In the shattered and disabled state of his Majesty's ship, a retreat was impossible. The superiority of the enemy's heavy and destructive fire left me no hopes of success. Reduced to this distressful situation, feeling the firmest conviction that every energy and exertion was called forth, under the influence of the strongest impressions I had discharged my duty and upheld the honour of his Majesty's arms, feeling it a duty I owed to the officers and crew, who had nobly displayed that bravery which is so truly their characteristic, when I had lost all hopes of saving his Majesty's ship, to prevent a useless effusion of blood, I was under the painful necessity of directing a light to be shewn to the second ship that we had struck.

I think it a duty I owe to Captain Ross, of his Majesty's 69th regiment, to thus publicly acknowledge the able support I received from him and his party of men, who were acting as marines for the time being.

The enemy's force proved to be the Venus, of 44 guns, and 380 men; and Victor, of 20 guns, and 150 men; the former mounting 28 18-pounders,

on her main-deck, and 12 40-pounder, and four long nines on her quarter-deck and fore-castle.

Subscribed is a list of killed and wounded.

I have the honour to be, &c.

Rear-Admiral Drury, &c. &c. &c.

CHARLES GORDON.

Killed.

John Parish, seaman; William Isby, ditto; John Grigg, ditto; John Cook, ditto; John Philips, ditto; William Kent, ditto; Patrick Kearney, soldier; Daniel Enlay, ditto; John Ferguson, ditto; John Feeland, ditto.

Dangerously Wounded.

Jacob Davis, seaman; Otto Abraham, ditto; James Spields, ditto; James Turnbull, ditto; Nathaniel Gibson, soldier.

Severely Wounded.

Captain Gordon; Mr. Oliver, master; William Stagg, seaman; Charles Smith, ditto; John Robinson, ditto; John King, soldier; John Bradley, ditto; Hugh Murphy, ditto.

Slightly Wounded.

Mr. Graham, boatswain; Leven Benson, seaman; Richard Brownsden, ditto; Thomas Curtis, ditto; John Braham, ditto; John Williams (2), ditto; William Hancock, ditto; George Johnson, ditto; Patrick Armstrong, ditto; William Sprattly, ditto; Arthur Quin, ditto; William Turner, marine; Captain Ross, soldier; Charles McCann, ditto; Charles Ballie, ditto; Samuel Philips, ditto; James Ailen, ditto; Patrick McCaskey ditto.

Vice-admiral Campbell has transmitted to John Wilson Croker, Esq. a letter from Captain Dickins, of his Majesty's sloop the Zephyr, giving an account of his having, on the 5th instant, captured the Victoire French lugger privateer, of 16 guns and 63 men.

LONDON GAZETTE EXTRAORDINARY:

FEBRUARY 13.

Lieutenant Cator, acting as commander of his Majesty's sloop the Otter, arrived here this morning with despatches from Vice-admiral Bertie, commander-in-chief of his Majesty's ships and vessels at the Cape of Good Hope, to John Wilson Croker, Esq. Secretary to the Admiralty, of which the following are copies:—

*Africaine, in Port Louis, Isle of France,
December 6, 1810.*

SIR,

I have the honour to announce to you, for the information of their lordships, the capture of the Isle of France and its dependencies, comprehending the extirpation of the naval force of the enemy in these seas, and the subjugation of the last remaining colonial territory of France.

By my communication addressed to you on the 12th of October last, and forwarded to England by the Otter, from Bourbon, I had the honour to acquaint you, that I was on the point of resuming the blockade of the Isle of France; I accordingly arrived off this port on the 19th, and, finding the whole of the enemy's ships in the harbour, and two only apparently in a

state of forward equipment, I left Captain Rowley, with the *Boadicea*, *Nisus*, and *Nereide*,* to watch the movements of the enemy; and having previously detached the *Ceylon* and *Staunch* to convoy the division of troops from Bourbon to Rodriguez, I proceeded with the commander of the forces, (Major-general the Hon. John Abercromby) who had embarked in the *Africaine*, towards that anchorage. On the 24th, I was joined by Rear-admiral Drury, with a division of his squadron as per margin; † and taking under my orders for the time being, the rear-admiral, with the ships under his command, I was enabled to strengthen the blockading squadron, by detaching the *Cornelia* and *Hesper* for that purpose; and, with the others, made all sail for Rodriguez, where the squadron arrived on the 3d of November, and found lying there the division of troops from Bombay. On the 6th arrived the division from Madras, under convoy of the *Psyche* and *Cornwallis*. On the 8th, Rear-admiral Drury sailed with the *Russel*, *Phaeton*, and *Bucephalus*, to resume his command in India. On the 12th, arrived the division from Bourbon, under convoy of the *Ceylon*.

The divisions from Bengal and the Cape not arriving by the 20th, the season being so far advanced, and the anchorage (surrounded by reefs) by no means secure, more particularly for so large a number of ships, I determined on weighing with the whole fleet on the morning of the 23d, proposing the convoy should cruise to windward, until joined by one or other of the divisions. Very fortunately, intelligence was received on the night of the 21st, that the Bengal division, under convoy of the *Illustrious*, was in the offing. General Abercromby deemed it, as well as myself, advisable they should not anchor; but that, having communicated with the convoy, and given them such supplies as they might essentially require, we should proceed to the attack of the Isle of France, without waiting the junction of the troops expected from the Cape. The whole fleet accordingly weighed from the anchorage, and on the morning of the 29th bore up for the point of debarkation it had been determined to occupy in Grande Bay, about 12 miles to windward of Port Louis, where the *Africaine* leading in, and the several ships of war following with the convoy; according to a previous arrangement, the whole fleet were at anchor by ten o'clock, A.M. consisting of nearly seventy sail; and the army, with their artillery, stores, and ammunition, the several detachments of marines serving in the squadron, with a large body of seacoo, disembarked the same day, without a single loss or accident; a division of ships still maintained a vigilant blockade of the port; another division remained for the protection of the convoy at the anchorage; and a third, under my more immediate command, shifted their station as circumstances required, to keep up a more effectual communication with the army as it advanced, and which was dependant for its supplies of provisions and stores wholly on the resources of the navy.

On the 2d instant, the Governor-general, De Caen, proposed terms of capitulation, and commissioners being appointed on either side, a capitulation was signed and ratified on the morning of the 3d inst. at the British head-quarters; a copy of which I have the honour to transmit for their lordships' information.

In a combined operation of this nature, the ultimate success of which must essentially, in a great degree, be made to depend upon a zealous and emulative co-operation and support through each gradation; and, in the present instance, where these features have been so eminently conspicuous in every rank, and in every situation and circumstance, the recommen-

* Late *la Venus*, captured by Commodore Rowley, as announced in the Gazette of yesterday.

† *Russel*, *Clorinde*, *Doris*, *Phaeton*, *Bucephalus*, *Cornelia*, *Hesper*,

dation of particular individuals to their lordships' more immediate notice, may be deemed superfluous.

It is, however, from a sense of justice, that I record the services of Captain Beaver, of his Majesty's sloop *Nisus*, whom I intrusted with the superintendance of the whole arrangements for the disposition and debarkation of the army; and whose abilities and experience, on similar occasions, particularly qualified him to undertake this important duty. Nor should I omit to bear testimony to the unwearied exertions of Captain Patterson, of his Majesty's ship *Hesper*; and of Lieutenant B. Street, commanding the government armed ship *Emma*, who were employed for many successive nights in sounding, and (as it has been proved) gained a perfect knowledge of the anchorage on the enemy's coast, and who were equally strenuous in their services, in various ways, on shore.

I beg also to recommend to their lordships' notice, Lieutenant Edward Lloyd, who volunteered his services under the immediate eye of the commander of the forces; and in this, as well as many former instances, has received the most honourable testimonies of his gallantry.

I have the honour to transmit a copy of a letter addressed to me by Captain Montague, of the royal navy, who commanded the first division of the scamen landed; as well as two extracts from General Orders, issued at Head-quarters. From the absence of some of the ships, I have not been able to collect the returns of the number of marines and seamen landed, or of the loss; but I have the satisfaction to know it has been very inconsiderable.

The return of shipping, as correctly stated as I have yet been able to collect it, I have the honour to inclose. Various considerations have impelled me to dispatch the *Menelaus* with the least delay possible; and having intrusted these communications to the care of Captain Rowley, who will be the bearer of them to their lordships, I beg to refer their lordships to him for every further particular, and to add, that his long and arduous services on this station, have established a just claim to any honourable distinction it may please their lordships or the country to bestow on him.

I have the honour to be, &c.

A. BERTIE.

A List of Ships and Vessels of War present at, and assisting in the Capture of, the Isle of France.

Africaine, Captain Graham, acting, Vice-admiral Bertie; *Illustrious*, Captain Broughton; *Boadicea*, Captain Rowley; *Nisus*, Captain Beaver; *Corwallis*, Captain Canfield; *Clorinde*, Captain Briggs; *Cornelia*, Captain Edgele; *Doris*, Captain Lye; *Nereide*, Captain Henderson, acting; *Pysche*, Captain Edgecumbe; *Ceylon*, Captain Tomkinson, acting; *Hesper*, Captain Patterson; *Hecate*, Captain Rennie, acting; *Eclipse*, Captain Lynce, acting; *Emma*, government armed ship, Captain Street, acting; *Staunch* gun-brig, Lieutenant Craig, acting; *Egremont*, government sloop, Lieutenant Forder; *Farquhar*, Mr. Hervey, midshipman; *Mouche*; *Phœbe*, Captain Hillyer; *Acteon*, Lord Viscount Neville.

A. BERTIE.

We, the undersigned, Major-general Henry Warde, and Commodore Josias Rowley, nominated on the part of his Britannic Majesty, by Vice-admiral Albermarle Bertie, commander-in-chief of his majesty's ships and vessels employed at the Cape of Good Hope, and the seas adjacent, and Lieut.-gen. the Hon. John Abercromby, commander of his Britannic Majesty's forces, on the one part; and M. Vandermajesen, gen. of division, member of the legion of honour, and commandant of the troops of his Imperial and Royal Majesty the Emperor of France, at the Isle of France; and Mr.

Victor Duprere, capitaine de vaisseau of his Imperial and Royal Majesty, nominated on the part of Charles de Caen, grand officer of the legion of honour, general of division, captain-general of the French settlements to the eastward of the Cape of Good Hope, on the other part; being severally and respectively armed with full powers, to settle a treaty for the capitulation and surrender of the Isle of France, and all its dependencies, to the arms of his Britannic Majesty, do agree as follows:—

Art. I. The troops of his Imperial and Royal Majesty, the Emperor of France, forming the garrison of the Isle of France, the officers and non-commissioned officers, the officers of the imperial and royal marine, and the crews of the ships of war, shall not be considered as prisoners of war; neither the civil authorities.—Answer. The land and sea forces, officers, subalterns, and privates, shall not be considered as prisoners of war.

Art. II. The troops of his Imperial and Royal Majesty shall retain their arms and colours, without ammunition, and all their personal effects and baggage, to the extent of that which, upon honour, shall be declared private property.—Answer. They shall take away their effects and baggage.

Art. III. The troops of his Imperial and Royal Majesty, and the crews of the ships of the imperial and royal marine, shall be sent, with their families, to a port in European France.—Answer. They shall be conveyed, together with their families, to a port in the French empire.

Art. IV. For the above conveyance, I shall keep the four Imperial frigates, *la Manche*, *la Bellone*, *l'Astree*, and *la Minerve*, as well as the *Victor* and *Entrepreante* corvettes, with their officers, crews, guns, stores, and provisions.—Answer. Altogether inadmissible. The crews of the ships of war of the imperial and royal marine are provided for by the preceding article.

Art. V. To the above ships shall be added six transport vessels, to be selected by me, for our conveyance, with the necessary provisions for the crews and passengers.—Answer. Proper vessels shall be forthwith equipped as cartels, at the expense of the British government, provisioned and stored to convey the French garrison, and the crews of the ships of war, to European France. The same vessels to be at liberty to proceed to any port of England, without delay.

Art. VI. These conditions being agreed to, I shall give up the colony and all its dependencies, the magazines, &c. Inventories shall be taken of all the articles belonging to the Emperor, and to be preserved for him and restored at a peace.—Answer. The colony and its dependencies shall be ceded unconditionally; no power being vested in the parties contracting, to determine its future destination. Inventories shall be taken by commissioners, to be appointed in behalf of the contracting parties, of all public magazines and stores, which shall be given up to the forces of his Britannic Majesty, in their actual state, and without deterioration.

Art. VII. The property of the inhabitants shall be respected.—Answer. All private property shall be respected.

Art. VIII. The inhabitants shall preserve their religion, laws, and customs.—Answer. The inhabitants shall preserve their religion, laws, and customs.

Art. IX. The colonists shall have the option, during two years to come, to quit the colony, with their respective private property.—Answer. They shall enjoy, during two years, the liberty of quitting the colony, with their property, in order to proceed to any place they may wish.

Art. X. The wounded or sick that it shall be necessary to leave in the hospitals, shall be treated the same as the subjects of his Britannic Majesty: French surgeons shall be permitted to remain with them, and they

shall afterwards be sent to France, at the expense of the British government.—Answer. The wounded who may be left in the hospitals, shall be treated in the same manner as the subjects of his Britannic Majesty.

ADDITIONAL INSTRUCTIONS.

Art. I. The public functionaries of the French government of the Isle of France shall be permitted to remain in the colony for a reasonable period, to regulate and discharge their public accounts with the colonists.

Art. II. The morning of the 3d of December instant, at six o'clock, A.M. possession shall be given to the troops of his Britannic Majesty of the forts of Du Mas, and the lines of the town of Port Napoleon, down to the Bastion Fanfaron.

Art. III. The morning of the 4th of December instant, at six o'clock A.M. the Isle of Tonclieu, Fort Blanc, and the whole of the batteries of the harbour of Port Napoleon, and all the shipping, boats, ships of war and privateers, and merchant or other shipping of every description whatsoever, shall be given up to the naval and military forces of his Britannic Majesty; and all shipping lying in any other creek, port, or harbour, of the Island, shall equally be considered as the property of his Britannic Majesty.

Art. IV. The troops of his Imperial and Royal Majesty, and the crews of the ships of war and privateers, shall retire to the barracks of the town, where they shall continue until their final Embarkation.

Art. V. That the subsistence of the French garrison, both officers and men, as well as of the officers and crews of the ships of war, so long as they shall remain here, shall be assured and provided for by the British government; the expences arising therefrom shall be considered as an advance for which the French government is pledged.

Art. VI. That on the surrender of the port, as stipulated by the third additional article, all English prisoners of war, of whatever description, now in the Isle of France, shall be liberated.

Art. VII. That if any difference shall arise in the interpretation of any part of the foregoing, it shall be interpreted in favour of the French government.

This done and agreed at the British head-quarters, at Pamplemonus, at one o'clock A.M. the 3d day of December, 1810.

VANDERMAESEN, Gen. of division.

HENRY WARDE, Major-general.

JOSIAS ROWLEY, Commodore

J. DUPRERE, Capit. de Vaisseau

Approuvé et ratifié, la presente,

DE CAEN, Capit. General.

CHARLES DE COETLOGON, Secretary to the commissioners.

A List of Ships, &c. &c. in Port Napoleon, at the Reduction of the Isle of France, December, 1810.

French frigate l'Astrée, of 44 guns and 1100 tons: French frigate la Belloné, of 48 guns and 1050 tons: French frigate la Manche, of 44 guns and 1050 tons: French frigate la Minerve, of 52 guns and 1200 tons: English frigate Iphigenia, of 36 guns and 950 tons: English frigate Nereide, of 36 guns and 900 tons: French sloop le Victor, of 22 guns and 400 tons: French brig l'Entreprenant, of 14 guns and 300 tons: A new French brig, name unknown, of 14 guns and 300 tons: English Indiaman Charlton, prison-ship, of 30 guns and 900 tons: English Indiaman Ceylon, prison-ship,

of 30 guns and 900 tons: English Indiaman United Kingdom, prison-ship, of 30 guns and 900 tons: French ship la Ville d'Auten, of 1000 tons: French ship la Severan, of 250 tons: French ship l'Adele, 220 tons: French ship l'Aurora of 150 tons: French ship le Prudent, of 250 tons: French ship le Robuste, of 700 tons: French ship le Wellesley, of 700 tons: French ship le William-Burroughs, of 1000 tons: French ship le Philip Dundas, of 300 tons: French ship le Trafalgar, of 800 tons: French ship l'Althea, of 1000 tons: French ship le Hope, of 400 tons: French ship le Marie, of 300 tons: French ship le Fannie, of 230 tons: French ship le Forth, of 200 tons: French brig l'Eclair, 250 tons: French brig l'Active, 300 tons: French brig l'Orient, 250 tons: French brig le Favorite, 180 tons: French brig l'Illusion, 180 tons: French brig le Jeune Armond, 100 tons: French brig le Zephyr, 100 tons: French brig l'Ant, 70 tons: French brig l'Amiable Creole, 60 tons: American ship Hermes, 300 tons: American ship Thomas, 300 tons: American brig Angilika, 220 tons: American schooner Spy, 150 tons: Five gun-boats.

A. BERTIE.

SIR,

Clorinde, December, 4, 1810,

On delivering up the command which you did me the honour to confide in me, I feel it my duty to acquaint you, that every officer and man conducted themselves in a manner most perfectly answerable to your expectations; and I beg to enclose a paragraph of the public order issued by General Abercromby, expressive of his sentiments on the occasion. The zeal and ability of Lieutenant Lloyd, senior lieutenant on the service, are too well known to you to render any encomium from me necessary; and I also beg to recommend to your notice Mr. John Gossland, master's mate of his Majesty's ship Cornwallis, who acted as my aid de camp, and who having passed his examination for lieutenant, is worthy of promotion.

I feel much indebted to Captains Yates and Nesbit, of the City of London and Huddart Indiamen, who handsomely volunteered to serve with me, and who brought a proportion of seamen to assist in the laborious duty of dragging the cannon; the former, I am sorry to say, died of excessive fatigue the first day's march. Our loss has been trifling, consisting of five men wounded, although, I am sorry to say, most of them are seriously.

I have the honour to be, &c.

N. F. MONTAGUE.

Vice-Admiral Bertie, &c.

A Paragraph of general orders issued by General Abercromby on the 1st December, 1810, before Port Louis.

Par. 3. Major General Abercromby is happy also to acknowledge the steadiness shewn by the 12th and 22d regiments, and he feels himself particularly grateful for the zealous exertions of a detachment of seamen landed from the squadron, under the command of Captain Montague; and he requests to offer him, the officers and men under his command, his sincere acknowledgments for the service which they have rendered to the Army.

Extract from general orders, head-quarters, camp before Port Louis, December, 5, 1810.

Major General Abercromby, in the name of the army, feels an inexpressible degree of pride and satisfaction in acknowledging the powerful and cordial co-operation which has been received from the naval force under the command of his Excellency Vice-Admiral Bertie, which has been heightened

by the cordiality and unanimity subsisting to a degree, perhaps without example, between the two branches of the service. The commander of the forces feels it his particular duty to offer his most sincere thanks to Captain Beaver, for the able and judicious manner in which he conducted the disembarkation, as well as for the indefatigable exertions he has since used in discharging the duty confided to him by the Vice-Admiral, in supplying the wants of the army; and Major-General Abercromby is equally indebted to Captains Briggs, Lye, and Street, and to the officers and seamen employed under their orders in the disembarkation of the troops.

The exertions and able assistance received from Captain Montague, of the royal navy, and the officers and seamen with the army on shore, have been too conspicuous not to have attracted the observations and acknowledgments of every individual.

Major-general Abercromby must, however, request that Captain Montague will be pleased to convey to those who were under his command the impression which their conduct has made on his mind.

W. NICHOLSON, Dep.-adj.-gen.

Africaine, in Port Louis, December 6, 1810.

SIR,

I have the honour to transmit herewith for the information of their lordships, a copy of a general memorandum issued by me this day to the captains and commanders of the ships and vessels of the squadron under my command.

I have the honour to be, &c.

A. BERTIE.

Africaine, Port Louis, December 6, 1810.

GENERAL MEMORANDUM.

The commander-in-chief congratulates the officers and crews of the ships of the squadron under his command, on the successful issue of the attack of this valuable and important colony, which has placed it under his Majesty's protection.

He feels he has a duty to acquit, in thus publicly communicating the sense he entertains of the zealous and unremitting exertion of all ranks throughout the squadron; and he requests that the captains and commanders of the ships and vessels will more immediately make known to the officers and crews under their command respectively, these his sentiments,

A. BERTIE.

*To the Captains and Commanders of the Ships
and Vessels of the Squadron.*

N.B. The despatches received as above are duplicates, the originals having been intrusted to Commodore Rowley, who is now on his way to England, in his Majesty's ship *Menelaus*, and is hourly expected.

Naval Courts Martial.

A Court-martial was held in the Downs, on Saturday, January 26th, for the trial of Captain Edward Sneyd Clay, the officers and crew of his Majesty's late ship *Nymph*. The court determined that no blame was

imputable to Captain E. S. Clay, his officers or ship's company, with the exception of Mr. G. Scott, master, and C. Gascoigne, pilot, who appeared to the court to have been very incautious, in asserting, in a positive manner, the light seen to have been the light on the May Island, and the court adjudged them to be severely reprimanded.

A court martial was held on Tuesday, January 29, on board the *Salvador del Mundo*, in Hamoaze, which excited much attention, on Mr. Wm. Ailett Woodgate, midshipman of the *Tartarus*, for riotous and indecent behaviour in the Dock theatre, on the night of the 5th ult. which interrupted the performance and disturbed the audience.

Captain Flinn, one of the witnesses for the prosecution, stated, that he was at the Dock theatre on the night of the 5th January, and that his attention was called by the most indecent expressions of the prisoner, who was with a party of midshipmen in the upper boxes, behaving in a riotous manner; that upon the witness going up to him, and commanding him to leave the house, he grossly insulted him, using the most obscene, scandalous, and mutinous language; that the party were armed with whips and bludgeons, and were crying out, "no martial law here;" and that all the witness's efforts to suppress the tumult was ineffectual.

Other evidence was adduced in support of the charge; after which the prisoner read a written paper, stating that he was quite unconnected with the other midshipmen, and had quitted that part of the house where the tumult took place: he called no witnesses.

The court having maturely considered the whole circumstances of the case, pronounced the following sentence:—

"That the said Mr. Wm. Ailett Woodgate be publicly stripped by the provost-marshal of the uniform coat he has so shamefully disgraced, on the quarter-deck of his Majesty's ship *Tartarus*, to which he belongs; that he be dismissed his Majesty's service; that he be rendered incapable of ever serving again as an officer in the navy of his Majesty, his heirs or successors; and that he be kept in solitary confinement in the Marshalsea prison for the space of two years."

February 1, A court-martial was held on Lieutenant Methuselah Wills, of his Majesty's ship *Hawk*, for neglect of duty. He was sentenced to be dismissed the ship, and to be placed at the bottom of the list of the lieutenants.—On the same day also a court-martial was held on Wm. Verhoof, private of marines, belonging to his Majesty's ship *Tyrian*, for deserting his post while sentinel.

A court-martial was held on Tuesday, February 5th, on board the *Salvador del Mundo*, on Captain Wilkinson, and Mr. Andrews, master of *H. M. S. Courageux* for carelessly running that ship on the Skerries Rocks, on the 21st of January.—After a full investigation of the circumstances, the court adjudged Captain Wilkinson and Mr. Andrews to be reprimanded and admonished to be more careful in future.

Promotions and Appointments.

Admirals and Captains appointed.

Rear-admiral Manley Dixon is to hoist his flag on board the *Vigó*.

Captains:—George Mackenzie, to the *Undaunted*; Charles Bullen, to the *Cambrian*; S. Ferris, to the *Voluntaire*; Lord Viscount Neville (acting), to the *Boadicea*; Sir James Lucas Yeo, to the *Southampton*; J. S. Horton, to the *Standard*; J. Hatley, to the *Seine*; David Atkins, to the *Defiance*; E. L. Graham, to the *Alcmeae*; ——— Byam, to the

Thetis; Walter Bathurst, to the Fame; W. Pakenham, to the Aquilon; George Thomas, to the Undaunted; T. C. Hitchins, to the Strombolo; John Griffiths, to the Volcano; Samuel Rowley, to the Laurel; Francis H. Coffin, to the Arethusa; ——— Hollis, to the Achille; Urry Johnstone, to the Avenger; ——— Hanchett, to the Boyne.

Lieutenants, &c. appointed.

Robert Forbes, to the Alarm lugger; George Pratt, to the Boadicea; William Davis, to the Fame; Henry Pigott, to the Ethalion; Thomas Edward Knight, to the Norge; Thomas William Carne, to the Caledonia; Nicholas Hodge, to the Thracian; William Bouchier, to the Fawn; Isaac Lasher, to the Quebec; David Price, to the Hawk; John Nicholas, to the Alcmene; Edward Lauren, to ditto; T. H. Marshall, to the Gorgon H. S.; Thomas Evans, to the Recruit; M. H. Sweny, to the Aquilon; ——— Broderick, to the Ardent; ——— Rawlins, to the Southampton; W. T. Morgan, to the Recruit; N. Hodge, to the Thracian; ——— Laugharne, to the Alcmene; Henry Perrot, to the Rinaldo; G. M'Millan, to the Egeria; William Lugg, to the Princess Carolina; Joseph Patey, to the Vigo; J. Pidgeley, to the Merope; John Geary, to the Audacious; Robert S. Harvey, to the Port Mahon; Thomas Gidney, to the Mercurius; George Read, to the Orestes; William Henry Nares, to the Standard; Provo. F. Hughes, to the Dreadnought; William Boham, to the Woodlark; John Hill, to the Trinculo; John Murray (1), to the Boyne; Thomas Crane, to the Crescent; Allan M'Millan, to the Scylla; Benjamin Keily, to the Boyne; Charles Giddy, to the Conquestadore; Henry George Massie, to the Royal William; George H. Dacre, to the Alexandria; Thomas E. Knight, to the Partridge; George King (2), to the Zephyr; Patrick Lowe, to the Bermuda; H. W. Hoare, to the Caledonia; George Richards, to the Marlborough; William Finch, to the Goshawk; Henry Leake, to the Volontaire; Edwin James, to the Royal George; John Hawkins (1), to ditto; John Maxfield, to ditto; Henry Pyne, to ditto; M. Sealy, to ditto; James Fitzpatrick, to the Freija; John George Davis, to ditto; Thomas Robins, to the Cretan; George C. Stovin, to the Thais; Andrew Mott, to the Royal George; James Mangles, to the Boyne; Robert Patty, to the Dannemark; James Grierson, to the Dictator; P. H. Brydges, to the Hussar; Thomas Cokeley, to the Merope; Richard Ward, to the Spitfire; Richard Cull (2), to the Prometheus; Edward Luscombe, to the Cadmus; John Julian, to the Boyne; Henry Elton, to ditto; Thomas Clack, to the Rapid; George C. Johnstone, to the Raven; Thomas Bradby, to the Rolla; Robert W. Riches, to the St. George; John White (1), to the Boyne; James C. Crawford, to the Ardent; Alexander Montgomerie, to the Aquilon; John Scott, to the Tremendous; William Poore, to the Rainbow; Henry Richards, to the Merope; Nathaniel Brice, to the Tweed; Dennis Bolton, to the Mercurius; Robert Thomas, to the Raleigh; William Woodman, to the Thais; William Rawlins, to the Southampton; John Nicholas, to the Alcmene; G. R. Andrews, to the Sarpedon; John G. Max, to the Briseis; George M'Millan, to the Egeria; John Petley, to the impress service at Gravesend; ——— Kelly, to the Boyne; G. Hayes, to the Braave prison-ship; George Finch, to the Goshawk; ——— Blisset, to the Primrose; ——— Malbon and ——— Bayley, to the Tyrian; ——— Ward, to the Spitfire; ——— M'Arthur, to the Caledonia; ——— Muncey, to the Herring; ——— Stackpole, to the Conquestador; ——— Cousins, to the Ganges; John Bassett, to the signal station, at Brow Head, near Cork; ——— Slaughter, to be a commander, for his gallant conduct at Grao; Joseph Parkwood,

to be a commander; J. L. P. Langhorne, to command the Otter; — Wooldridge, to command the Opossum; — Cator, who brought home the duplicate of the despatch relating to the capture of the Isle of France, to command the Actæon.

All the midshipmen of the Racehorse, who went out to the Isle of France on promotion, have been promoted to Lieutenants.

Mr. George Waller, son of G. Waller, Esq. of Portsea, and purser of his Majesty's sloop the Gorce, is appointed secretary to Rear-admiral Sir Joseph Sydney Yorke.

Mr. Child, purser of the Woodlark, is appointed to the Gorce; Mr. Anderson, purser of the Roman, to the Woodlark; Mr. William Callaway, to be purser of the Termagant; Mr. John Evans, to be purser of the Vantour, *vice* Foot; Mr. Witcher, purser of the Lily, to the Fawn; Mr. Mewis, purser of the Fawn, to the Hazard; Mr. Uniacke, purser of the Hazard, to the Lily; Mr. Weir, late master of the Chatham, to the Glory prison-ship, at Chatham; Mr. Edgcombe, to be purser of the Britannia; Mr. Robertson, to be purser of the Belleisle; Mr. Rickford, to be purser of the Venerable; Mr. Ery, to be purser of the Antelope; Mr. Jacob Weymouth, to be purser of the Alcmena; Mr. T. Brett, to be purser of the Tweed; Mr. Ray, to be purser of the Asp; Mr. Seaman, to be purser of the San Antonio.

Lieutenant Griffiths, R.M. is appointed to the Ethalion.

Manley Hulke, Esq. is appointed agent victualler at Palermo.

Mr. Charles Morgan, of the victualling department at Portsmouth, is appointed chief clerk to the agent victualler at the Cape of Good Hope.

Sir Robert Barlow is named as the new commissioner for Plymouth Dock-yard, *vice* Fanshawe, who retires on superannuation.

His Royal Highness the Prince Regent has been pleased, in the name and on the behalf of his Majesty, to appoint John Pond, Esq. to be astronomical observator in the Observatory at Greenwich, in the room of Nevil Maskelyne, Esq. deceased.—*London Gazette*.

A list of Midshipmen who have passed for lieutenants on the first Wednesday in the present month.

Sheerness.—James Wood, J. R. Black, Wade Blake, Henry Baillie, Bartholomew Day, James Thompson, Henry James, William J. Johnston.

Portsmouth.—John Vignols, G. Jackson, Ed. Oakes, James Wigston, William Pridham, William Drew, John Bowie, William Arthur, Robert Whitcombe.

Plymouth.—Edward Moore, John Hunt, John Davies, Adam Cuppage, David Hammer.

Surgeons, &c. appointed.

Thomas Johnstone, to the Valiant; Richard Morgan, to the Maria brig; T. P. Duins, to the Liberty; Robert Scott, to the Caroline; G. A. Acheson, to the Pompée; John M'Millan, to the Pyramus; James Lepper to the Aquilon; J. H. Swann, to the Dolphin; James Hamilton, to the Netley; John Laughna, to the Forrester; Joseph M'Leod, to the Paz; Patrick Blaikie, to the Alpha cutter; James Johnson, to the Marengo; Charles M. Snooke, to the Linnet; Joseph Arnold, to the Alcmena; H. W. Brett, to the Tyrian; George Rowe, to the Freya; W. H. Bull, to the Raleigh; R. M. Ford, to the Tyrian; David Baird, to the Victorious; Thomas Roberts, to the Onyx; James Craigie, to the Seine; Charles Edman, to the Royal George;

Charles Mayberry, to the Hawke; Andrew Carrick, to the Undaunted; William Elliott, to the Tisiphone; John Inches, to the Dromedary; Richard Tobin, to the Laurel.

Mr. Thomas Skardon, late agent victualler and storekeeper at Lisbon, has been appointed agent of the Naval Hospital at Gibraltar.

Mr. Robert Lightfoot has been appointed agent of the Naval Hospital at Yarmouth.

Assistant Surgeons appointed.

John Craig, to the Vigo, and John Cochrane, to the Tisiphone; R. C. Willis, to be an hospital mate at Haslar; Robert Saunders, to the Alexandria; W. M. Smith, to the Princess Carolina; Charles Roberts; to the Quebec; Richard Edwards, to be an hospital mate at Mill Prison; Thomas Wilson, to be an hospital mate at Plymouth Hospital; John Rainey, to be ditto at Deal; David Lawson, to the Pilchard; A. C. Hyndman, supernumerary assistant of the Gibraltar; Alexander Cleg-horn, to the Bellerophon; J. E. Anderson, to the Gladiator.

BIRTHS.

Lately, at Montpelier, near Plymouth Dock, the lady of Captain P. Pellew, R.N. of a son.

At Whitham, Essex, the lady of Captain Nicholas Tomlinson, R.N. of a daughter.

MARRIAGES.

Lately, at Stoke Church, Plymouth, Mr. Mason, purser of the royal navy, to Miss Rundall, of George-street.

In November last, Captain Palmer, of Lewisham, to Miss Jagoe, daughter of the late Lieutenant Jagoe, of the royal navy, and sister to Mr. Jagoe, late surgeon of the Vestal.

February 3, at Teigngrace Church, Devon, by the Rev. John Templer, Captain Dunne, of his Majesty's ship the Armide, to Charlotte-Frances, youngest daughter of James Templer, Esq. of Stower-house, Devon.

At Falmouth, Captain Poccock, of his Majesty's packet Princess Mary, to Elizabeth, third daughter of John Carre, Esq. of Falmouth.

February 6, at Stoke Church, near Plymouth, James Fletcher, Esq. purser of the Lapwing, to Miss Bluett, of East Stonehouse.

February 12, at St. Giles's, Cripplegate, Lieutenant Thomas Finnimore, R.N. to Julia-Ann, third daughter of Thomas Willatts, Esq. of Fore-street, Cripplegate.

February 14, at Kingston Church, Portsmouth, by the Rev. William Bussell, Lieutenant Davison, R.N. to Margaret-Jane Stevens, daughter of the late Captain Stevens, R.N.

February 15, at St. Andrew's Church, Plymouth, R. Brinson, Esq. of his Majesty's Victualling-office at Plymouth, to Miss Jane Stormar, of the same place.

On the same day, at Stoke Church, Plymouth, Lieutenant William Richardson, R.N. to Miss Field, only daughter of George Field, Esq. of Castle-Farm, near Plymouth.

February 20, at Plymouth, Mr. P. Johnson navy-agent, to Miss Daniels, of Bristol.

OBITUARY.

The body of Mr. Richardson, midshipman, of the Hussar, who was drowned going to Spithead, on the 27th of December, has been picked up on Harling island, and interred at Portsmouth.

On the 22d of January, at the Royal Naval Hospital, Portsmouth, Mr. Richard Rose, gunner of his Majesty's ship Neptune. On opening the body it appeared that his death had been occasioned by an inflammation of the heart, on inspecting which, very minutely, a pin, of the common size, without a head, was discovered in the muscular part, supposed to have been taken into the stomach with his food.

On the 24th of January, in Penton-square, London, Lieutenant Robert Tryon, late of the Phipps schooner. He had removed to London, from the hospital at Deal, for medical advice. His death was occasioned by the formation of an abscess on the lungs, in consequence of a wound which he received after he had most gallantly boarded and carried a French privateer, in the Channel. One of the guns of his own vessel went off while he was on the enemy's deck, and the shot (a 12-pounder) shattered the blade-bone of his left shoulder, carrying away the flesh close to the spine, laying the ribs bare, and occasioning a wound one foot long, by seven inches broad. He bore the pain with the greatest fortitude, and appeared for some days rapidly convalescent; the wound having nearly healed, beyond the most sanguine hopes of his friends, but he had received some injury internally, which was the fatal cause of his dissolution. He was an excellent young man and a valuable officer; of a very handsome figure, and pleasing deportment. Few young men have passed the first years of their existence so much esteemed, and so truly beloved by their friends. To the most manly and agreeable manners, and the utmost frankness, goodness, and even meekness of disposition, he united the highest degree of personal valour, and of cool steady bravery. In him may truly be said to have been combined; the courage of the lion, with the gentleness of the lamb. Cut off from his friends and country in his 22d year; when he had only just commenced, his career of glory—they have no other consolation but that he died in the path of duty, and in bravely fighting the battles of his country.

January 25, in Upper Berkeley-street, Portman-square, after a lingering illness. Thomas Jamieson, Esq. aged 58, late principal surgeon of the settlement at New South Wales, and father of Dr. John Jamieson one of the physicians of his Majesty's fleet.

30. Lieutenant George Box, R.N. of Teignmouth. He left his house, on foot, about three o'clock in the afternoon, to pay a visit and spend a few days with a friend at Star-cross, a distance of about five miles. It appears, that on his arrival at Dawlish (about midway), he felt himself unwell, being subject to occasional fits, from the effects of a *coup de soleil* with which he had been afflicted when on service in the West Indies.—he therefore went into a house and sat some time, when thinking himself sufficiently recovered, he proceeded on his excursion. He was seen afterwards, in the evening, lying along on the New Road, close by Mr. Wake's cottage, on Dawlish beach. The person who saw him in this situation, raised him up, and assisted him up the hill to the Star-cross road; when supposing him to be somewhat intoxicated, he left him. Mr. Box's family having received no tidings of him for several days, became very uneasy, and instituted a diligent inquiry, for some time, without effect. But, on the Tuesday following, his neckerchief was left by the tide on Dawlish beach; and on the Thursday, the body was also washed ashore, on the same beach, very near the above cottage. It is conjectured that he must have been taken in a fit, and, in a state of giddiness, returned to the beach, intending,

perhaps, to proceed under the cliffs, and that the tide washed him away. The body was interred at Kenton church, on Saturday, the 9th of February. He has left a widow and two infant children to lament his loss.

February 2, in child-birth, at Yampton-place, in Sussex, Mrs. White, lady of Captain White, R.N.

February 7th, in attempting to save some of the crew of the *Amethyst*, Mr. Marshall, midshipman, was drowned.

8. At Norton, in the county of Durham, in the 71st year of her age, Mrs. Gregory, relict of Captain Gregory, and daughter of the late Admiral Taylor, both of the R.N.

February 9. At the Royal Observatory, Greenwich, in the 79th year of his age, the Rev. Nevil Maskelyne, D.D. F.R.S. Astronomer royal; which situation he had holden 46 years.

Same day, at Morden College, Blackheath, Mr. Henry Cowpar, aged 78, many years an active commander in the New York trade.

February 12th, at Walworth, Abraham Cannadine, Esq. late a surgeon in the royal navy, aged 81 years.

Feb. 19. Suddenly, in an apoplectic fit, Captain William Roberts, R.N. at his apartments, in Oxford-street.

Suddenly, of a fever, caught in his professional duties, on the 19th of February, Mr. Thomas Eshelby, surgeon of his Majesty's prison-hospitalship, Caton, at Plymouth (lately of Portsea), leaving a disconsolate widow pregnant, and five young children, to deplore the loss of a most excellent Husband, and exemplary father. He was surgeon of the *Sea-horse*, at the attack on Teneriffe, in 1798, and amputated the arm of the late Lord Nelson.

Mr. Newman, foreman of the sail-makers, in his Majesty's dock-yard Portsmouth.

Lately, at Verdun, where he had been six years a prisoner of war, Lieut. R. B. Coohan, of the royal navy, youngest son of the late John Coohan, Esq. of Plymouth.

Mrs. Aplin, wife of Admiral Aplin.

Mr. Houlton, purser of the *Cadmus*, late acting in the *Semiramis*, died of a consumption on board the *Gorgon*, during the passage to Portsmouth. Seven invalided soldiers also died on the passage.

In Wigmore-street, Charles Buckner, Esq. admiral of the red.

Suddenly, George Countess, Esq. rear-admiral of the white.

Lately, died at Trowel, in Derbyshire, aged 23 years, Augustus Parkyns, Esq. lieutenant, R.N. nephew to Admiral Sir J. B. Warren, Bart. K.B. likewise to the late Sir Thomas Parkyns, of Bunny Park, in the county of Nottinghamshire, Bart. and cousin to Lord Rancliffe.

This young officer was introduced early into the navy, by Admiral Sir J. B. Warren, when he evinced by a rigid attention to his duty, a promise of perfection, which maturer years fully justified. There is no doubt, had life been spared, Lieutenant Parkyns would have risen to the highest honours in his profession.

Lately, Mrs. Colnett, wife of Captain Colnett, of the Hon. East India Company's ship, *Castle Eden*.

Lately was killed in action with two of the enemy's frigates off the Isle of Bourbon, the gallant Captain Corbett, of H. M. S. the *Africaine*, in consequence of wounds received in action.

At the late attack on the enemy's convoy at Palamos on the coast of Catalonia, Mr. Pecking, lieutenant of marines of the *Ajax*.

At the attack on the Isle of France, in consequence of excessive fatigue, Captain Yates of the Hon. East India Company's ship *City of London*.

Lately, Mr. Ebenezer Redford, assistant-surgeon of the *Havock*, gun-brig.

Lately, Mr. Andrew Johnstone, surgeon of the *Hawke*.

MEMOIR OF THE PUBLIC SERVICES
OF THE LATE
SIR JOHN LAFOREY, BART.

ADMIRAL OF THE BLUE SQUADRON.

“ The boast of heraldry, the pomp of pow’r,
And all that beauty, all that wealth e’er gave,
Await alike the inevitable hour :
The paths of glory lead but to the grave.”—GRAY.

SIR JOHN LAFOREY (father of the present Sir Francis Laforey, Bart. captain R.N.) was the son of Lieutenant-colonel John Laforey, a descendant of the family of Laforey, or la Forest, which came over to England with William the Third ; and of Mary, daughter of Jasper Clayton, Esq. a lieutenant general in the army.

This officer was born about the year 1729 ; and, having been educated for the navy, he passed through the regular gradations of service, and obtained a lieutenant’s commission in the year 1749. He was promoted to the rank of commander on the 24th of May, 1755 ; and, in 1756, he was appointed to the Hunter sloop of war, one of the small vessels which, in the following year, were attached to the fleet sent under the orders of Admiral Holbourn, against Louisbourg. Continuing in the command of the Hunter, he served under Admiral Boscawen,* in the *third* expedition against Louisbourg, in 1758.—It was on the 28th of May that the admiral sailed from Halifax, with a fleet amounting to one hundred and fifty-seven sail. By the 2d of June, the greater part of the troops were landed ; after which, from the tempestuous state of the weather, the communication between the fleet and the army was cut off, for several days. The military commander (General Amherst) as he advanced, drove the enemy from their outposts, and obliged them to take shelter in the town ; against which, by the 25th of the month, he had erected batteries, and opened upon it with con-

* A portrait and memoir of this officer are given in the VIIIth Volume of the NAVAL CHRONICLE, page 181.

siderable success. On the 28th, the enemy sunk a ship of the line, a frigate, and two corvettes, across the harbour. On the 21st of July, the *Entreprenante*, of 74 guns, took fire, and blew up; by which accident two other ships were also consumed. There now remained in the harbour only two ships of the line—*la Prudente*, and *le Bienfaisant*—which the admiral determined either to take or destroy. For this purpose, on the night of the 25th, he ordered 600 seamen to be sent in the boats of the fleet, under the command of Captain Laforey, and of Captain Balfour, who rowed into the harbour and executed this service with the greatest resolution and bravery, amidst an incessant fire from the enemy's ships and batteries. Captain Laforey boarded *la Prudente*; but, finding that she was aground, and also moored with a strong chain, he set her on fire. Captain Balfour, his associate in this enterprise, carried the *Bienfaisant*, and towed her into the north-east harbour.—The particulars of this very gallant exploit are thus recorded:—

“About noon, by the admiral's order, two boats, a barge, and pinnace or cutter, from every ship in the fleet, except the *Northumberland*, an invalid, manned only with their proper crews, and armed with muskets and bayonets, cutlasses, pistols, and pole-axes, each boat under the direction of a lieutenant and mate, or midshipman, rendezvoused at the admiral's ship. From thence they were detached by two and three at a time, to join those of Sir Charles Hardy's* squadron off the mouth of the harbour. There they were in the evening ranged in two divisions, under the command of the two senior masters and commanders in the fleet, the captains Laforey and Balfour.

“In this order they put off from Sir Charles Hardy's squadron about twelve o'clock, and by the advantage of the foggy darkness of the night, and the inviolable silence of their people, paddled into the harbour of Louisbourg, unperceived either by the island battery, which they were obliged to come very near to, or by the two men of war that rode at anchor at no great distance from them. There was no great probability of their being perceived from any part of the garrison, not only on account of their great distance, but also of the preconcerted brisk diversion made upon it from all the British batteries about that time. Besides, the besieged themselves left nobody an opportunity to hear any noise, for having in the day-time observed the numerous scaling ladders that were brought into our trenches, they were under some apprehensions of an escalade intended as this night, and kept a constant fire with their musketry from the ramparts during the

* For a memoir and portrait of this officer, *vide NAVAL CHRONICLE*, Vol. XIX. page 89.

whole time, with the design, if possible to deter the besiegers from that attempt, by shewing them how well they were upon their guard in all the places it could probably be made.

“ During this seeming security, and prudent precaution on both sides, the bold stratagem of the boats for surprising the two remaining ships in the enemy’s harbour every moment ripened for execution. After pushing in as far almost as the grand battery, lest the ships should be too soon alarmed by their oars, they took a sweep from thence towards the part of the harbour where the commanding officers, who had before very well reconnoitred it, knew the ships were, and presently discovered them. Each division of the boats was no sooner within sight and hail of the noble object of their attempt, Captain Laforey’s of *la Prudente*, and Captain Balfour’s of *le Bienfaisant*, than, after the sentinels on board having hailed them in vain, and began to fire on them, each of the commanders ordered his boats to give way alongside the respective ships, and to board them immediately with all the expedition and good order they could observe.

“ The boats’ crews, no longer able to contain themselves in silence, gave loud cheers, after their manner, as they were putting up alongside, and with the most intrepid activity, armed, some with muskets, bayonets, and cutlasses, others with pistols, cutlasses, and pole-axes, followed their brave leaders, and boarded the ships in an instant, with great spirit, on each bow, quarter, and gang-way. After very little resistance from the terrified crews, they soon found themselves in possession of two fine ships of the enemy, one of seventy-four and one of sixty-four guns, with the loss of very few of the seamen, and but one mate.

“ The besieged were now sufficiently alarmed on all sides. The noise of the seamen in boarding, and their huzzas, leaving no room to doubt that it was from English seamen, added to which the direction of the confused sound of voices and firing afterwards, soon led them to suspect the real fact, an attempt upon their ships. The heroic successful adventurers were employed in securing their prisoners in the ships’ holds, and concerting the most effectual methods for securing their prizes out of the reach of the enraged enemy, when both the ships and boats received a most furious discharge of cannon, mortars, and muskets, from all parts whence it could be directed to them from the island battery, at no great distance, from the battery on Point Maurepas, a little farther off, and from all the guns of the garrison that could be brought to bear on that part of the harbour.

“ After endeavouring in vain to tow off *la Prudente*, they found she was aground, with several feet water in her hold. There now remained nothing in their power but to prevent her being recovered by the enemy, by setting her on fire. They did this with all possible expedition, leaving alongside her a large schooner and her own boats, that her people might escape in to the shore, which was at no great distance from her. On board this ship they found a deserter from our camp, who was killed in the little bustle made at our people’s taking possession of her, and by that means rescued from the ignominious execution of military justice.

“The boats from *la Prudente* now joined the others which had attacked *le Bienfaisant*, and helped to tow her off triumphantly in the midst of a formidable fire from the mortified enemy, which they did with great speed, by the assistance of a little breeze, and what ragged sails, yards, and rigging she had left of any service, after the constant fire she had so long received from our batteries. When they had got her out of the distance and direction of the enemy’s guns, they secured her till the next day by a hawser, in the north-east harbour, and enjoyed on board her the first happy moments leisure of securely congratulating each other on their success, and safety, in this hazardous enterprise.

“The capture of these two ships by our fleet’s boats on this memorable occasion, as it must be a lasting indelible honour to the vigilance and activity of those who projected, and to the bravery, as well as conduct of those who executed the bold design, will also be a new, and perhaps a reasonable conviction to the whole world, that however arduous, however apparently impracticable, any purposed naval attempt may be, the English seamen are not to be deterred from it by any prospect of difficulty or danger, but will exert themselves, as far as men can do, and at least deserve success, when led on to it by such as are worthy to command them.”

Captain *Laforey*’s very spirited conduct, on this occasion, was justly rewarded by Admiral *Boscawen*, who immediately promoted him to post rank,* and gave him the command of the *Echo* frigate, which had been taken from the enemy a short time before.

He continued in the *Echo*, employed on the West India station, till the beginning of the year 1762, when he returned to England, and, we believe, had no farther command till 1770. He was then appointed to the *Pallas*, a large frigate, of 36 guns, in which he remained about a twelvemonth. In 1776,† on the expectation of a rupture with France, he was appointed to the *Ocean*, of 90 guns, one of the ships which were at that time put into commission.

During the whole of the time that the *Ocean* was commanded by Captain *Laforey*, she was attached to the Channel fleet; and, in the memorable encounter, off Brest, on the 27th of July, 1778,‡ she was stationed as one of the seconds to Sir *Hugh Palliser*, who

* By commission bearing date July 26; the day succeeding the encounter. Captain *Balfour* (who died a superannuated rear-admiral) was made post at the same time.

† July 28.

‡ A circumstantial account of this action is given in our memoir of the late Admiral *Lord Keppel*, *NAVAL CHRONICLE*, Vol. VII. page 296.

commanded the rear division, and, though very warmly engaged, she had only two men killed, and 18 wounded.—On the ensuing trials of the Admirals Keppel and Palliser, Captain Laforey was examined as a witness; and having been, for many years, a warm friend of the former officer, he was amongst those in whom the bias of affection, operating to perfect conviction, produced the most animated testimony in his favour.*

In 1779, soon after the termination of Sir Hugh Palliser's trial, Captain Laforey was appointed resident naval commissioner, at Antigua. This appointment resulted from the conviction, on the part of government, that it was indispensably necessary to the service, that a naval officer of rank should constantly reside in the West Indies, for the purpose of superintending, conducting, and accelerating the refitment of such ships as might receive damages, of a nature to be repaired without their returning to Europe.

On the death of Captain P. H. Ourry, † the naval commissioner at

* An account of the trial of Lord Keppel, with all the principal official documents relative thereto, annexed, will be found in our VIIIth Volume, page 389, *et seq.*

† Paul Henry Ourry was a native either of Guernsey or Jersey. He was made lieutenant in the Elizabeth, in 1742; and afterwards served under Captain Edgcumbe,* in the Kennington, Salisbury, Monmouth, and Deptford. In May, 1756, having previously been promoted to the rank of commander, he served as a volunteer on board the Lancaster, with Captain Edgcumbe, in the encounter with the French fleet, off Mahon. He was one of the witnesses on the trial of Admiral Byng. On the 3d of February, 1757, he was appointed captain of the Success, of 22 guns, in which he accompanied Admiral Holbourne on his unsuccessful expedition against Louisbourg. In 1760, he commanded the Actæon frigate, as a cruiser in the Channel, where he performed much service, and distinguished himself on various occasions. He was afterwards ordered to the West Indies, where he continued till nearly the close of the war. Soon after peace had taken place, he was appointed to the Hero, of 74 guns, one of the guard-ships at Plymouth, a command which he held for the usual period. In 1764, he was elected M.P. for the borough of Plympton; and, from 1769 to 1772, he commanded the Fame, of 74 guns. On the 7th of February, 1775, he was appointed commissioner of the navy, at Plympton; and, at the ensuing general election, he was rechosen M.P. for Plympton, but vacated his seat almost immediately afterwards. He retained his appointment, as naval commissioner, till the period of his death, as above stated.

* The late Admiral Earl of Mount Edgcumbe; a memoir and portrait of whom are given in the XXIIIrd Volume of the NAVAL CHRONICLE, page 177.

Plymouth, in February, 1783, Captain Laforey was appointed to succeed him. "He retained this station till the year 1789, but during the two last years not very passively, for a promotion of flag-officers having taken place in September, 1787, extending far below him on the list of captains, he grew extremely uneasy at what he deemed a neglect in being thus passed over. The Admiralty Board in vain quoted precedents, justifying their conduct, in withholding the flag from Mr. Laforey, as they asserted he was considered totally in a civil capacity, and withdrawn from the line of preferment and active service.—Counter proofs, however, of a dissimilar procedure having been very forcibly urged by this gentleman and his friends, the then first Lord of the Admiralty was, as it is reported, very reluctantly, compelled to yield to the excited clamour, a clamour which was productive of a regulation, with respect to flag officers, both in this and other instances, which may be said to have totally prevented all state management in future : as well as hindered *all innocent* political opinions, all private attachments and connexions, however hostile they may be meanly deemed to the interests of men in power, from ever again interfering with that just, and regular promotion, which officers have to look up to as the certain reward of a long, and meritorious service. Mr. Laforey was promoted, on the 10th of November, 1789, to be rear-admiral of the red, having, by the special order of his Majesty in council, taken rank according to his seniority on the list of captains, as though he had been promoted to be a flag-officer, two years before, in his regular turn."*

On the 3d of November, 1789—seven days prior to his promotion to a flag—he was advanced to the dignity of a Baronet of Great Britain ; and, immediately afterwards, he hoisted his flag on board the *Trusty*, of 50 guns, and proceeded to the Leeward Islands, as commander-in-chief on that station. It was not, however, till after the commencement of hostilities with France, that any thing occurred, within the limits of his command, deserving of notice.

In the spring of 1793, an attack was projected, and immediately carried into execution, against the island of Tobago ; a set-

* *Vide* CHARNOCK'S *Biographia Navalis*, Vol. VI. page 323.

tlement which had been ceded to the King of France, at the preceding peace. The expedition sailed from Barbadoes on the 12th of April; and, on the 15th, the French commandant having refused to surrender, the principal fort of the island was stormed and carried by the land forces, with the slight loss of three men killed, and twenty-five wounded. The whole island consequently surrendered.

The usual period allotted for a command on the West India station having expired, Sir John Laforey was succeeded by Rear-admiral Gardner,* who arrived a few days after the surrender of Tobago.

Sir John, in consequence, sailed from Antigua, in the *Trusty*, on the 23d of June; and reached England, after a month's favourable passage. During his absence he had been promoted—on the 1st of February, 1793—to the rank of vice-admiral of the white squadron. On the 12th of April, in the following year, he was made vice-admiral of the red; and, on the 1st of June, 1795, he was promoted to be admiral of the blue.

In the last mentioned year, Sir John was reappointed to the chief command on the Leeward Island station, whither he proceeded, as a passenger, on board the *Aimable* frigate, commanded by his son (the present Baronet) Captain Francis Laforey. He sailed on the 9th of May, and reached Antigua after a very speedy and prosperous passage. The West India seas at this time swarmed with French privateers, which greatly annoyed the trade, and captured many merchant vessels; and the islands of St. Vincent, Grenada, and Dominica, were in a dreadful state of insurrection. The Charibs and negroes, encouraged by the French Republicans from Guadaloupe, committed the most horrid acts of cruelty on the defenceless inhabitants; putting to death men, women, and children, and burning the plantations. However, by the steady and determined bravery of a few British troops, assisted by the loyal inhabitants, the insurgents were completely defeated, with great slaughter, in several attacks. †

* For the memoir and portrait of the late Admiral Lord Gardner, *vide* NAVAL CHRONICLE, Vol. VIII. page 177. A memoir and portrait of the present Lord Gardner will be found in the XXIst Volume, page 557.

† The officers of the navy, who co-operated with the army, in the several

On the 15th of April, in the ensuing year (1796) Sir John detached the following little squadron, under the command of Captain Parr, to take possession of the Dutch settlements of Demerara, Isiquibo, and Berbice :—

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Malabar	54	Captain T. Parr.
* Scipio	64	—— F. Laforey.
La Pique	38	—— D. Milne.
Undaunted	32	—— H. Roberts.
Le Babet	24	—— W. G. Lobb.
Grenada (transport)		
Five schooners and sloops:		

Twelve thousand troops were embarked on board this squadron, under the command of Major-general Whyte. They arrived off Demerara on the 21st of April; on the evening of which, the Pique and Babet frigates, with the Grenada transport, and small vessels, passed the bar, and came to an anchor at the entrance of the river, within random shot of the fort. The night was employed in making the necessary arrangements for landing the troops; and, at day-light, on the following morning, a flag of truce was sent to the governor, to demand the surrender of the colony and its dependencies to his Britannic Majesty, on certain terms proposed by General Whyte and Captain Parr; which were immediately accepted, and his Majesty's troops put in possession of the place. In the harbour were taken, the *Thetis*, Dutch frigate, of 24 guns; the *Sea Gull*, cutter, of 12 guns; and several merchant vessels, richly laden. Having left a sufficient number of troops for the defence of Demerara, General Whyte and Captain Parr proceeded to Berbice, which also surrendered on the 2d of May.

On the 21st of April—the day that Demerara surrendered—Rear-admiral Sir Hugh Cloberry Christian, K.B.† arrived in

attacks on the respective islands, and who are particularly spoken of, by General Sir John Vaughan, in his public despatches, for the zeal and activity which they at all times manifested, were—Captains, Rogers, of the *Quebec*; Charles Sawyer, of the *Blanche*; — Watkins, of the *Resource*; J. Carpenter, of the *Alarm*; — Barrat, of the *Experiment*; — Skinner, of the *Zebra*; and Herbert Browell, agent of transports.

* Joined off Demerara.

† For a portrait and memoir of this officer, *vide* NAVAL CHRONICLE, Vol. XXI. page 177.

Carlisle Bay, Barbadoes, and joined Sir John Laforey, with a squadron of ships of war and transports, from England. The next day, Sir John sailed with the fleet of ships of war and transports, and, on the 23d, anchored in Marine Bay, Martinique. He then resigned the command to Admiral Christian, and sailed for England in the *Majestic*. Unfortunately, he fell a victim to the yellow fever, on the 14th of June, two days before the ship made the land! His remains were publicly interred at Portsmouth, on the 21st of the same month; Sir Peter Parker,* the port admiral, having issued the following Order, on the 19th:—

“ *Royal William, at Spithead, June 19.*

“ MEM.—It being my intention to pay the deceased, Admiral Sir John Laforey, Bart. every military honour due to an officer of his high rank, at his funeral on Tuesday next, the 21st instant, the flag officers and captains of the fleet are to assemble on board the *Majestic* at ten o'clock in the morning of that day, and to attend the procession in the following order; viz.

“ A twelve oared cutter with the marine band.

“ Barge with three captains, pall-bearers. { Corpse in a barge, the crew dressed. } Barge with three captains, pall-bearers.

“ Admiral Sir Peter Parker, Bart. chief mourner.

“ Rear-admiral Sir Roger Curtis, Bart.

“ Vice-admiral Colpoys.

“ Rear-admiral Bligh.

“ The 8th captain in seniority. The 7th captain in seniority.

“ 10th ditto. 9th ditto,

“ 12th ditto. 11th ditto.

“ The remainder of the post-captains according to seniority, two and two.

“ Commanders in like order.

“ The flags and pendants in the different boats to be hoisted only half staff.

“ As soon as the procession begins from the *Majestic*, the flag-ships, and all his Majesty's ships and vessels, at Spithead and in Portsmouth harbour, are to strike their flags and colours half-mast, following the example of the *Royal William* in striking the same and hoisting them again. The *Majestic* to fire minute guns, when the boats are at a proper distance, and continue doing so until the *Royal William* hoists her flag to the mast-head. The

* A memoir and portrait of the late Sir Peter Parker, Bart. will be found in the XIIth Volume of the NAVAL CHRONICLE, page 169.

Majestic only to keep her flag and colours half-masted till sun-set. The ships near which the procession passes are to man the shrouds, the crews with their hats off, and turn out a guard presenting their arms, but not to beat the drum or cheer, and the boats which row are to land in regular succession at the Sally port. The procession to move thence in the following order; viz.

- “ A guard of marines, with arms reversed.
- “ Marine and militia bands of music.
- “ Chaplains of the fleet two and two.
- “ Captain Westcott, of the Majestic.
- “ Officers of that ship, two and two.
- “ Late admiral’s surgeon. Physician of the fleet.
- “ Mr. Maxwell, secretary to the Mr. Dick, secretary to the
commander-in-chief. late admiral.
- “ Chaplain of the garrison.
- “ The Corpse, carried by twelve bargemen.
- Pall Bearers.* *Pall Bearers.*
- “ Captain Whitshed. Captain Thomas.
- “ Sir C. Cotton, Bart. Captain Dodd.
- “ Captain Hamilton. Captain Nugent.
- “ Admiral Sir Peter Parker, Bart. chief mourner.
- “ Right Hon. Gen. Sir W. A. Pitt, K.B.
- “ Vice-admiral Colpoys.
- “ Rear-admiral Sir Roger Curtis, Bart.
- “ Major-general Wemyss.
- “ Post-captains according to seniority, two and two.
- “ Commanders in like order.
- “ Lieutenants of the fleet the sante.

“ As many lieutenants as can be spared from the duty of each ship, and all the chaplains of the fleet, to assemble at the Fountain-inn, in time to join the procession, when the body is landed at the Sally port. The commission officers to wear their uniforms, with crape round their arms. The admirals and captains in the new frock uniforms.—It is expected that a profound silence be observed, and that every person strictly attends to precedence agreeable to the above arrangement.

“ PETER PARKER,

“ Admiral and commander-in-chief, &c.”

To this account we have only to add the following remarks from CHARNOCK’S *Biographia Navalis*, Vol. VI. page 325:—

“ This gentleman is a strong instance how possible it is for an officer to outlive the popularity he had once attained. Previous to Sir John’s second departure for the West Indies, few men stood higher in the public

opinion, an opinion entertained even by those who were in no degree connected with the service. But some unfortunate events, which took place during the time he held his last command, which events were possibly not removeable by any greater exertions than were actually made by the admiral, caused as general a clamour among the inhabitants of the West Indies, as, perhaps, ever was excited on any preceding occasion. A French banditti, aided by a number of progressively fortunate circumstances, all contributing to strengthen and support their consequence, had sometime before he returned to the West Indies, as it were miraculously, rendered themselves masters of the island of Guadaloupe. Their privateers and armed vessels, which were numerous almost beyond credibility, daily sallied out from the ports of the island, and scarcely ever returned successful, that is to say, without making prize of a British vessel, or one under neutral colours, laden with provisions or merchandise for the service, and support of some English colony: the gentlemen who had captured them having too enlarged ideas of the laws of war, to respect the rights even of neutral nations, when they interfered with their immediate advantage, either in point of profit, or any other way. Hence, from the almost innumerable quantity of hostile cruisers, swarming like bees over the surface of the ocean, a considerable number of vessels, many of them of considerable value, were made prizes of, and the British colonies were, at times, reduced almost to distress. The force under Sir John's orders, though highly formidable in point of real force, was extremely ill calculated to counteract the depredations of this flotilla, which, from the size and fleetness of the vessels which composed it, could so easily elude his utmost vigilance. This, no doubt, he was himself sensible of, and might probably, therefore, not keep his cruisers so much at sea as the losers expected and insisted he ought to have done. Men smarting under vexations are, not uncommonly, too virulent in their complaints and censure, while that virulence only serves to create, in the person abused, a resolution to act closely up to what his duty requires of him, and to do nothing farther. It were impossible to decide on this dispute without impartially stating and considering the evidence on *both* sides; evidence, taken collectively, that perhaps is not in the possession of any single person. We shall content ourselves, therefore, with saying, that this gentleman, who, previous to his last appointment, had universally and deservedly acquired so high a reputation, was certainly extremely unfortunate in having, at the very close of life, put it to hazard, in cases where his own personal exertions were almost totally unnecessary, and in a country where, of all others, he was most oppressed. Till this period he held no inconsiderable share of influence among the people of the colonies, as well on account of his former long residence among them, as the valuable possessions he held in the island of Antigua, in right of his lady."

 HERALDIC PARTICULARS.

John Laforey, Esq. a lieutenant-colonel in the army, and governor of Pendernis Castle, descended of a family of that name in Poitou, and was

brother to the Marquis de la Forest, who came over to England with William the Third. He died in the year 1753, leaving by his wife, Mary (daughter and heiress of Lieutenant-general Jasper Clayton, who died about 1741) four sons:—Jasper, who died, unmarried, in America, in 1754; John, the subject of the preceding memoir; Francis, an officer in the army, died unmarried, in the trenches at the siege of Pondicherry, in 1748; and Loftus, a lieutenant in the royal navy, died unmarried, at Portsmouth, in 1769.

John, the second son, whose professional services are here recorded, married, at Antigua, Ellinor, the only surviving daughter of Francis Farley, Esq. colonel of the corps of artillery, a member of the council, and one of the judges of the island.—By this lady he had issue, Francis, an only son and heir (the present Baronet, a post captain in the navy*) born at Virginia, on the 31st of December, 1767; Juliana, born in London, in March, 1764, and married, in 1785, James Pye Molloy, Esq. a captain in the royal navy; and Ellinor, born at Bath, in 1770.

ARMS.—Quarterly: 1st and 4th, argent, on a cheveron, azure, three mullets, or, in chief, two fleurs-de-lis, azure in base, an anchor, sable; 2d and 3d, argent, a cross engrailed, sable, in each quarter a torteaux.

CREST.—A lion rampant regardant, in his right paw a firebrand, all proper.

MOTTO.—*Loyal au mort.*

NAVAL ANECDOTES, COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN GURCITE VASTO.

CELEBRATION OF HIS MAJESTY'S BIRTH-DAY, AT BOMBAY, IN 1810.

Bombay, June 6.

ON Monday last, being the 4th of June, the Governor gave a splendid ball and supper at Parell, to the ladies and gentlemen of this settlement; surpassing even the many former elegant entertainments which we have had the pleasure of witnessing at the same mansion. The arrangements for this fete were conducted with a degree of liberality and magnificence worthy of the occasion for which the party assembled, to celebrate not only the birth-day of our beloved Sovereign, but the fiftieth year of his eventful reign.

The avenue leading to Parell was illuminated a considerable distance

* This gentleman obtained post rank on the 5th of June, 1793.—We have not specified any of his services; conceiving that, at a future period, they may, of themselves, form the subject of an interesting memoir.

from the house, which appeared a solid blaze of light. The area before the entrance was brilliantly ornamented with lights, suspended in a fanciful and elegant manner among the branches of the trees, and on arches and festoons. Over the principal entrance was a transparency representing a medallion encircled by a wreath of laurel, and surmounted by a crown, with the rays of the sun reflected from the back ground. On the centre was the following inscription.—

GEORGIUS TERTIUS REX, ANNO 50. REGNI.

And underneath was the following beautiful and highly appropriate motto from the Scriptures:—

“The hoary head is a crown of glory, when it is found in the path of righteousness.”

The large hall on the ground floor was also decorated with transparencies; the floor, together with the grand staircase, being painted so as to resemble marble.

Over the door at the western end, was a transparency of the King's arms, with the following memorable words, from the first speech which he addressed to his Parliament, after ascending the throne—

“*Born and bred a Briton, I glory in the name.*”

On the right was seen the plume of feathers of the Prince of Wales, with the letters G. P. while the Royal Arms were supported on the left by the transparencies representing Magna Charta, resting on the Lion and the Unicorn in a recumbent posture, with the Rose, the Thistle, and the Shamrog in the fore ground; whilst the national flags, with the masts of a ship, and the other emblems, completed the rear.

At the opposite extremity of the hall over the great door, leading to the gardens, was another transparency on a very extensive scale, presenting a view of the Constitution of Great Britain on several medallions.

On the upper part immediately over the medallion, on which was engraved “ENGLAND,” sat BRITANNIA; the rays of the sun were connected on the right with the PARLIAMENT, over which stood LEGISLATURE resting on a rock; the Parliament was again subdivided into the LORDS and COMMONS, with their appropriate emblems. The JUDICIAL with the JUDGES and JURIES were connected by the same means with the left, with a figure of JUSTICE supporting with her right hand the sword, and the balance with the left. In the centre, between these two divisions, was seen a star, representing the Executive part of the Constitution, with the “KING” engraved in large letters of gold, and encircled by the garter, with the motto “*Honi soit qui mal y pense*”—below this was the CHURCH surmounted by the Cross and the Commandments, and again subdivided into the SPIRITUAL LORDS and the CLERGY, with the Mitre over the former, and the Book of Common Prayer and the Chalice over the latter. On the lower part of this beautiful representation, was seen St. George on horseback contending with the Dragon, while above Britannia were engraved the following lines:—

THE LAWS, THE RIGHTS,

The generous plan of power, delivered down,
 From age to age by your renowned forefathers,
 So dearly bought, the price of so much blood,
 O let it never perish in your hands ;
 But piously transmit it to your children.
 Do thou, great LIBERTY, inspire our souls,
 And make our lives in thy possession happy,
 Or our deaths glorious in thy just defence.

The upper hall was likewise decorated with transparencies in the several windows, having inscribed on them some of the most important events of the present reign. At the eastern extremity was a portrait of HIS MAJESTY, with a full-length painting of Britannia, recording, under the directions of Fame, the naval heroes of the Nile; over which we observed on a rich drapery the beautiful designation bestowed on her by our immortal national poet—

“ The Green haired Heroine of the West.”

With the following motto, in allusion to the taunts of our enemies :—

Dives opim Studiisque asperrima belli.

On the window on the right hand of Britannia appeared

ELLIOTT—GIBRALTAR.

With the following line, selected not so much for its beauty, as from the circumstance of its having been placed on the medal presented by the celebrated FREDERICK the GREAT to General ELLIOTT, on the termination of the memorable defence of that fortress.

Celebris in flammis, celebris Gibral'tar in undis.

The following inscriptions appeared in the several other windows :—

RODNEY—12 April, 1782.

HOWE—1 June, 1794.

*Maturate fugam, Regiquæ hæc dicite vestro ;
 Non illi imperium Pelagi, Sævumque tridentem
 Sed mihi sorte datum.*

DUNCAN—11 October, 1797.

ST. VINCENT—14 February, 1798.

Britannia needs no bulwarks,
 No towers along the steep,
 Her march is on the mountain waves,
 Her home is on the 'deep.

NELSON—1 August, 1798, 2 April, 1801, 21 October, 1805.

Blood of the Brave, thou art not lost
 Amid the waste of waters blue ;
 The waves that roll on Albion's coast
 Shall proudly boast their sanguine hue ;

Thy blood shall be the vernal dew
 To foster Valour's daring seed,
 The generous plant shall still its stock renew,
 And hosts of Heroes rise when one shall bleed.

UNION OF GREAT BRITAIN AND IRELAND—1st January, 1800.

*Paribus se legibus ambæ
 Invictæ gentes æterna in fœdera mittunt.*

WILBERFORCE—Abolition of the African Slave Trade, 1 January, 1808.

The blessings of those who were ready to perish came upon him.

ABERCROMBY—ALEXANDRIA.

The Father of the fight
 Who snatched on Alexandria's sand
 The conquerors wreath with daring hand.

SIDNEY SMITH—ACRE.

Or of the red-cross hero teach,
 Dauntless in dungeon, as on breach;
 Alike to him the sea, the shore,
 The brand, the bridle, or the oar.

MOORE—CORUNNA.

Fallen to save an injured land
 Imperial honour's awful hand
 Shall point his lonely bed;
 The warlike dead of every age,
 Who fill the fair recording page,
 Shall leave their sainted rest,
 And half-reclining on his spear,
 Each wondering chief by turns appear
 To hail the Hero guest.
 Old Edward's sons unknown to yield,
 Shall crowd from Cressy's laurel'd field,
 And gaze with fixed delight,
 Again for Britain's wrongs they feel,
 Again they snatch the gleamy steel
 And wish th' avenging fight.

HARDINGE—8 March, 1808.

'Tis not th' embattled host,
 Nor fleets that line a coast,
 That claim alone the meed,
 Of valour's sacred deed,
 Nor whether Admiral or Captain bleed.
 No, 'tis the Hero's soul,
 Which gives the high controul,
 This saves a falling state,
 This signs a Tyrant's fate,
 This flamed in Hardinge's eye,
 At battle's chearful cry,
 And bade him like the mighty Nelson die.

WELLESLEY—VIMEIRA—TALAVERA.

———*Victor ab auroræ populis,
Duo ropta manu diverso ex hoste trophæa,
Bisque triumphatas utroque ab littore gentes.*

STUART—MAIDA.

On you noblest English,
Whose blood is fetched from fathers of war-proof.

The above inscriptions are derived from sources too generally known to require specification, unless we except those which relate to the two naval heroes, NELSON and HARDINGE, who fell alike in the hour of victory. The beautiful lines on the former are by Doctor Leyden, of Calcutta, and the no less beautiful verses on the latter, are from a poem written at Parell House in March, 1803, by a lady who has recently returned to Europe, who long filled the first rank in the colony; but who was much more distinguished by her genius and virtues than by the highest rank which any community could bestow. It is only for strangers that it is necessary to add the name of Lady Mackintosh.

The ball was opened about ten o'clock, and the dancing continued with great spirit, considering the extreme heat of the weather, until about one, when the party retired to an elegant supper, after which the following toasts were given:—

- The King, and may he continue to wear the Crown for many years.
- The Queen and Royal Family.
- The Honourable United East India Company, &c. &c.

The party afterwards proceeded to the extensive gardens, which were illuminated in a very grand and magnificent manner, having a triumphal arch between the fountains, and the great terrace which runs parallel with the water.

From the terrace the company were gratified with a display of fireworks, which illuminated the whole of that beautiful picturesque scenery, which extends from the gardens by a successive range of hills, interspersed with wood and water, until it terminates with the high land on which the flag-staff is erected.

On this occasion, the flag-staff was decorated with the colours of various nations, which produced a magnificent effect, when appearing through the extreme darkness of the night, by the assistance of a strong light which suddenly rose behind the hill.

The company afterwards returned to the ball-room, when the dancing recommenced, and continued until a late hour in the morning.

We must not omit to mention, that many of the ladies, unwilling to shew any want of loyalty on so memorable an occasion, wore bandeaus with the following motto—

“G. R. 50, God prolong His Majesty's reign.”

The weather fortunately proved very favourable for this Jubilee entertainment, but the preceding very threatening appearance of the weather, which terminated in the violent storm on Sunday night, prevented the accomplishment of all the plans which had been designed, particularly the erection of a transparent obelisk on a very grand scale, on the situation where, on a former occasion, we observed a magnificent pillar erected to WELLESLEY, FERGUSON, and the Spanish Heroes, among whom PALAFOX then held a conspicuous rank.—(*Bombay Courier*, June 9.)

FRENCH REPORT OF NAVAL PROCEEDINGS IN THE ADRIATIC.

THE *Moniteur* of November 9, 1810, contains the following official statement; on the subject of which, no additional light, we believe, has been thrown in this country:—

“ Paris, November 9.

“ Dubourdiou, *Capitaine de Vaisseau*, commanding the naval force in the Adriatic, to his Imperial Highness Prince Eugene, Vice-roy of Italy:—

“ MONSEIGNEUR,

“ Ancona, October 26, 1810.

“ In conformity to the orders of your Highness, dated the 17th instant, I sailed from this port with a naval division, consisting of the French frigates the Favorite and the Uranie, commanded by M. M. De la Meillerie and Maxgallé, the Italian frigate la Corona, the corvettes la Bellona and Carolina, and the brigs Mercury and Jena, also Italian, commanded by M. M. Paschaligo, Duodo, Rodriguez, Palicuccia, and Baratovich, having on board a battalion of the 3d Italian regiment of the line, and Colonel Giffingue, aide-de-camp of your Highness, destined to command the troops when disembarked.

“ On the 20th, at seven in the morning, the squadron sailing in two divisions, I encountered a brig from the eastward, which I discovered to be a ship of war; the wind was westerly, almost a calm: I chased it the whole day, and it owed its safety only to the calm, and to its sweeps. In the night I changed my course.

“ On the 21st, when off the Isle of Lissa, I met a second brig, to which I gave chase, so as to cut off her communication with the land, that she might not give the alarm. In the night I sent a boat to windward of the island, which took a fisherman, who told me that the English frigates, three in number, were on a cruise, and that there were in the port 12 privateers, and more than 60 prize vessels, under the care of an English officer and a midshipman, with about 200 men out of the prizes.

“ On the 22d, I was off the port of St. George in the Isle of Lissa, which I entered with the frigates la Favorite and la Corona, and the corvette la Bellona. I left the rest of my squadron under sail, cruising at the mouth of the harbour.

“ I hoisted the English flag, the enemy's vessels did the same, and a privateer, which was under sail, entered at the same time with my division.

“ Upon the information that there were no ships of war, I ordered the troops to land, under the command of M. M. Giffinger and la Bedavere ; I gave to the captain of the frigate, Lameillerie, the charge of conducting the disembarkation, with my instructions and orders to destroy, burn, and sink all the vessels, except such as could be fitted out and put to sea without delay.

“ At a quarter past 12, I anchored ; at the same instant the troops landed, and the flag of his Majesty replaced the English flag. We brought off 30 vessels, 10 of which are fine privateers, carrying 100 guns ; leaving the rest of the vessels a prey to the flames. The troops took possession of the isle, where they met with no resistance. The English garrison has been made prisoners.

“ The object of his Majesty being fulfilled, I did not think it my duty to weaken the crews of my squadron, by bringing off the 10 privateers and several vessels, though those destroyed were valued by the enemy at more than 20 millions.

“ Monseigneur, the result of this expedition is 62 vessels burnt, of which 43 were loaded ; 10 privateers, having in all 100 pieces of cannon, and a quantity of arms of every kind, manned, sent for Lesina, and conducted here ; 10 vessels restored to the subjects of his Majesty ; Illyrian, Italian, and Neapolitan vessels, 14 ; 100 prisoners, and 25 French delivered, of whom five are cannoniers.

“ The English squadron, consisting of three frigates, one corvette, and two brigs, has avoided measuring their strength with us. I can assure your Highness that officers and crews were in the best disposition, and very desirous of fighting.

“ I shall have the honour of communicating to your Highness the names of the officers who have the best title to the favour of his Majesty.

“ I have the honour to be, &c.

“ DUBOURDIEU.”

CAPTURE OF BANDA.

THE subjoined letters, which reached England some time prior to the arrival of the official despatches, relating to the capture of the Isle of Banda, noticed at page 153, are worthy of preservation :—

“ Having met a merchant ship on her way to England, I avail myself of the opportunity of sending you the earliest account of the capture of Banda ; and as the public despatches cannot reach England for some time after this, I take the liberty of giving you a detailed account of the attack.

“ The Caroline, Piedmontaise, and Baracouta, arrived off Banda on the 8th August, and hove to at a considerable distance from the land, to avoid being seen (a hope which was frustrated by some fishing-boats). At ten at night, being about four miles from the harbour, the boats were hoisted out, and assembled alongside the Caroline, containing 390 men. At twelve the boats shoved off, under the command of Captain Cole, the weather being then tolerably fine : it soon, however, became dark and

squally, attended with a boisterous sea, which occasioned the separation of the boats; and on arriving at the appointed rendezvous, Captain Cole found the original force diminished to 180 men. After remaining until three o'clock, in hopes of being joined by the missing boats, it became necessary to push on for Banda Neira, still three miles off, or return to our ships mortified and disappointed. Captain Cole fortunately determined to go on; and on approaching the shore, we found, by several alarm guns being fired, that the enemy were expecting us. The badness of the weather, which had before acted against us, now became our protection, for the boats grounded undiscovered, in a heavy squall of wind and rain, within 100 yards of a battery of ten 24 pounders, which was stormed in the rear; the sentinel was killed by a pike, and 60 men were disarmed without firing a pistol. After leaving a guard in the battery, the storming party, headed by Captain Kench, and the reserve by Captain Cole, proceeded to Fort Belgica, by a narrow path on the skirts of the town.—The bugle was then sounding the alarm of our landing.—The enemy in Belgica reserved their fire until we got close to the walls. The scaling-ladders were then placed between the guns, and mounted with a rapidity exceeding all belief, notwithstanding a very sharp fire from the citadel and the surrounding bushes, both very ill-directed. After gaining possession of the lower works, the ladders were hauled up and placed against the inner wall: the interval occasioned by this seemed to give the enemy fresh courage; but when they saw the ladders firmly fixed, they seemed panic-struck, and fled in all directions, leaving the colonel-commandant and ten men killed, and two captains and thirty men prisoners.

“The guns near which the ladders were placed fortunately burnt priming, owing to the heavy rains, and thus we found ourselves in possession of this strong citadel, without the loss of a single man, just in time for the sun to rise on the British flag, and to shew us our commanding situation, having Fort Nassau and the town immediately under our guns. A flag of truce was despatched to the Governor, offering protection to private property on the surrender of the island, which was refused; however, a shot from Belgica, and a threat of storming the town and forts, produced an immediate and unconditional surrender, and 700 disciplined troops, and 300 militia, grounded their arms to us. Captain Cole's feelings at this moment must have been, in unison with his followers, proudly grateful. The enemy had notice of the squadron's approach at six o'clock in the afternoon, and despatched a great part of their force to the place where Admiral Rainier landed; an event which Captain Cole had foreseen.

“The enemy taking advantage of the flag of truce which we had flying in Belgica, opened a fire on the shipping just entering the harbour; but a few shot from that commanding fort drove them from their guns. Fortunately the nature of the attack required no firing from the assailants, as the boats grounded at some distance from the shore, and the men had to wade up to the middle in water. The enemy were drawn up at their guns, with lighted matches.

“Banda Neira and its dependencies export 900,000*l.* worth of spices

annually to Batavia; we found about 400,000*l.* worth of spices at the time of the capture.

“The Piedmontaise remains at Banda in charge of the island until the Indian government send to garrison it. We are now on our way to Admiral Drury, with despatches, and the Caroline is making arrangements to supply provisions from the neighbouring islands.

“EDMUND LYONS,
“Lieutenant of the Baracouta.”

“*H. M. S. Baracouta, at Sea, Long. 87° 29' E.*
Lat. 0° 6' 17" N. October 10.

“The Baracouta sailed from Prince of Wales’s island on the 5th of last June, in company with the Piedmontaise and Caroline, (the latter commodore), for the island of Banda, then in possession of the Dutch. On the 8th of August, the squadron arrived off the island. About 12 at night, the boats put off, having in them 100 soldiers of the Madras European regiment, and the marines of the squadron, and about the same number of seamen, in one of the most dark and squally nights I have witnessed in this country. After many ineffectual attempts, some of the boats landed their men, while the remainder returned on board their respective ships; not more than 180 made good their landing, exactly opposite a ten-gun battery, which was immediately taken possession of. It was then determined to make an immediate attempt on the citadel (Belgica) which was about a mile distant from them. This attempt succeeded, owing to the bravery of the storming party, and that too without our losing a single man; the Dutch colonel and twelve of his men fell, just as they were entering the citadel, and at the time our men were escalading the wall. The reduction of this important and strong fortress was speedily followed by that of Nassau, the next in importance, soon after which the union jack was flying on all the forts, &c. of the island, and the only terms given to the vanquished, were respect for private property.

“Thus fell Banda and its dependencies; the last, the richest, and the most important of all the Dutch settlements among the Molucca Islands. It is impossible as yet to ascertain the true value of the spices, property, &c. captured—it is estimated at about 800,000*l.*—but we may surely expect 600,000*l.* The Caroline and ourselves have taken 5000*lb.* weight of mace, besides a considerable quantity of nutmegs, and cloves. The Piedmontaise is left at Banda, and will not sail for India, till January, 1811. At present there is more spice in the store-houses than she can possibly bring away, and when the present crop is collected, there will certainly be as much as two frigates can conveniently stow.

“We sailed from Banda on the 6th September for Madras, and the Caroline for Prince of Wales’s Island six days before. Soon after her arrival there, she returns to Banda, taking the staff-officers, governor, &c. for the captured settlement; the island is then to be given up to the Honourable Company by their paying for the same. It is surprising that we should have succeeded so easily in capturing this island—it was defended

by 200 pieces of cannon, and about 1500 soldiers, besides a large quantity of slaves—The Dutch say, they *were taken by surprise!* The island of Amboyna was taken about four months before, by the Cornwallis, Dover, and another; it is not thought to be near so valuable a conquest as that of Banda.”

CAPTAIN SHORTLAND'S DOG.

“ Exempt the nuptial, and the filial ties,
Hast thou one friend, amongst thy reasoning kind,
On whom thy secret heart for truth relies,
Thus ardent, noble, constant, and refin'd?”

MISS SEWARD.

THE late Captain Shortland, a memoir of whose life and services was given in the preceding volume,* had a favourite dog, which constantly attended him during those acute sufferings which preceded his death, licked his hands, and displayed every mark of the most affectionate attachment. Captain Shortland's servant brought this faithful creature to England, after the decease of his lamented master, but, unfortunately, the animal was almost immediately lost. Many of our readers, we doubt not, will be much gratified to learn, that he has recently been recovered, under the following remarkable circumstances:—

The dog, it appears, was stolen, at the Elephant and Castle, Newington, taken on board a ship, and carried back to Halifax, Nova Scotia, where one of the crew of Captain Shortland's ship, who had been very severely wounded in the action between the Junon and the French frigates, met the dog, and, instantly recognising him, demanded him of the man in whose possession he was. The fellow refused to give him up (although the dog remembered his old friend, and immediately answered to his name, *Pandore*); in consequence of which, the sailor very properly applied to Admiral Sir J. B. Warren, the commander-in-chief on the Halifax station, stating the particulars of the case. On the dog's exhibiting, at the sailor's command, all the tricks which he had been used to, the admiral insisted on his being delivered up to the tar's care, who brought him safe to England, and, on Sunday the 3d of March, took him to Mrs. Shortland's, in London. The dog, a middling-sized terrier, is now old, but very handsome. Mrs. Shortland's servant, who was also one of the crew of the Junon, and had brought the dog up from a puppy, was recognized by the animal the moment that the door opened; and the happiness its return has occasioned in the family, is hardly to be conceived.

ATROCIOUS CONDUCT OF THE FRENCH CAPTAIN, HAMELIN.

To illustrate the character of Hamelin, the commander of the French frigate, la Venus, which captured the Africaine, Captain Corbett, in the

* Vide page 1, et seq.

Indian Seas,* we insert the following extract from the account which the *Quarterly Review* gives of PERON'S *Voyage aux Terres Australes* :—

“ The favourable reception which the officers and naturalists of the two ships met from the government of Port Jackson, far exceeded their expectations.

“ The English received Captain Hamelin, (of the *Naturaliste*) from the first moment, with that great and polite generosity which the perfection of European civilization only can produce. The most distinguished houses in the colony were open to our companions; and during their whole stay there, they experienced that delicate and kind hospitality, which confers equal honour on him who practises it, and on him who is the object of it. All the resources of the colony were placed at the disposal of the French captain.—‘ In one word,’ says M. Péron, ‘ the conduct of the English government with regard to us was so marked by magnificence and generosity, that we should be wanting in every principle of honour and justice, were we not to record in this work the expression of our gratitude.’

“ The same kind attention appears to have been paid to them by the inhabitants; all, continues M. Péron, seemed to feel the important truth, ‘ *la cause des sciences est la cause des peuples.*’

“ It gives us pain to observe, after reading these and similar passages, that the gratitude of Captain Hamelin scarcely survived the period of its record by M. Péron. This officer is at present commodore of a squadron of frigates in the East Indies. Last year they attacked and completely destroyed the small and defenceless settlement of Tappanooly † on the coast of Sumatra. Forgetful of that delicate and kind hospitality with which he was received at Port Jackson, Captain Hamelin not only permitted, but assisted in the pillage of private property: he even stood by and saw the wardrobes of the ladies plundered, and was base and malicious enough to order his people to tear in pieces, in presence of the owners, several articles of dress which were not worth carrying away. He then compelled the whole of the civilians to embark for the Isle of France, leaving orders that every house in the settlement should be set on fire. When on ship-board, he called the English ladies upon deck, and with savage exultation pointed out to them the glorious blaze which their houses exhibited. This is that very Captain Hamelin, at whose disposition, even in the midst of war, ‘ all the resources of the English colony were placed!’

“ We have been induced to notice this infamous conduct in an officer of the old school, as it tends to prove, among a thousand other instances now before us, how totally the national character of France is altered and depraved by the military despotism which has sprung out of the Revolution.—Her age of chivalry is, indeed, gone—we fear for ever; and its place is supplied by a systematic ferociousness, a rancorous mode of warfare, wholly destitute of that urbanity of manners, that generosity of sentiment,

* Vide page 161 of the present Volume.

† Vide NAVAL CHRONICLE, Vol. XXIII. page 502.

which once served to soften the rigours of contention, and stripped it of half its terrors. The leading principle in the modern school of military France, is to renounce humanity altogether; to mortify, to insult, and trample in the dust a vanquished foe, not so much for the gratification of personal hatred, as for the unworthy purpose of ministering to the dark and stormy passions of the most malignant and revengeful of tyrants."

ANECDOTE OF CAPTAIN FANE.

THIS young commander, who, in December last, was captured at Palamos, in the Mediterranean,* while directing the destruction of the enemy's vessels, through the rash advance of his men from their post on the hill, is treated, we understand, in France, with all the respect that is due to his rank and professional reputation; but he has a further claim to their consideration, of which, probably, the French government are not aware, as appears from the following statement, by the Rev. Mr. Williams, chaplain of H. M. S. Sea Horse :—

"The next day, September 2, 1793, the Emerald, Captain Waller, made a signal for a sail bearing E. by S.; we accordingly gave chase, and off the Tower of Arabs saw a cutter standing towards the shore; the Emerald fired several shots to bring her to, but she persisted, and at length run aground, a little to the west of the Tower of Marabou.† Our boats and those of the Emerald were sent to bring her off; the French in the mean time made good their landing, but a high surf soon destroyed the cutter. At this moment nothing was to be seen but barren uncultivated sands, as far as the eye could reach; but in a short time we descried several Arabs, both foot and horse, rapidly advancing: the French perceived their error too late, but some were so fortunate as to get on board our boats, which pulled towards the shore, in hopes of saving their unfortunate enemy. Mr. Fane, a midshipman, (now Captain Fane) from the Emerald, with a noble spirit of humanity, swam through the high surf to the shore, having a rope in his hand, by which the French captain and four seamen happily were saved. From them we learned, that she was the cutter l'Anemone, of four guns and 60 men, Citizen Gardon, or Garbon, commander, having on board General Carmin and Captain Valette, aide-de-camp to General Bonaparte, (now Emperor of France) also a courier with despatches from Toulon, and a party of soldiers; that the cutter sailed from Toulon on the 17th of July, and touched at Malta, from which place she had taken her departure six days. Finding there was no possibility of escape from us, the general ordered Captain Gardon, or Garbon, to run the cutter ashore, who urged the dangers of a high surf, and the numerous hordes of wild Arabs that

* Vide page 155 of the present Volume.

† A view of the tower of Marabou, or Mirabou, and of his Majesty's ships Emerald and Swiftsure, from the pencil of J. T. Lee, Esq. accompanied by some additional particulars of the transaction recorded in the above extract, will be found in the XVIIIth Volume of the NAVAL CHRONICLE, page 140.

infested the coast : the general said he would cut his way through them to Alexandria, which was not more than two or three leagues off. No sooner, however, had he landed, but the Belouius, who till this time were in ambush behind the sand hills, began to shew themselves; dismay and terror seized on all, nor could we behold their distress without commiseration, although they had so entirely brought it upon themselves by refusing to surrender to us, and had fired on our boats when escape was no longer in their power: our people approached them as near as the breakers would permit, and were repeatedly hailed by the French to be taken on board; but only Captain G. and four men were brought off. We saw many officers and men stripped, several were murdered in cold blood, and apparently without any cause, and among them the unfortunate general and aide-de-camp, who, on their knees, intreated for mercy. An Arab, on horseback, unslung his carbine, and fired at the general, but the shot missing him, killed the aide-de-camp immediately behind him; he then fired a pistol at the general, who instantly fell. The Courier, also, who endeavoured to escape, was pursued and murdered, and an Arab, who got possession of his despatches, instantly rode away with them."

The above detail is confirmed in all its particulars, in a letter from captain (now Sir Samuel Hood) to Admiral Lord Nelson, published in the Gazette, and dated Admiralty Office, November 23, 1798, which closes with this passage:—

" On the approach of the boats of our ship, the French cutter fired on them, cut her cable, and ran in shore into the breakers; General Carmin, and aide-de-camp Valette, having landed with the despatches and the whole of the crew, were immediately attacked by the Arabs. The two former and some others making resistance were killed, and all the rest stripped of their clothes. Her commander and a few of the men, about seven, made their escape naked to the beach, where our boats had by this time arrived, and begged on their knees to be saved. I am happy in saying, the humanity of our people extended so far as to induce them to swim on shore with lines and small casks to save them, which they fortunately effected. Amongst these was particularly distinguished a young gentleman, midshipman of the Emerald, (now Captain Fane) who brought off the commander Garbon, at the hazard of his own life through the surf."

CAPTAIN ROWLEY'S LETTER OF THANKS TO GOVERNOR FARQUHAR,

H. M. S. Boadicea, Bay of St. Paul

6th October, 1810.

SIR,

BEING superseded in the chief command of the squadron, by the arrival of Vice-admiral Bertie, it becomes my duty to return you my best thanks on the part of the naval force, for that attention you have invariably shewn to their supplies, equipment, and comfort, whilst I had the honour to command them.

Reduced, at one period, by the casualties of war, to a state of unexam-

pled depression in our naval affairs, at these islands, I was enabled, by the promptitude with which you laid the resources of your government at my disposal, to effect much in regaining our accustomed ascendancy. In my department, under your orders, I have experienced that ready compliance and union of efforts which has contributed to lighten our labours.

Accept, therefore, Sir, the expression of my gratitude for your assistance in my public duties. The personal attentions I have experienced from you, require other acknowledgments, and I hope soon to have an opportunity of assuring you of those sentiments of esteem and regard with which I am, Sir,

Your most obedient humble servant,

JOSIAS ROWLEY.

To Robert Townsend Farquhar, Esq.
Governor of Bourbon, &c.

NAVAL ARCHITECTURE.

ADMIRALTY-OFFICE, 12th November, 1810.—The Commissioners of his Majesty's Navy, the Lieutenant-governor of the Royal Naval College, the Master Shipwright of his Majesty's Dock-yard, and the Mathematical Professor of the Royal Naval College at Portsmouth, having reported to the Lords Commissioners of the Admiralty the result of an examination held by them at Portsmouth Dock-yard, on the 9th November instant,* into the qualifications of thirty candidates who presented themselves for admission into the superior class of shipwright apprentices in his Majesty's Dock-yards; by which report it appears, that the persons named at the bottom are the twelve candidates best qualified (exclusive of two whose ages exceed the regulation, and who are, therefore, ineligible), their Lordships are pleased to direct that these twelve persons be admitted into the said superior class of apprentices, according and subject to the regulations already established.

And their Lordships, observing with satisfaction that the number of competent candidates who appeared at the late examination exceeded the number of vacancies, do hereby give notice of their intention to admit five more apprentices into the superior class, in November, 1811, to be selected from among such candidates as may then present themselves; from whom also persons will be selected to fill any vacancies which may occur in the mean time. Due notice will be previously given of the day and place of such examinations, by the Commissioners of his Majesty's Navy.

<i>Name of Candidate.</i>	<i>Scale of Qualification, the Number 1000 expressing Competency.</i>
1 William Butcher	1730
2 Richard Abethell	1636
3 William Henry Harton	1626

* According to the official notice in NAVAL CHRONICLE, Vol. XXIV. page 98.

<i>Name of Candidate.</i>	<i>Scale of Qualification, the Number 1000 expressing Competency.</i>
4 William Morgan	1590
5 Robert Bellart Catty	1544
6 John Mosbery	1400
7 Charles Bonnycastle	1350
8 John Polixfen	1226
9 Francis Laire	1210
10 W. H. Davidson	1181
11 James Lancey	1109
12 Thomas Pretions	1075

CORRESPONDENCE.

MR. EDITOR,

AMONG the many improvements which have taken place in the naval service of the country, and among the regulations which the present Board has adopted for the benefit of officers, it appears a matter of surprise to many, that the situation of pursers should not have interested some first Lord of the Admiralty, so as to render the junior officers of that rank more respectable in the eyes of those whom fortuitous circumstances have stationed in the higher class of their department, or to establish a kind of seniority that would serve to distinguish pursers of line-of-battle ships, &c.

I have heard it asserted, (with what truth I will not pretend to judge) that previously to Viscount Melville's leaving the Admiralty, it was his intention to establish a commissariat in the navy, similar to what is the known establishment of the army; but this I dare say fell to the ground, when his Lordship was obliged to resign. The inconvenience arising from a want of rank to this class of officers, was pointed out in an address to the Board in the spring of 1803, when it was stated, that "in consequence of not holding any rank, they were subjected to *all* the insults attendant upon prisoners of war in France, who were not considered officers; and that many were actually in want, owing to their being stinted to the allowance paid to foremast men." The consequence of this petition was, an application from the Transport Board to the minister of marine in France, stating, "that pursers in the British navy were actually considered as commissioned officers, though not *virtually* so." To this the reply of the French minister was, laconically, "That the commissary in the French navy *had rank*; they *were* commissioned officers." I should have premised, that the Transport Board had represented the treatment received by French pursers in England, and that they were in every respect considered as officers. Notwithstanding this application, nothing has yet been done for those officers, with the exception of a subscription entered into at Portsmouth for their relief; which, I imagine, not one half of the pursers are sensible

of, although the subscription books are still open at the different banking houses there. I trust this will meet the eye of some of their brother officers, and serve to open their hearts and purses, with respect to unfortunate *detenus*.

This preamble I shall be candid enough to say, is not solely for the purpose of meliorating their condition, but it is also intended to lead the way to a few remarks on the method of conferring the desired rank, according to the interest of the individual concerned. Several of this class of officers, men of merit, and genius, and to whom no blame is attachable, have been pursers of sloops of war, four, five, and six years; while some, who have not been as many months in the service, are in frigates; and others, after little more than a twelvemonth's servitude, are in line-of-battle ships. Now tell me, Sir, is there any thing like propriety in such a regulation? Can a man feel satisfied, who, after toiling and taking pains to keep up his appearance as a gentleman, at the end of half a dozen years finds himself probably worse by some pounds than when he first set out in the world? I mean not to derogate from any man's merit; but the following examples are, I think, cases in point: the purser of the Owen Glendower was never actually at sea until he was appointed to that ship; the purser of the Diamond has never been at sea, unless it were with the Flushing expedition; and he is now actually secretary to the commander-in-chief at Leith. The purser of the Undaunted, some time since inquired of a friend of the writer, what length of time he had been purser of a sloop of war? and on being answered, *four years*, he replied, "that he had not been so long in the service." The purser of the Saint Albans was removed from a bomb to a line-of-battle ship, without being two years in the service. But these may probably be considered as casualties. However, I can only say that they have come immediately under my own eyes; and I ought to have added another instance: the purser of the Barbadoes, I can safely aver, *never was at sea*, until he joined that ship, and *was not eighteen months in any department in the naval service, until appointed to that ship*. These, Sir, are circumstances which I am convinced only require representation to be remedied; but as most people are unwilling to be taken notice of by their superiors, ascensors, it is my opinion, that the only certain way of their meeting the eye of the present worthy head of the Admiralty, without being subject to any disagreeable eclairsissement, will be through the medium of your useful publication. This I will sincerely acknowledge has been the principal inducement of trespassing on your time and room,

By your obedient humble servant,

NIHIL.

MR. EDITOR,

ONE would imagine, that, from the havoc continually made on the British trade, and among British shipping, by French privateers, that either the commerce of England was disregarded by the Lords of the Admiralty, or that some dæmon had administered to them a soporific. The narrowest part of the English Channel, under the very nose of our commanders,

swarms with French privateers, to the ruin of our merchants and the destruction of our trade, and this after paying a heavy duty for protection.

Now, if England had not a navy superior to the whole world, and the full command of the seas, such destruction might be pardonable. I understand that a gentleman twice proposed to the Admiralty a plan for the protection of our merchantmen, which he transmitted to the Admiralty, and the acknowledgment of his communication was in such terms, as most certainly will determine him never to submit any proposition again to their *High-Mightinesses*. I have one serious observation to make to them, namely, that without trade to support them, the great number of their ships of war are nothing; if they afford the merchantmen protection, the merchantmen will be able to support them, they will mutually render each other assistance; but as the crews of ships of war cannot eat gunpowder and cannon balls, the Admiralty should direct their services to the protection of our trade, and adopt some systematic plan of repressing the depredations of French privateers. The plan proposed may be given to the public on some future day. Had the plan alluded to been adopted, no privateer could either escape from the French harbours, or return, but with the greatest difficulty.

AN OBSERVER.

“ Quaque ipsa miserrima vidi, et quorum pars magna fui.”

MR. EDITOR,

Yarmouth, January 30th, 1811.

I SHALL conceive no apology necessary for addressing to you a letter, of which the subject falls so properly within the sphere of your publication; and which so importunately calls for the consideration and attention of all to whom the honour and interests of their country are dear and inestimable.

When a nation has been exalted to eminence, and enabled to bid defiance to the confederated power of all Europe, through the valour and heroism of her navy; when by its means she maintains, uncontrolled, unresisted, the sovereignty of the seas, and in whose strength and exertions she must finally confide, when the conflict shall be for her own liberty and her own land; is it not the height of ingratitude, of meanness, and imprudence, to suffer her defenders, her warriors, when wrecked by the violence of tempests on her strand, to sink a prey to want, misery, and despair; to permit those who have devoted their toils, their lives, to her service, to be bereaved in one fatal hour of the earnings of years, and from a state of comparative comfort, to be at once reduced to ruin and irremediable distress?

Is this, Sir, worthy the generosity, the reputation, the pride, the grandeur of a nation like Britain? and will it be credited by posterity, that whilst the most inferior subaltern of the army, for the loss of a trunk containing perhaps the value of 40 shillings, received a sum of 40l. not the slightest remuneration could be obtained by an officer of whatever rank in

the navy, for the loss or destruction of his property, his *all!* destroyed, too, by a calamity which could neither be foreseen nor avoided; to add to his misery, perhaps, the only support of an aged parent, or on whom a wife and family were depending for their daily subsistence! "*proh pudor patria!*" at such a tale even fiction would recoil, and startled truth deny it for her own!

It is not my intention to draw any invidious comparison between the two services, or to foment dissension amongst those who should ever be united; the merits of both are well known, and if not always rewarded, are universally acknowledged. I shall not therefore dilate upon a subject, which, to use the words of a celebrated writer, "has been already so discussed, that inspiration could scarcely throw a new light upon it," but content myself with inquiring, why he, who from his earliest years voluntarily encounters trials scarcely conceivable by many, who submits without murmur to the numberless privations and hardships, to which on his element he is constantly exposed; whose ship being his home, he carries with him all he possesses in the world, and whose thoughts, when assailed by every complication of danger, and with the prospect of inevitable destruction before his eyes, are employed not upon his own safety, but for the preservation of his ship, which to accomplish, his utmost efforts, his whole powers are exerted; why he, whose soul is thus superior to disaster, and invincible to terror, should, when cast on shore from a wreck, naked, friendless, and destitute, be excluded from the common commiseration of his countrymen, left to mourn his misfortune in dejection and silence; to endure in fruitless patience all the heart-piercing ills of poverty, and vainly to lament a loss which no diligence will repair, and which no economy can restore. "Other evils fortitude may repel, or hope may mitigate; but irreparable privation leaves nothing to exercise resolution, or flatter expectation."

If thus fatal and distressing to a sailor is a shipwreck on his own coast, how are its evils aggravated, and its horrors heightened, when it happens on a foreign land, when it happens on the enemy's shores! where imprisonment succeeds escape from death, and what the mercy of the elements may have spared, is torn from him by wretches ruthless as the desert pard, alike regardless of the laws of heaven or of man.

I am hardly so sanguine as to expect that any fresh appeal will have power to touch the hearts of those to whom the administration of our naval affairs is intrusted, or that regard will be awakened to the dictates of humanity at the expense of "imperious precedent;" but I have at least the consolation of knowing, that I shall only fail wherein no one has yet succeeded; that I have pointed out the evil which I had not power to remove; that I am animated by no desire but of justice; by no motive but of truth; that I have borne the contest, though I have missed the victory; and that though I may suffer neglect, I have not deserved censure.

I am, Sir, &c.

PHILO NAUFRAGUS,

MR. EDITOR,

London, March 15th, 1811.

I HAVE read with peculiar interest Captain Tomlinson's memoir, and the documents accompanying it, at page 89 *et seq.* of the present Volume. I cannot resist expressing my sentiments, in common with every naval officer with whom I have conversed on the subject, respecting the hardships of his case, which appears to be attended with circumstances of aggravated wrongs, and personal injuries. I shall not now enter into a discussion of the motives which appear, *prima facie*, to have actuated the parties concerned in this prosecution; nor is it necessary to dwell upon the *original sin* committed by Captain Tomlinson, and his difference with his brother officer, Sir Joseph Sidney Yorke, respecting the private signals, for which he suffered a punishment, made the *amende honorable*, and was restored to his rank. I am confident that the liberal mind of the present first Lord of the Admiralty would not be prejudiced against a zealous officer, by the circumstance of any dispute he might have had with his brother, Sir Sidney Yorke, so many years back. I shall, therefore, content myself at present with a few general observations, in hopes that the power in whose breast it remains to afford some redress adequate to the injuries received, will not withhold it, and thereby compel the suffering individual to resort to other tribunals, for a reparation of those wrongs, which he has with respectful and becoming language in vain solicited.

It is the usage at courts martial, when an officer has been acquitted of a serious charge affecting his life or reputation, to stigmatize the accuser in the sentence, by declaring the whole to be *groundless, false, and malicious*. This affords him a remedy, seldom withheld, when he claims as an innocent and injured officer, the favour and protection of the superior power, who from wrong representation might have countenanced an accusation so founded. If the sentence of a court martial even barely acquit the accused of a crime affecting his life or character, it is usual for the superior power appealed to, in justice to the sufferings of an injured individual, wantonly dragged before the tribunal of a court martial, to stretch out the fostering hand of protection, and thereby at least point out to the service, that an officer's reputation will be shielded from whatever source it may be attempted to be traduced.

Captain Tomlinson having in vain made his appeal to the Lords Commissioners of the Admiralty, on his being discharged by the judge (Le Blanc) of a crime with which he was accused, without sending it before a jury, and which is tantamount to the verdict of acquittal by a jury; payment of the expenses which he incurred by the proceedings instituted against him has been refused, and his claims for favour or protection have not been attended to. It may be asked, has an officer of so long standing and zealous services no redress by an appeal to the laws of his country for grievances of a nature apparently so extraordinary and unprecedented. Having myself no pretensions to know more of law, than to steer clear of burning my fingers, by any violation of the articles of war, or printed instructions for the regulation and discipline of the navy, I am equally

anxious with many brother officers, that some humane counsel would attentively peruse the memoir alluded to, and its accompanying documents, and have the goodness to answer the following queries, through the channel of your useful publication:—

1. Cannot Captain Tomlinson recover damages to a certain amount, by bringing an action in a court of law against the Commissioners of the Navy, or those who instituted the proceedings against him, for false imprisonment?

2. Or would not his case be a fit subject of investigation, on having a petition presented to Parliament, stating his various public services, and praying redress for his private wrongs?

This is written from a momentary impulse, excited in my mind from an attentive perusal of the extraordinary circumstances stated in the memoir of Captain Tomlinson, with whom I am not in the least personally acquainted, having never to my knowledge seen him in my life; but I am anxious for the good of the service, that no individual officer's grievances should be allowed to remain dormant for want of proper exertions in appealing for redress, either to a court of justice, or to the tribunal of Parliament as the *dernier resort*.

AN OLD SEAMAN.

MR. EDITOR,

BE so good as insert the enclosed extract of a letter from Mr David Rowland, surgeon of his Majesty's ship Tremendous, on the subject of Poisonous Fishes; for although it appears to have been transmitted to the commissioners for sick and wounded seamen, the publication may prove a source of relief in coasting voyages, particularly near the Tropics, where poisonous fishes are sometimes eaten by persons unacquainted with the succession of symptoms, which Mr. Rowland has distinctly described.

I am, &c.

J. A.

EXTRACT.

“ *H. M.'s S. Tremendous, Madras Roads,*

“ *Sept. 10th, 1805.*

“ I have been induced to communicate the extraordinary effects of fish on the crew of this ship whilst at the Island of Roderigue, the latter end of last May, and shall give it in the words of my report to the Hon. Commissioners for sick and wounded seamen in London—

“ Great numbers were affected with a combination of truly extraordinary symptoms, in consequence of eating some noxious fish—The attack began with a disagreeable coppery taste, with a sensation of heat in the mouth, throat, and nose, then the stomach and intestines became affected, causing a speedy evacuation of their contents, which I assisted with Ipecacuanæ emetics, followed by purgatives of *Ol: Ricini, Natron Vitriolat: or the common purging powder (Pulv. Jalapii and Cremor Tartari)* these

generally relieved the then urgent symptoms, which did not continue long, but were followed by others still more painful, a dysury, a strangury, and in two or three cases ischuria, leaving most unpleasant scalding, then hemorrhoids followed with great heat and inflammation in the anus, terminating in suppuration, discharging a thin ichorous matter, excoriating every part it came into contact with (even the scrotum and parts surrounding) violent headach, pain in different parts of the body, but more particularly in the upper and lower extremities, threatening paralysis, loss of appetite, total loss of sleep, although large doses of opium were administered to allay the violent spasmodic affections which occurred—hernia humeralis occurred in two cases; a sensation of heat in the skin when in bed, accompanied with numbness of the fingers alarmed several—They continued affected with a succession of these symptoms for about ten days, and then it left them with considerable debility, which gave way to this excellent climate, assisted by a decoction of Peruvian bark, or mild bitter infusions—warm fomentations were found extremely useful—The intestinal canal was always kept very open, by small but repeated doses of the *Ol. Ricini*, and in those cases where the hemorrhoids prevailed, an electuary of sulphur and *Cremor Tartari* was substituted.

“ Some had relapses, as they said, without making use of a fresh cause; however, I am induced to believe that that was not the case; for they were at first strictly forbidden to eat any of the fish caught with the hook and line, in consequence of the precautions recommended to be pursued by Mr. Nicholson in his directory, which was found to be strictly correct.—The precautions recommended by the Abbe Rochon, were tried and did not change the colour of silver as he relates, for I have seen a rupee which had been boiled with some fish, and did not change its colour in the least, which induced some sailors to eat of it: they were all most violently affected, not one of them escaped, who eat of those which had been caught on the Coral reef; whereas the fish which was caught with the seine on the beach was not only excellent, but perfectly free from any poisonous quality, and I have been informed by the French fishermen, that the fish attain this poisonous nature from feeding on a weed that grows on the Coral reefs.

“ If you think that there is any part of the above detail worthy of the notice of the public, you are at liberty to communicate it: at the same time I have much pleasure in informing you, that I did not lose a single patient in consequence of the poisonous fish; or any disease during a cruize of six months.”

MR. EDITOR,

I AM happy to be able to send you the following extract of a letter from Governor Dowers, of the Royal Hospital at Deal, to the Commissioners for Transports, &c. dated 9th July, 1809.

I am, Mr. Editor, your's, &c.

TIM. WEATHERSIDE.

" On Friday, the 7th instant, about one quarter before midnight, this hospital received much damage from lightning.

" It appears first to have been attracted by the mill opposite to the beach, the sweep of which it shattered; thence striking the centre chimney of the hospital, which it instantly levelled with the roof, and ignited some shavings in the grate. The lead upon the top appears to have conducted the electrical fluid, to the extremity of the south end of the body of the Hospital, where, meeting with obstruction, it rent that head and tore off the weather tiling, passed into the 10th, or upper ward, fused the top part of the foot post of the iron bedstead, (in which was a patient) from whence it passed round, excoriated the lower part of the head post, and set fire to the floor boards, tearing away the ceiling, and passing into the 8th, or middle ward, fusing the lower window weight, and at the same instant burst out windows, jambs, wall, &c. &c. Continuing downwards took again the iron weight of the window in the 6th or lower ward, driving out the windows, wall, &c. &c. passing round the iron bedstead nearest the wall, in which lay a patient with a fractured skull, who received no injury, except from the concussion, which occasioned a little bleeding. In the 11th ward it entered by a window jamb on the west side, attracted by a nail torn off the flooring of the ward above; scattered the splinters of the wood work in all directions round the ward; but did not break one pane of glass, nor, providentially, injure any of the patients.

" I have to thank God none of the patients were hurt, although the fluid passed round and fused the iron work; which in this instance acting as a conductor, and being covered with blankets, they escaped, although the rug on one of the beds was singed."



MR. EDITOR,

A CORRESPONDENT of yours, under the signature of *Raleigh*, has somewhere* said, that "as long as the present *etiquette* respecting the admission of naval reports to the honors of publication, *by authority*, shall prevail at the Admiralty, the NAVAL CHRONICLE is the only resource for rescuing from oblivion a multitude of praiseworthy services performed by single ships and individuals." The truth of this has induced me to submit to you what is considered as one of the most gallant exploits performed by any ship.—H. M. S. *Rainbow*, of 24 guns, formerly the French *corvette* *l'Iris*, commanded by Captain James Wooldridge, that officer who so distinguished himself in the *Mediator* at the attack of the French fleet in Basque Roads, being under the orders of Vice-admiral Rowley, on the Jamaica station, on the 13th day of February last, fell in with a large French frigate full of troops, which had been sent from France to the relief of *Gua-daloupe*; but not arriving till after the surrender of the island, was chased by a squadron of frigates belonging to that station, under the command of

* NAVAL CHRONICLE, Vol. XXI. page 377.

Sir Alexander Cochrane, but escaped by superior sailing, leaving behind her an officer and boat's crew, who had been sent on shore for a pilot. On perceiving the little English ship, the frigate brought to, thinking by his appearance to frighten the *corvette*; but having so continued until within gun-shot, and discovering it was the determination to risk an action with him, he very suddenly made all sail in order to escape, and was pursued by the *Rainbow* for 34 hours, never out of gun-shot; at the end of which time, seeing that it was not possible to escape, he brought to, and almost immediately an action commenced, within pistol shot, which lasted for one hour and 35 minutes. Upon the Frenchman having totally dismasted the *Rainbow*, he put before the wind and escaped. Nor must it be forgotten that this enabled H. M. brig *Avon*, which was in sight, to bring him to action, which he continued for half an hour, running the whole time, when the *Avon* was obliged to bring to, to stop some leaks between wind and water. The French frigate, as appears from the officer and boat's crew, was one of the largest class, nearly 1300 tons burthen, was called *la Néréide*, mounting in the whole 54 guns, manned with 550 seamen and soldiers, and was opposed to a ship rated 24 (which has 28 mounted) with a nominal complement of 175 men; when we come to reflect that of this number but nineteen were wounded, it can only be accounted for by the enemy firing mostly aloft, whereby he too well succeeded in disabling the *Rainbow*. The *Avon*, which has 18 guns, commanded by Captain H. T. Fraser, gallantly attacked the frigate afterwards, nor did she relinquish till she had four feet water in her hold, the leaks gaining on the pumps, and had two men killed and 14 wounded.

Such accounts of actions as those, I am certain you will think deserving insertion in your publication, which I trust will always continue to record the heroism of individuals; which although not always crowned with the success such bravery deserves, yet as a stimulus to others, ought not to be kept from the knowledge of those young heroes, whose pride we hope will be to equal them, notwithstanding the etiquette of the Admiralty, of keeping to themselves, all engagements and exploits which are not crowned with complete victory,

NAUTICUS.

Comparative Statement of the Forces.

La Néréide.—30 long eighteen-pounders on the main deck.

14 carronades, 36-pounders on the quarter-deck,

2 ditto on the fore-castle.

4 long twelve-pounders on ditto.

Total, 50 guns.

Seamen 350

Soldiers 280

Total, 550 men.

Rainbow. — 20 carronades, 32-pounders on the main deck.
 6 ditto, 18-pounders on the quarter-deck.
 2 six pounders, long guns on fore-castle.

28

Whole complement	175 men.	
Short of complement	29	} 47
Sick of West India fever.....	18	
Leaving fit for service, including boys, officers, &c.		128

Avon. — 13 guns, 16 32-pounder carronades, and two sixes, long.

Whole complement	105 men.	
Short of ditto	10	} 15
Sick on board	5	
Leaving fit for service in all		90

MR. EDITOR,

Madras, May 10th, 1810.

ON my return from Basque Road, I addressed to you a few observations under the signature of *An Eye Witness*, dated May 4, 1809; * but I was under the necessity of quitting England immediately after addressing you; and your publication of my letter in your useful and universally read publication, did not reach me till very lately. Nor was I little surprised to find in the same Volume, an extract from a Morning Paper, † containing so many falsities and improbabilities, that I cannot forbear pointing some of them out. But as this matter I dare say has long been buried in oblivion in England, I leave it entirely to your better judgment, whether it may be necessary to make them public or not. No man, believe me, is more ready than myself to bestow every praise and credit on Lord Cochrane; but let the others who were concerned in this glorious enterprise, share that meed of approbation and credit which is their due. It is well known to the whole fleet, and which this writer does not contradict, that Captain Woodriddle did lead in the *Mediator* fire-ship, in the most undaunted and determined manner; and that Lord Cochrane has always been ready to bear testimony to the bravery, as well as to the sufferings of that gallant but much neglected officer; the latter of which were greater than it can be almost supposed human nature to exist under. For the shocking manner in which this officer was scorched, I appeal to Lord Cochrane himself, as well as all those who had an opportunity of witnessing the dreadful state he was in on board the *Impérieuse*, after the destruction of the *Mediator*. That his Lordship prepared the explosion

* *Vide* NAVAL CHRONICLE, Vol. XXI. p. 395.

† *Ibid.* page 268.

vessel, and committed himself in her with a lieutenant and four men, is well known : but at the same time it is as well known, and acknowledged, both by his Lordship, and by those employed with him, that the vessel exploded before the boom was broken ; nor was she ever within that boom. He is also correct, when he says, that the fuse did not burn as long as was expected, though it burnt sufficient time to allow his Lordship and boat to be perfectly clear before the explosion took place ; neither was the lieutenant (whose name was Bissel) or any other person hurt in the boat, but all arrived safe on board the *Impérieuse*, not more exhausted and fatigued than it was natural to expect those must be who had laboured at the oar against strong wind and tide. He goes on to tell us, that the repetition of the explosions was so much dreaded by the enemy, that they immediately crowded all sail before the wind, and that the fire-ships could not overtake them. Seven of them went on shore, of which two *three-deckers* afterwards got off. Now it is well known to every one, that there never was but one three-decker in the Road of Aix. The gallantry of Lord Cochrane, combined with his humanity and modesty, must be the admiration of the whole world, and there cannot be the least occasion to take from the merit of others to add to his Lordship's, which shines already in so conspicuous a manner. Suffice it to say, that the fortunate circumstance of the *Mediator*, a ship of that bulk and weight, being fitted as a fire-ship, was the means of the success with which his Majesty's arms were so gloriously crowned, as all the other fire-ships were so small and light, being mostly transport brigs, that none of them could possibly have forced the boom, but would all have burnt on the outside of it, as was expected by the enemy. And it is well known, particularly to Mr. Fairfax, the master of the fleet, who was an idle spectator in the *Lyra*, light vessel, and had the most correct means of judging, that none of the enemy's ships, except the frigates, did cut their cables, until they were well assured that the passage had been forced, which they scarcely thought possible ; but, on the contrary, considered their own fire, which they opened, and that of the *Isle d'Aix*, a certain destruction to those who should have the temerity of attempting it. I have also heard him and several officers who were in the fire-ships, declare, that the *Mediator* was not fired till long after the boom had been broken, many minutes after the explosion vessel exploded, nor until she was within the buoys of the French admiral in the three-decker. The *Mediator*, I have been assured by an officer then on board her, was fortunately so very near the explosion vessel, that the greatest part of the shells, &c. passed over her, although her decks were almost covered afterwards by the falling pieces. The situation of this ship was observed by Lord Cochrane, by the light of the explosion, and who feared very much she had occasioned the destruction of that ship, till he saw her on fire afterwards, for she was very distinguishable by her immense size ; and when it was reported to Lord Cochrane, that Captain W. and his officers were alongside the *Impérieuse*, wounded, he expressed his regret, fearful it might have happened from the explosion.

Captain W. was immediately promoted by the Admiralty, and was pre-

sented with a gold chain and medal by order of his Majesty; thereby reviving an antient custom, which had almost become obsolete, of rewarding services performed in fire-ships. He was also presented with a sword, value 100l. from the Patriotic Fund, as were both his lieutenants, N. B. Clements, and James Pearl, of the value of 50l. and the former promoted to the rank of commander: the latter, unfortunately for him, not having served two years, according to the late regulations, was not eligible for promotion.

AN EYE-WITNESS.

MR. EDITOR,

Kingston, Jamaica, 18th December, 1810.

HAVING observed on the wrapper of the NAVAL CHRONICLE for September, 1810, that you mentioned, not being aware of ever receiving the particulars of the loss of H. M. S. Lark, I have been induced to take the earliest opportunity of forwarding the annexed extract of a letter from an officer of H. M. S. Hebe, Captain Fyffe, which, I hope, will prove satisfactory to you.

I have also annexed an extract from the log of the officer who wrote the letter, which describes the situation of the Hebe in the same gale that carried down the Lark. It was supposed that the Hebe was about four or five miles from the Lark, and through the haziness of the weather could not perceive her.

Your early insertion of this will greatly oblige

A SUBSCRIBER.

Extract of a Letter from an Officer of H. M. frigate Hebe, Captain Fyffe, dated on board that Vessel, on Sunday, 6th August, 1809, then off the City of Santo Domingo.

“ We have just spoke the Moselle, Captain Boys, from whom we have learnt most dreadful news respecting the Lark, Captain Nicholas. It appears from a man on board, who with two others were picked up by the Moselle on Thursday evening, that the Lark was at anchor in Palanqua bay, a few miles to leeward of the city of Santo Domingo, on the 3d inst. and on the commencement of the gale (which was about five o'clock in the morning) was obliged to cut away with a tomahawk, no axe being ready, and scudded under her fore-sail, and fore-storm-stay-sail, for about four hours; when, in attempting to lay-to (which was about 9 o'clock, the period when it blew hardest) she broached to, (by the fore-sheet, and stay-sail-sheet, and tack giving way) and of course lost her way. A sea then struck her abaft, stove in her cabin windows, no dead light being in, and almost filled her; another striking her almost at the same time on the beam, laid her on her beam ends, where she continued a few minutes, no one being able to get an axe to cut away the masts, &c. and then went down stern foremost!

“ The man declares that he actually saw her keel, as she lay on her beam ends, before she went down, and saved himself by being on the jib-boom. Captain Nicholas was seen by one of the three survivors, abaft, without either coat or trowsers, and which I believe was the last seen of him.

“ The man mentioned that it was dreadful to hear the cries, and see the attempts of those drowning, to save themselves ! ”

Remarks, &c. on board H. M. S. Hebe, Thursday, 3d August, 1809.

A. M. At 1. 30. squally, shortened sail. 3. 45. fresh breeze and cloudy weather, in third reefs of top-sails. 4. ditto weather. 4. 20. strong breezes and cloudy, close reefed the top-sails. 4. 30. furled ditto and main-sail; gale increasing. 6. strong gales, with heavy rain, sent top-gallant-yards and masts on deck, in jib boom, and got the spritsail-yard fore and aft, 8. ditto weather. 8. 30. shipped several heavy seas, carried away the head rails, and guard iron, split the rudder coat, washed several pots away, and damaged a quantity of bread in the after gun-room. 10. set the storm-stay-sails. 10. 30. more moderate, in first reef of fore-sail, and set it.

MR. EDITOR,

London, March 19th, 1811.

ACCEPT the thanks of an officer of the navy, for the hint you gave the first Lord of the Admiralty, in the *NAVAL CHRONICLE* for last month; as it has produced from him a letter to the Navy Office, desiring to know the reason that the half-pay cannot be promptly paid, (as is the case in the army) after it becomes due; and the consequence of his letter is, that we have been paid this week, to Christmas; which never before was the case, till the latter end of April, or, in some instances, till May. This, therefore, must convince the navy at large, of the necessity of supporting such a valuable publication as yours; and although my letter is anonymous, it may not be the less unacceptable to you, when you reflect that it comes from one of the class of officers whom you have been instrumental in being of essential service to.

That you will persevere in offering your judicious and well-timed hints, till we are brought upon a level with the army, is the sincere hope of a

WELL-WISHER TO THE *NAVAL CHRONICLE*.*

* Devoted as the *NAVAL CHRONICLE* is, to the general interests of the navy, its conductors cannot but be gratified at any good which their exertions may be productive of to the service. Attached to no party, it is far from their wishes to become the assailants of the higher powers; but, anxious for the cause of justice, and that the brave defenders of the country may be deprived of none of their hardy-earned rights and privileges, their pages will always be open to temperate remonstrance, and fair discussion.—*Ed.*

CORRECT RELATION OF SHIPWRECKS.

No. XLVII.

Again the dismal prospect opens round,
The wreck, the shore, the dying, and the drown'd.

FALCONER.

THE SAN JUAN PRINCIPE.

THE subjoined letter is written from Gibraltar, by Mr. Alexander Wilson, son of Mr. Wilson, watchmaker, in Kelso; and while we admire the heroism he displayed in the melancholy circumstances which called it forth, we are pleased with the simplicity and modesty which characterize the narrative:—

“ Gibraltar, April 19, 1810.

“ On Sunday, the 5th inst. I witnessed a scene of horror I never can forget—A Portuguese frigate, the San Juan Principe, Captain R. J. F. Lobo, was reported to be wrecked on the east coast, about four miles from the Spanish lines. About eight o'clock in the morning, I could plainly perceive, with a glass, the vessel dismasted, and a great number of men on board. A friend of mine, Mr. Masser, and I, immediately took horse, and arrived on the beach about nine. We found the ship had almost at that instant gone to pieces, and about 200 men were floating on the fragments of the wreck, and driving towards the mouth of a small river, which was swelled by the late rains. At the same time a most tremendous sea set in, which had raised a bank of sand at its mouth. A number of Spaniards were looking on. I instantly plunged into the river, and found I could ford it about shoulder deep. Mr. Masser followed me, and four or five Spaniards imitated our example. For two hours we were employed in snatching from a watery grave the unfortunate creatures, who were clinging to pieces of timber, and dashing every moment upon the bank of sand, and upon each other. I with great difficulty saved Captain Lobo; he was driving upon a piece of the vessel, almost exhausted and senseless—the next breaker, in all probability would have been his end. I dragged out the second captain, and shortly after a lieutenant, who expired, on my landing him on the beach; I likewise saved a midshipman, as did Mr. Masser, the purser: these are all the officers saved.

“ The crew consisted of 315, out of which there are 116 survivors. I pledge you my word more than two-thirds of that number owe their lives to Mr. Masser's exertions and my own. One officer and four men died in my arms, from being bruised and exhausted before I could land them. Many a poor fellow we were obliged to let go, from the quantity of wood driving about in every direction, and saw them dashed to pieces on the sand. The sight was most dreadful; but the cause we were embarked in nerved our arms. About half-past twelve, nine of the unhappy sufferers remained on

the last piece of the wreck. Many about this time arrived from the garrison, and with their assistance, four of them were got ashore. Mr. Masser and myself had many hair-breadth escapes; he was, at one time, swept from his feet by a breaker; I was most fortunately near him, and, making a dash, caught hold of his coat, as he was floating into the surge, and, by the assistance of one of the Spaniards, saved him and a sailor. I was, as you may suppose, very poorly for some time, from the bruises and over exertion; but I am now recovered."

After detailing a number of more minute particulars, the writer concludes his letter with the following apostrophe—"God grant that I may never witness so melancholy a sight again; but should that be my fate, God grant that I may have it in my power to be equally serviceable!"

THE AURORA.

THE Aurora bark, of London, on her passage from Quebec with a cargo of timber, bound to Sheerness and Chatham, encountered a very heavy gale of wind on the 22d of November last, in lat. $51^{\circ} 15' N.$ long $32^{\circ} 30' W.$ in which all her boats were stove, nearly all her provisions, and every article on deck, washed overboard, and her bowsprit sprung; when the hardships of her unfortunate crew commenced, the only article of provision left was a little bread, sufficient only to supply their wants for the short space of twenty-four hours, then at the distance of 1,000 miles from the Land's End. On the 26th following, after enduring all the hardships imaginable for four days, during three of which they had been without food, and reduced to a most deplorable state, being almost deprived of raiment, and their limbs frost-bitten, a more terrible gale of wind than that experienced on the 22d came on, in which the vessel fell over on her broadside, which accident released from the horrors of an expected but untimely end the 1st and 2d mates, two seamen, and two boys, who were washed overboard and perished. The remainder of the crew, consisting of the captain and three seamen, were obliged, for the preservation of life, to cling to the side of the wreck, in which situation they remained eight hours. During this period, the main and mizen-masts, fore-top-mast, and back-stay went by the board, soon after which she again righted, but was full of water; however, this afforded another retreat for the unfortunates, as they were then enabled to get into the fore-top, where after some hours, they secured themselves from the violence of the sea. The decks of the vessel then blew up, and strange to tell, these men endured all the horrors of starvation for the further space of seven days, when on the 2d of December, in lat. $47^{\circ} 50' N.$ long. $23^{\circ} 30' W.$ the ship Maida hove in sight, and bore down on the vessel, not perceiving at first that any of the crew remained on board. On nearing her, some men were discovered in the fore-top, and in consequence a boat was hoisted out to bring them off, when they had for eleven days been kept alive by sucking the ropes, which afforded them the water gathered there during the heavy rains. One of them appeared in a dead state, and the others were senseless.

and in a most horrible condition; no intelligence as to their hardships could be obtained from them until within three or four days previous to the Maida's arrival at Plymouth. Two English merchant brigs hove in sight at the time the crew were in the midst of their sufferings, to one of which Captain Fleck held out a red handkerchief, which remained flying some hours; but this only tended to increase their misery, as no notice was taken of their signal of wretchedness, and both vessels proceeded on their course. During the gale, in which part of the crew were washed overboard, one of the little boys, of respectable connections, clung to the captain, who could have saved him, had he been enabled to gain a rope, but that was impossible, and they were separated by a most awful sea. The captain and his seamen, on their arrival at Plymouth, were extremely ill; and it was expected that each of them would be obliged to have a limb amputated, in consequence of their sufferings by a most severe frost that came on during the time they remained on the wreck.—One of the men died soon after his arrival.

THE SARAH.

BETWEEN three and four o'clock in the evening of the 21st of December, about three hours before the time of high water, a vessel was observed close in shore, a little to the west of Redness Point, near Whitehaven, in a very dangerous situation; the tempest having increased to a hurricane. Crowds of people hastened to the spot, numbers of lanterns were shewn, and several fires kindled amongst the rocks. The unfortunate men (ten in number) on board the vessel were distinctly seen at intervals; but the roaring of the winds and the waves was so great, that nothing else could be heard, nor could any assistance whatever be given. The vessel had grounded with her head to the sea, and had two anchors out. After a most awful and afflicting suspense, a little before nine o'clock she went to pieces, and all on board perished, except one man, who was washed on shore, lashed to a part of the stern! She proved to be the Sarah, Carmont, of and for Liverpool, from America, laden with timber, and had been thirteen weeks upon the passage.

A SLOOP, NAME UNKNOWN.

A LETTER from Captain Maurice, Governor of Anholt, to Vice-admiral Sir James Saumarez, dated December 3, 1810, contains the following passage:—

“ On Monday, November 26, a sloop had anchored during the night close in with the beach; the wind on the next day blowing dreadfully hard; a bottle was picked up from her with a letter from Mr. Irwin, stating their perilous situation: it blew too hard to attempt relieving her. The next morning another letter came, still more lamentable: the life-boat was

launched and put off, and the life-boat thrown, both of which failed in getting to her. The Centinel gun-brig was telegraphed to send a boat to render assistance, which succeeded in getting to her most delightfully, and four passengers got into the boat to go on board; when about ten yards from the sloop a sea turned her completely over, and melancholy to relate, the whole (eleven in number) perished in the waves; amongst them Mr. Irwin, a merchant carrying on extensive trade at this island, and whose zeal in getting us supplies could not be excelled. His amiable disposition and gentlemanly manners had gained him the esteem of the whole garrison, and no one more deeply deploras his unfortunate end than myself; indeed the accident has caused a great depression in all our spirits."

PLATE CCCXXXII.

MOUNT Etna, now called Monte Gibello, or Mongibello, is a mountain of Sicily, situated on the eastern part of the island, in the valley of Demona, and celebrated on account of its volcano.—Pinkerton,* after describing Vesuvius, observes that that mountain, "placed by the side of Etna, would seem a small ejected hill, the whole circuit of its base not exceeding 30 miles, while Etna covers a space of 180, and its height above the sea is computed at about 11,000 feet. This enormous mass is surrounded by smaller mountains, some of which equal Vesuvius in size; and while the lava of the latter may devolve its stream for seven miles, Etna will emit a liquid fire thirty miles in length. The crater of Vesuvius never exceeds half a mile in circumference, while that of Etna is commonly three, and sometimes six miles. Spallanzani has minutely described the crater of Etna, which many travellers have pretended to visit. It was an oval, extending from E. to W. enclosed by vast fragments of lava and scorie; the inner sides being of various declinations, incrustated with orange-coloured concretions of muriat of ammoniac. The bottom was a plain nearly horizontal, about two-thirds of a mile in circumference, with a large circular aperture, giving vent to a column of white smoke, at the bottom of which was visible a liquid fiery matter, like metal, boiling in a furnace. Such is the height of Etna, that the eruptions rarely attain the summit, but more usually break out at the sides. Near the crater begins the region of perpetual snow and ice; which is followed by the woody region; vast forests of oaks, beeches, firs, and pines, while the upper is almost destitute of vegetation. In this middle region also appear chesnut trees of enormous size; one in particular distinguished by the name of *di Cento Carulli*, the circumference of which has been found to be 204 feet, an amazing phenomenon of vegetation. Dolomieu has published a minute catalogue of all the mineral products of Etna; the lavas being mostly with a basis of hornblende, while many others are of petrosilex, or the Heralite of the French: the ejected stones are granitic, or calcareous. Dolomieu asserts

* Vide PINKERTON'S *Modern Geography*, Vol. I. page 633.

that Etna may be said to be surrounded with columns of basalt, which he calls prismatic lava; but Spallanzani observes that he has carefully examined the shore, which is volcanic for near 23 miles, 'one third of it beginning at Catania, and proceeding to Castello di Jaci, consists of prisms more or less characterized, and such as they have been described by M. Dolomieu; but the other two thirds, though equally composed of lavas with the former, and for the most part falling perpendicularly into the sea, have no such figure; and only present here and there irregular fissures, and angular pieces, such as are generally observable in all lavas, which separate more or less on their congelation.'"

The eruptions of Mount Etna are generally preceded by earthquakes, which frequently do more damage than the eruptions. The violent earthquakes, which began on the 5th of February, 1733, engaged the attention of all Europe, and the phenomena attending them have been recorded in the transactions of various learned societies.

All the coasts of Sicily afford good fisheries; particularly for tunnies.*

NAVAL IMPROVEMENTS.

Brief Description of a wrought IRON moveable CAISSON with a rudder, for DOCKING a SHIP, while riding at her moorings, in any depth of water, leaving her keel dry in three hours, without removing her stores or masts. A model for docking a FIRST RATE ship, on a scale of one eighth of an inch to a foot is now ready for inspection.

THIS caisson or floating dock is made of wrought iron, half an inch thick, 220 feet long, 64 feet wide, and 30 feet deep, and will weigh about 400 tons, with a stanch six feet wide on the top, for the workmen to stand upon, and, also, to STRENGTHEN the caisson.

The weight of this caisson, when immersed in water, is nearly 350 tons; but, for reasons mentioned below, it is rendered nearly buoyant, by being surrounded by an air receptacle capable of suspending the whole weight with great exactness, and which is riveted to it in such a manner as to strengthen the caisson, and support the principal shoars from the ship.

While light, this caisson will draw nine feet of water: when intended to be docked, the water is to be let into it at a plug-hole in the bottom, and it is to be suffered to sink until it is even with the surface of the water, the air tube still kept closed. A small quantity of air is then to be discharged, by opening the air receptacle, until a quantity of water is let in just to the perpendicular depth of the keel of the ship.

* For farther descriptive particulars of Mount Etna, vide *Journal of a Voyage through Sicily and Malta, Vol. I.*

the caisson below the ship's bottom. This being effected, the caisson (nearly buoyant) is then to be raised to the surface of the water, by ropes made fast from the caisson to each quarter of the ship. A pump, placed within the caisson, is then to be worked by a steam engine of 12 horse power, placed in a barge alongside, which will empty it in three hours, and reduce the draft eight feet of water; that is, from 26 to 18 feet; when she may be carried up into shoal water, *if required*, or alongside wharfs, or jetty heads of the dock-yards.

The ship's sides and bottom tending to fall outwards, by their own weight, and the sides and bottom of the caisson tending to be forced inwards, by the external pressure of the water, it is obvious, that by placing props, or shoars between, both will be supported, while the ship will ride with all her stores on board, and masts standing, *nearly as easy* as when in water.

Should inconvenience be apprehended at any time from blowing weather, the caisson may be cast off and let fall to the bottom; where it cannot be injured, and whence it may be raised to the ship's bottom again at pleasure, with as little labour as weighing an anchor.

The caisson will be 1½ feet above water when there is a first rate ship in it; this is a sufficient height to prevent the sea breaking over.

By this plan a ship may have her bottom examined, and be out of dock again in six hours, without coming above the Nore, and without undergoing the tedious process of unshipping and reshipping her stores, waiting for spring tides, or fair wind, to enable her to reach or to return from the dock, which, on an average, now requires three months, accompanied with an expense of nearly 10,000l. a month in wages, subsistence, &c. &c.

This plan may be practised in all countries, where there are no dry docks or flowing of tide.

Ships on many foreign stations when requiring to be docked are now obliged to be sent home, at a great expense of money and waste of time, crews being sent to replace them. This may be avoided in future. Docks near London in England may be sent out in pieces of five or six tons, with the necessary rivets and bolts, and ready to be put together where they may be wanted.

From estimation, we find, that a caisson capable of docking a first rate man-of-war will not cost above nineteen or twenty thousand pounds, (for forest-men and smaller ships, the size and cost will be proportionably less.) Judging from the duration of wrought iron SALT PANS, will last 20 years; one at repair. When worn out, it will break up and sell for one third of its value.

When adapted to the local circumstances, ships of the mineral ports, with all their stores and cargoes on board, can be carried up into shoal water, or alongside wharfs and store-houses, where the depth of water is not sufficient for the ship's draft.

HOLLOW IRON MASTS.

A Model of one for a first rate ship, on a scale of one-eighth of an inch to a foot, is now ready for inspection.

THIS mast, the cylinder being half an inch thick, and the same height and diameter as a wood mast, will not be so heavy, will be considerably stronger, much more durable, less liable to be injured by shot, and can be easily repaired, even at sea. It will weigh only 12 tons, and at 45l. per ton, will not cost more than 540l. while its strength will be nearly fifty per cent. above that of a wooden mast, that weighs 23 tons, and costs nearly 1,200l.

This mast is made to strike nearly as low as the deck, to ease the ship in a heavy sea—ships furnished with wooden masts are in such circumstances obliged to cut them away: ships furnished with iron masts will not, like others, be exposed to the risk of receiving damage from lightning. The iron mast being itself an excellent conductor, by using an iron bolt from the bottom of the mast, through the kelson and keel, the electric matter will be conducted through the bottom of the ship into the water, without injury to the ship.

Yards and bowsprits may also be made of wrought iron, at the same proportion of strength and expense as the mast, and chain shrouds and stays of iron, which may be used with those masts, will not cost half the expense of rope, while they will also prove ten times more durable. For many other purposes in shipping, wrought iron, employed as a substitute for the materials now in use, would have as great advantages as in the articles above-mentioned. Even the whole hull may be made of wrought iron.

 SELF-ACTING SOUNDER.

This contrivance consists of a glass tube, having one end open and the other close, with a valve at the open end, opening inwards by the pressure of the water, thereby allowing the air to be compressed in the upper part of the tube into a less space.

WHILE this tube is made to sink below the surface of the water, the air which it contains becomes gradually compressed, and the tube receives a quantity of water proportioned to the depth to which it has descended. When the sounder is drawn up out of the water, the index shews the depth to which the sounder has descended by the valve at its mouth closing, and retaining the water in the tube at the same height that it was when the sounder left the bottom of the sea.

This sounder shews, with sufficient accuracy, the perpendicular depth of water, by the degree of space into which the air is compressed at the upper end of the glass tube, and not from the quantity of line given out to it, no attention whatever of the seaman being necessary, but only to give

it length enough: neither has the diagonal direction which the current gives the line the smallest effect on the index,* which always shews the exact perpendicular depth of water at the time of leaving the bottom of the sea.

HYDROGRAPHY.

ATLANTIC OCEAN.

ACCORDING to a letter published for the benefit of navigators, a ledge of rocks, almost level with the water, about the length of two ships, but very narrow, was discovered on Thursday, 11. July, 1745, by Captain Charles Knowles, of H. M. S. Devonshire,† in latitude N. $44^{\circ} 20'$ by a good observation; the longitude was computed to be about 38° E. from Anguilla. That officer afterwards reckoned 19 degrees 21 minutes more longitude from the rocks to the Lizard; which, if the discovery could be depended upon, would place this danger in longitude $24^{\circ} 35'$ W. from Greenwich: and the nearest land would be the North point of Corvo, one of the Azores; which is considered as the most westerly terrestrial position classed in the European quarter of the globe, and lies in latitude $39^{\circ} 43'$ and longitude $31^{\circ} 16'$. This brings to mind the rock so confidently asserted to exist about 100 leagues S.W. from Cape St. Vincent; and the land so often heard of to the westward of Ireland, which the late Admiral Rodney has been understood to have cruised in search of.‡ Without attaching

* The index being calculated for salt water, one thirty-second part should be added when in fresh water for the different densities.

† *Vide* memoir of the late Admiral Sir Charles Knowles, NAVAL CHRONICLE, Vol. I. page 109.

‡ Captain Rodney was expressly employed to investigate the existence of a supposed island which Captain W. Otton, commander of the snow, St. Paul, believed he had discovered about 500 leagues W. of Scilly, as appears by the following extract from his journal:—"4 March, 1748-9, at two P.M. made land, which bore N.E. 7 leagues by estimation. At 5 tacked, being then about three leagues from said land; wind E.S.E. latitude *per* observation, $49^{\circ} 40'$ longitude $21^{\circ} 30'$ from the Lizard. This island stretches N.W. and S.E. about 5 leagues long, and about 9 miles wide. On the S. side fine valleys and a great number of birds. March 5, said island bore N. 3 leagues, and a reef of rocks N.W. 3 miles. This day a ship's masts came alongside. On the S. point of said island is a small marshy islet."

Captain Otton also thought he saw a tent on the Island, and would have gone on shore, but had unfortunately stoven his boat. Captain M. Mackenzie, author of several useful sea-charts, attended Captain Rodney on this cruise of many days. The men on the look-out at the mast-head were more than once deceived by fog-banks. About the sixth or seventh day, branches of trees, *with their leaves on*, were observed; also flights of gulls, and pieces of weed, which are reputed signs of land. None, however, was discovered.

too much credit to any of these pretended discoveries, the subject must be admitted to be of such immense interest to navigation, that it would be very desirable to collect and record the multiplied statements of submarine dangers in the ocean, which are disseminated in the writings of voyagers belonging to almost all nations.

A LIST OF BRITISH SHIPS OF WAR, LOST, TAKEN, OR
DESTROYED, IN THE YEAR 1810.

ACHATES, sloop, of 13 guns, built in 1808, commanded by T. Pinto; wrecked in the West Indies, early in the year, crew saved.

Wild Boar, sloop, of 10 guns, built in 1808, commanded by T. Burton; lost off Scilly, in February.

Cuckoo, schooner, of 8 guns, built in 1806, commanded by Lieutenant S. H. Padden; lost near Haarlem, 4th April, crew saved, but made prisoners.]

Diana, gun-brig, of 14 guns, purchased in 1807, commanded by Lieutenant Wm. Kempthorne; lost at the island of Rodriguez in May, crew saved.

La Fleche, sloop, of 16 guns, taken ———, commanded by G. Hewson; lost off the Elbe, 24th May, crew saved.

Alban, cutter, of 10 guns, built in 1806, commanded by Lieutenant Samuel Thomas; taken 24th May, by several Danish gun-boats, after a brave resistance, in which the commander was slain.

Racer, cutter, of 10 guns, built in 1810, commanded by Lieutenant D. Miller; lost on the coast of France, 24th May, crew saved, but made prisoners.

Lively, frigate, of 38 guns, built in 1804, commanded by George M'Kinley; lost on the rocks near Malta, 26th August, crew saved.

* Nereide, frigate, of 36 guns, taken in 1797, commanded by G. N. Willoughby; Sirius, frigate, of 36 guns, built in 1797, commanded by Samuel Pym; Magicienne, of 32 guns, taken in 1782, commanded by Lucius Curtis; and * Iphigenia, of 36 guns, bought in 1808, commanded by Henry Lambert, lost 26th August.—The French frigates, Bellona, of 48, Minerve, of 52, Victor, sloop, of 20, and Ceylon, captured Indianan, of 30 guns, having taken refuge in Port South East, Isle of France, Captain Pym, in the Sirius, accompanied by the Nereide, Magicienne, and Iphigenia, made an attempt to capture them, which in the onset promised the most complete success; but it failed from the intricacy of the harbour. In standing in to the attack, the Sirius and Magicienne unfortunately grounded on an unknown sand-bank; and after the most strenuous exertions had been used in vain to get them off, were blown up by their own

* Those marked * are now in the British navy.

crews. The *Nereide* alone gained her station, but having sustained the united fire of all the enemy's vessels, and numerous batteries, she was compelled to surrender, after a contest in which her crew performed prodigies of valour, having first driven all her opponents on shore. She had 100 killed and wounded; amongst the latter was her heroic commander, who nobly refused to quit his wounded shipmates, although a boat was sent from the *Sirius* to bring him off. The French acknowledge a loss of 37 killed, and 112 wounded. The *Iphigenia*, after the action, having landed the crews of the *Sirius* and *Magicienne* on the *Isle de la Passe*, (a small fortified place at the entrance of Port South East, taken from the French by assault a few days before) remained to protect them; but on the 23th of August, being destitute of water and provisions, was compelled to surrender, together with the crews of the two frigates, and the whole of the forces on the island, to four French frigates, by which they were blockaded. The *Nereide* and *Iphigenia* have since been retaken.

* *L'Africaine*, of 38 guns, taken in 1801, commanded by R. Corbet; struck to the *Astrée* and *Iphigenia*, French frigates, September 13, after a very severe and gallant action off the *Isle of France*. Captain Corbet was mortally wounded, and died soon after the action closed. The loss of the British was 36 killed and 71 wounded: while the French were taking possession, the *Boadicea*, J. Rowley, Otter, 18, and *Staunch* gun-brig were in sight, to whom they relinquished their prize without any resistance.

* *Ceylon*, of 36 guns, purchased in 1805, (built in India of teak) commanded by Charles Gordon; captured 13th September, with General Abercromby on board, by the *Venus*, French frigate, of 44 guns, and 380 men, and the *Victor*, of 20 guns, and 150 men, after a long and determined resistance. On their way to the *Isle of France*, the *Boadicea*, Commodore Rowley, with the *Otter* and *Staunch*, fortunately came up, retook the *Ceylon*, and captured the *Venus*, after a short action, and carried them both into the *Isle of Bourbon*.

La Nymphe, of 32 guns, taken in 1780, commanded by Edward S. Clay; *Pallas*, (built of fir) of 32 guns, built in 1804, commanded by G. P. Monke; lost on their return from the Baltic near Dunbar, 18th December, crew saved, excepting about 20 men belonging to the *Pallas*.

Minotaur, of 74 guns, built in 1793, commanded by J. Barrett; lost on the *Haak Sand*, near the *Texel*, 22d December; the 2d lieutenant, sergeant, and 8 midshipmen, with 100 men, saved, but made prisoners; the remainder (in all about 200) including the captain, unfortunately perished.

Satellite, sloop, of 16 guns, built in 1806, commanded by the Hon. William Bertie; lost in the Channel with all her crew, in December.

Conflict, gun-brig, of 12 guns, built in 1801, commanded by Lieutenant J. B. Batt; supposed to have foundered in November, with her crew.

Monkey, gun-brig, of 14 guns, built in 1801, commanded by Lieutenant Thomas Fitzgerald; lost off *Belle Isle* 23th November.

A LIST OF FRENCH SHIPS OF WAR, LOST, TAKEN, OR DESTROYED, IN THE YEAR 1810.

L'ORIENT, (now Wellington) of 16 guns, and 110 men; taken off Guadaloupe by the Scorpion, F. Stansell, January 12.

Confiance, (late Canonnière, and formerly Minerve, British frigate) of 44 guns, only 14 mounted, and 157 men; taken by the Valiant, John Bligh, going into L'Orient with a very valuable cargo from the Isle of France, February 3.

Necessité, of 40 guns, 28 mounted, and 136 men, commanded by Lieutenant Bernard Bonnie, lieutenant de vaisseau; taken by the Horatio, George Scott, off the Western Islands, after a running action of an hour, February 21.

L'Esperance, of 30 guns, late Laurel, British frigate; taken by the Unicorn, A. R. Kerr, from the Isle of France, April 12, with a valuable cargo.

Canonnière, of 5 guns, and 61 men; taken by the Nonpareil schooner, of 8 guns, Lieutenant J. Dickenson, after a very gallant contest, May 10.

Minerve, of 18 guns; taken by the Bustard, J. D. Markland, in the Mediterranean, May 17.

La Venus, of 44 guns, and 380 men, commanded by Commodore Hamelin; L'Africaine, of 38 guns; and Ceylon, of 32 guns, commanded by Charles Gordon; taken by the Boudicca, Commodore J. Rowley, off the Isle of Bourbon, after a short action, September 13: the Venus and Victor had previously taken the Ceylon, British frigate, after a desperate action; as also the Africaine, by l'Astrée and Iphigénie, French frigates.

Desirée, of 16 guns; wrecked off Madagascar, most of the crew perished.

Elize, of 44 guns; driven on shore, together with the Amazon, French frigate, (which afterwards got off and escaped) by the Diana and Niobe, together with Révenge and Donegal, off La Hogue, and afterwards boarded and burnt under the heavy batteries in that port, by the boats of the Diana, commanded by Lieutenant Rowe, December 24.

La Manche, 44, l'Astrée, 44, Bellone, 48, Minerve, 52, Néréide, 36, Iphigénie, 36, Victor, 30, Entrepreneuse, 14, and a ship, name unknown, of 14 guns, and 5 gun-boats; surrendered, together with 31 merchant vessels, (including ten Indiamen) to the naval and military forces under the command of Admiral Bertie and General Abercromby, at the Isle of France, December 2.

New Ketch, of 14 guns, and 2 Nebacs, of 3 guns each; burnt by the boats of the Kent, Ajax, Cambrian, Sparrow Hawk, and Minstrel, with 3 large vessels, laden with provisions and stores for Barcelona, in the Bay of

Palamos, December 15. They were protected by two batteries, and a great body of soldiers; the vessels and batteries had been carried with very little loss by the seamen and marines that were landed from the boats; but on their return, unfortunately straggling through the town, they were attacked by the enemy (who had been greatly reinforced) and 87 taken prisoners, (including Captain Fane, of the Cambrian, their commander) and 33 were killed, and 89 wounded.

Mouche, schooner, bound to the Isle of France with despatches; taken by boarding, by the cutter of the Hesper, S.W. commanded by acting lieutenant James Nixon, who, with two seamen, were wounded, November 15; the enemy had two killed, and their commander and four men wounded.

Spurviere, of 8 guns, and 98 men; taken by the Spartan, Captain Jableel Brenton, in May, after a most gallant and glorious action, maintained against the Ceres frigate, of 42 guns, and 350 men, Fame, of 28 guns, and 260 men, Spurviere, of 8 guns, and 98 men, Achilles, of 10 guns, and 80 men, and 8 gun-boats, each carrying one 24 pounder, and 40 men; the whole of which escaped capture by running under the batteries.—The King of Naples (Murat) was a spectator from the shore. The British had 32 killed and wounded; amongst the latter was Captain Brenton, very severely.

Two gun-boats, 34 troop ships; taken by the boats of the Success, under Captain Ayscough's orders, on the coast of Naples.

Ten transports; taken by the boats of the Thames and Eclair, at Agriole, in the gulf of Salerno, October 8.

Many gun-boats, transports, &c. have also been captured and destroyed on the Neapolitan and Calabrian shores, by the British squadron appointed for the protection of the Island of Sicily, and in which the characteristic daring and bravery of British seamen have been eminently conspicuous.

The islands of Guadaloupe, Saint Martins, Eustatius, Saba, Batavia, Bourbon, and France, with that of Santa Maura, have been captured from the enemy during the year 1810, by the united exertions, gallantry, and skill of the navy and army. The island of Banda has also been added to our national possession by the heroic and almost incredible bravery of 180 men, under the command of Captain Cole, of the Caroline, (landed from the Piedmontaise, Caroline, and Baracouta) who scaled and took by assault the strong fort of Belgica, and subsequently compelled to surrender, together with the Island, 700 regular troops, and 300 militia, without the loss of a single man on the part of the gallant assailants.

HISTORICAL, DESCRIPTIVE, AND COMMERCIAL PARTICULARS, RELATING TO THE ISLANDS OF BOURBON AND RODRIGUEZ.

BOURBON.

BOURBON, the sister isle of the Mauritius, as stated in our illustration of Plate CCCXXXI.* was discovered by the Portuguese, from whom it received the name of Mascarenhas, in the year 1545. Having been abandoned by the Portuguese, M. de Flancourt, governor of the French settlements in Madagascar, took possession of it in 1654, and gave it the name of Bourbon, in honour of the King of France. Subsequently to the Revolution, it was known as the Isle de la Reunion; and, still more recently, as the Isle de Buonaparte. The form of the island is nearly oval: it is, in length, about 60 miles, and, in breadth, 45. It lies about 40 French leagues to the southward of the Mauritius, and 300 miles to the eastward of Madagascar; in longitude $55^{\circ} 20'$ east of Greenwich, latitude $22^{\circ} 5'$ south.—The whole island is volcanic; being composed of two mountains, the southernmost of which is still burning. M. Bory de St. Vincent, who visited Bourbon in the year 1802, gives an animated description of the prospect from the *Piton Rouge*, a mountain which rises from seventy to eighty feet above the platform on which it is situated (termed *Montagne Rouge*, and which is thirty or forty fathoms above the level of the sea) taking its name, like the mountain it supports, from the colour of the lava of which it is composed.

Round the island, particularly on the north and south sides, are many good roads for shipping; but scarcely a single harbour, where ships can ride secure against those hurricanes which blow during the monsoons. The coast is at all times dangerous, being surrounded by rocks, sunk a few feet below the water.

The original French settlers in Bourbon first reared some heads of oxen, and flocks of sheep, which they had brought with them from Madagascar, and cultivated such species of herbage as were adapted to the nourishment of those animals. In the sequel, however, they enriched the soil with European grain, vegetables, and fruit, especially with such species as were best suited to the mildness of the climate. The health, ease, and liberty which the first settlers seemed to enjoy, induced many of the seamen, who occasionally touched at the island for the purpose of taking in provisions, to join them.

The island is divided into two unequal parts, one of which, the smallest, is called the *parched country*, on account of the sterility of the soil; but the other, and the larger division, is by many said to be the most fertile

* Vide Map of the Isle of France, page 144.

spot in the known world. There are no plains here, but there is a great number of heights of gentle ascent, besides some steep mountains, separated by narrow vallies. The soil is, generally speaking, as fertile as that of Madagascar, and the climate infinitely more favourable. The manners of the inhabitants are perfectly simple and unsophisticated; and, as at Madagascar, agriculture is in a most flourishing state. The oxen and sheep which have been transported from the last mentioned island thrive so much the better, as care has been taken to introduce their native pasturage, a species of grass called *fatak*. The principal productions of the soil are wheat, rice, maize, coffee, tobacco, tamarinds, cocoa-trees, gum benjamin, cotton-trees, aloes, and black and yellow ebony, of which the last species is the most esteemed. There are no vines throughout the whole island, yet Lullier seems to think the climate and soil are well adapted to their cultivation. The mountains abound in vast variety of game: wild horses are to be frequently met with, some of which the inhabitants tame for their own use; and the lakes absolutely swarm with excellent fish.

From the greater part of the trees which grow in the Island of Bourbon, various precious gums exude. The trees of the island are generally lofty, well adapted for the construction of edifices, but ill calculated for the purposes of ship building, being remarkably hard and ponderous.

According to an authentic private communication which has reached us, of pretty recent date, the island, as yet, is cultivated only in those parts which border upon the sea-shore.

“The windward side,” says our informant, “which comprehends the quarters of St. Dennis, St. Mary’s, St. Andrew’s, St. Benoitz, and St. Rose, are cultivated principally in coffee and cloves.—The cultivation of the latter article, particularly, has increased very considerably within these few years: they calculate this present year (1810) to produce about:

“7,000 bales of 100 lb. French each, of coffee, at St. Dennis and environs.

“3,000 ditto, St. Mary’s.

“9,000 ditto, St. Susannas, St. Andrews, and those who ship at Camborne.

“25,000 ditto, St. Benoitz.

“8,000 ditto, St. Rose.

52,000

“They begin, in these places, to gather their coffee in the month of March, and continue until the month of August; at which time they are engaged in the height of their gathering, and continue until the month of October, when their coffee is mostly peeled and put into the magazines of *dépôt*, from which they take a receipt, and with that receipt purchase any articles they may want, or rather furnish themselves with every necessary they have occasion for during the ensuing season; the receipt of the keep-

ers of the magazines of *dépôt* passing as a currency throughout the island, at the rate of ten Spanish dollars per 100 lb. of coffee.*

“ With regard to the cloves, they are gathered somewhat later. They commence about the last of October, and finish in December. Very little trouble or expense is necessary for the preparation of this article for market, which has induced almost every planter to windward to raise more or less. It is only thirty years since the clove tree was brought to Bourbon, and it was many years afterwards kept as a matter of curiosity. The advantage, however, of its culture, has been found to be so great of late, that, from this parent tree, many rich planters have from fifteen hundred to two thousand trees, which will produce them, upon an average, from 10 to 15 lb. of cloves each annually. The usual price of cloves is about one-third of a Spanish dollar per French pound; and the quantity which it is calculated will be produced this year, (1810) is at least four millions pounds weight, or forty thousand bags of 100 lb. French. This article is shipped partly to Bengal and other parts of India, and partly to Europe; some little has been sent to America; but, as it is only within eight or ten years that any considerable quantity has been exported from the island, it is not yet so well known in this latter place as to induce orders for large

* Respecting the culture, produce, and quality, of the Bourbon coffee, the French writer, Savary, in his *Commercial Dictionary*, gives the following account:—

“ The wild coffee shrub grows spontaneously in the island of Bourbon, and upon it has been ingrafted the Mocha plant. At first this union did not produce the most felicitous offspring, but the perseverance of some of the inhabitants at length convinced the world, that the French coffee of the island of Bourbon would soon supplant that of Mocha. In effect, from an analysis of, and some experiments tried in France upon the new coffee, it appeared evident that the seed had become so perfectly naturalized to the soil of the island, as not only to equal the Arabian coffee in the different effects attributed to the latter, but in some respects to surpass it by many degrees. This probably arose from the excellent mode of cultivation adopted by the inhabitants of the island, and from the article not being kept so long at sea as that of Arabia, a circumstance to which many of the evil qualities of Levant coffee are justly attributed. The French Company have for a considerable period employed a person at Mocha for the sole purpose of ascertaining every secret of the art of cultivating the coffee shrub as it is there practised. This scheme has proved so successful, that the plantations of Bourbon become annually better and better, and it is not to be doubted that the settlers will soon carry the cultivation of this important article of merchandize to the very pinnacle of perfection. The coffee shrub of Bourbon is, nevertheless, subject to a dreadful species of devastation. A sort of wood-lice infests the plantations, and injures the shrubs so materially, as frequently to destroy entire crops in embryo. It has been observed, in the island of Bourbon, that each shrub annually produces a pound of coffee. The fruit ripens here, and is gathered in a dry season, which gives it infinite advantage over the coffee of the West Indies, the latter being invariably gathered in the wet season.”

quantities. I, however, think, that a cargo or two will be sent to America this year. Its specific weight is about one-third less than coffee.

“ The quarter of St. Mary's and St. Susanna are cultivated principally in cotton. This article has for a long time been at a low price and dull sale, which has greatly diminished the number of plantations, where they formerly cultivated it with great success; nor will it ever recover its vigour until a permanent peace shall render to the manufactories of Great Britain and France the resources they have been deprived of by the war. The quality is well known to be equal to any in the world, and the price is usually one fourth of a Spanish dollar per lb.

“ At St. Benoitz, they also raise a small quantity of cocoa, which in quality is equal to that of the Caraccas.—The quantity of four or five thousand pounds, which they now produce, cannot be a matter of speculation; but this article is susceptible of being extended to a very great degree, as it requires less care, and succeeds well in land which will not answer for coffee or cloves.

“ The leeward part of the island, which comprehends St. Paul's, St. Lew, St. Louis, La Rivierre d'Abord, and St. Joseph, (a quarter yet in its infancy) produce, say St. Paul's 20,000 bales, and St. Lew 25,000 bales of coffee annually, besides corn and rice for their slaves. The coffee is gathered here near a month later than to windward, and is considered of a quality superior. It therefore bears rather a higher price.

“ St. Louis and La Rivierre d'Abord produce together, about from eight to ten thousand bales of coffee. But a considerable quantity of cotton of a very superior quality is raised here. They likewise cultivate a quantity of wheat and Indian corn, both of an excellent quality.

“ These quarters, with St. Mary's and St. Susanna, produce for the consumption of the island; the overplus is shipped to the Isle of France. Since the peace, they have in these quarters renewed their cotton plantations, which have not produced very favourably this year, and it is to be feared they will be neglected again if the war continues. However, as much of their land is only proper for the cultivation of cotton, you may always calculate upon a million and a half pounds weight of cotton being raised in these and the two former quarters. The last quarter of St. Joseph can only be said to produce as yet about one thousand bales of coffee, and a quantity of cloves greater in proportion.

“ The roads of St. Dennis and St. Paul's are the only safe roads for a ship of any considerable burthen, nor are they always considered secure. From the month of October to the month of March is considered the best season; and it is scarcely known, during the intermediate months, that any vessel has met with a serious misfortune. From March to October, precaution should always be taken, and vessels should slip and get under weigh in time, as the rollers come in very heavy, with a westerly wind.

“ The anchorage is good, both in St. Dennis and St. Paul's, but best in the latter; and the Bay of St. Paul's is almost always smooth and convenient to load. All vessels are loaded with canoes, and it is done with immense

despatch. The duty of one dollar and a half per bale of coffee shipped on board foreign, or half a dollar per bale shipped on board French vessels will always keep the first cost coffee low at Bourbon.

“ The planters in this island are much in debt to the merchants at the Isle of France, for their annual supply of wines, cloths, and other necessaries, which oblige them to send most of their produce to the Mauritius for sale; which subjects them to heavy charges and considerable risk.—They are therefore very desirous to induce strangers to come direct to Bourbon with their cargoes and specie, and purchase the coffee, cotton, and cloves, direct from the first hands, which would certainly be a mutual benefit. But the Isle of France merchants are so much opposed to it, that every obstacle has been thrown in the way; and no doubt the new duty of one dollar per 100 lb. more than formerly on all coffee shipped on board strangers.

“ The population of Bourbon is more considerable than that of the Isle of France. There are at least sixteen thousand white persons, scattered about in the different cantons, and at least ninety thousand slaves are employed in its cultivation. A very considerable slave trade is carried on, and many planters in Bourbon have not half the number of slaves they could employ to advantage.”

Previously to our capture of Bourbon and the Mauritius, a constant and pretty regular communication was maintained between those islands, by means of swift sailing packet boats called *Avisos*; and as the course is so short that the boats were advertised, by signals displayed on the heights, of the particular position of any British ships, that might be seen from the islands, they almost constantly contrived to elude the vigilance of our cruisers.

RODRIGUEZ.

RODRIGUEZ, or Diego Rias, the minor island of the group, but the first in the order of our late operations, was also discovered by the Portuguese, at the same time as the Mauritius and the Isle of Bourbon. It lies 100 leagues eastward from the Isle of France, in longitude $57^{\circ} 32'$ east from Greenwich, latitude $19^{\circ} 30'$ south.

During the persecution of the Protestants in France, seven gentlemen of that persuasion took refuge in the island, and formed an establishment, which, however, they were soon forced to abandon, especially through the listlessness occasioned by the want of female companions. During their stay, the first cocoa-nuts were floated to the island in a state of germination, and planted by them on the beach. A memorandum of their stay was buried near the spot, and will probably be found if diligently searched for.

The luxuriance of the island of Rodriguez, and its capabilities of production, if cultivated, are highly spoken of. But, though its fruits and culinary productions are even now in great plenty and of excellent quality, the

grand staple commodities of subsistence cannot with its present population be produced in sufficient abundance to support the colony without having frequent recourse to the importation of such articles.

It would certainly be a very desirable thing that the island should be supplied with cultivating hands; but from what source they are to be supplied must be left to the wisdom of government to determine.

The subjoined extracts from letters, dated successively on the 17th and 20th of August, and the 3d of September, 1809, present some interesting particulars:—

“ August 17.—Here are three European Frenchmen, (two married) they have many slaves, both men, women, and children: these people say they have been on the island for 12 or 13 years; they have some very neat gardens, plenty of oranges and limes; the island seems to have plenty of orange, poppy, and lime trees, pine apples, callabashes, pumpkins, chillies, and many other plants; I have seen very few birds on the island except gulls; it is the finest place for fish that ever I was in; the finest mullet I ever saw, and indeed all sorts of excellent fish. The landing place is very indifferent, being very rocky. The island cuts but a poor appearance as yet; it is very mountainous and rocky, but where there is a plain it seems to be a very fine soil. I have this day begun to make a garden on a very fine spot; I hope I shall have success. Cocoa-nut trees I have only seen eight or nine; some few brab trees and date.”

“ August 20.—I have taken a trip this afternoon about three miles; the soil seems to be good in the level parts of the island; I saw a great many brab trees, but they are very low, not of any use for building, only the leaves for covering; plenty of sugar cane and very large; I had the curiosity to measure one of the canes, and found it was seven inches in circumference. I also found some carrots and callabashes, of much the same size as they are in Bombay, and also some plantain trees. I saw no birds but a parrot and flying fox during the whole of my journey.”

“ September 3.—On landing here we found three Frenchmen (two married) and from 70 to 80 slaves: they received us very friendly, apparently, but from what we have seen of them, I fancy they are not to be trusted; however, a short time will shew. The island is certainly a very fine one, and equal to any thing respecting the cultivation, the soil being very rich. Several seeds, both of European and Indian vegetables, have been sown and thrive very well, so I expect in the course of six months we shall have plenty of vegetables. There is very little stock belonging to the French on the island, their return is only 17 cows and bulls, 10 sheep, 203 goats, about 25 turkeys, and a small quantity of fowls, so we have not much to expect from them. There is plenty of fish here, and very fine, though the settlers say there are some poisonous; however, we have not experienced any bad effects. We always boil silver with them; but some have found the silver turn black, and of course did not eat the fish.”

PLATE CCCXXXIII.

PORTO PRAYA is a town and harbour of St. Jago, the most fruitful and best inhabited of all the Cape de Verd Islands. Captain Cook, who anchored at Porto Praya, on his second voyage, thus describes the harbour:—

“Port Praya is a small bay, situated about the middle of the south side of the island of St. Jago. The water is tolerable, but scarce, and bad getting off, on account of a great surf on the beach. The refreshments to be got here are bullocks, hogs, goats, sheep, poultry, and fruits. The goats are of the Antelope kind, so extraordinarily lean, that hardly any thing can equal them; and the bullocks, hogs, and sheep, are not much better. Bullocks must be purchased with money; the price at that time was 12 Spanish dollars a-head, weighing between 250 and 300 pounds. Other articles may be got from the natives in exchange for old clothes, &c. The sale of bullocks is confined to a company of merchants, to whom this privilege is granted, and who keep an agent residing on the spot.”

Porto Praya has long been a place where the outward-bound Guinea and Indianen (whether English, French, or Dutch) have been accustomed to touch at for water and refreshments; but few of them call on their return to Europe.—The town consists of about a hundred small huts, one story high, built of wood, thinly scattered. It has a fort, or battery, upon the summit of a hill, which entirely commands the harbour; and, were it properly mounted and garrisoned, it would be a place of great strength. It is, however, almost in ruins. The gaol is the best building, and next to that the church. The Governor resides in a small wooden barrack, at the extremity of the plain, commanding a view of the bay and shipping. Earl Macartney, on his embassy, was received by him with due honour and respect; but as he had shared in the general wretchedness, occasioned by the long drought and arid winds, which at that time prevail, he had neither wine nor any other refreshments to offer.

Porto Praya is situated in longitude $23^{\circ} 51'$ W. of Greenwich; latitude, $14^{\circ} 53' 30''$ N.

Errata, in the Description of Plate CCCXXXI:

PAGE 145, line $\left\{ \begin{array}{l} 9 \\ 16 \text{ for } Piter \text{ Bort, read } Piter \text{ Boot.} \\ 28 \end{array} \right.$

32, for *Ascerns*, read *Ascerno*.

— 146, *dele* the paragraph beginning—The Abbé Raynal.

FRENCH DOCUMENTS RESPECTING THE LATE NAVAL
OPERATIONS IN THE INDIAN SEAS.

WHAT the future historian, as well as the contemporary reader, may be in possession of all the facts and documents respecting the late naval operations in the Indian Seas, it is our intention, in addition to the British *Letters on Service*, already given,* to preserve the whole of the French Reports, &c. upon the subject. These, with our Map of the Isle of France,† and the consequent illustrative particulars, relating to that island,‡ to the Isle of Bourbon,§ and to Rodriguez,|| will exhibit a series of well digested historical, military, and commercial information, respecting our newly-acquired insular possessions, superior, we presume, to what can be met with in any other publication.

We shall commence the *French Documents*, with the following

“ Report of Captain Duperre, commanding a Squadron of his Imperial Majesty’s Forces.

“ GENERAL,

“ The events which have succeeded each other with such rapidity under your eyes, have not allowed me a moment, since my arrival, to acquaint you with the operations of the squadron under my command during my late cruise. I hasten to discharge this duty.

“ Having sailed on the 14th of last March, the squadron proceeded to the latitude you had appointed, in which it captured two vessels, one from China, and the other from Bengal. On the 1st of June, as there was no longer any chance of prizes, I quitted the cruising ground, and steered for St. Augustine’s Bay, to repair damages and refresh the crew. I found there an English whaler, which was foundering, and could not be taken possession of; I ordered her to be burned. The squadron in a few days left the Bay well caulked and equipped.

“ A few days after, at day-break on the 3d of July, we perceived three-sail, within sight of Mayotte ¶ Island, to which we gave chase. I soon discovered that they were three Company’s vessels. They were making off on the opposite tack, about eight miles to windward. The Bellone being an

* Vide pp. 72 and 157, of the present Volume.

† Page 144.

‡ Ibid.

§ Page 227.

¶ Page 231.

¶ The Island of Mayotte, or Mayotta, is the most southerly of the Comora Islands; about 240 miles from the coast of Africa, and 150 from the island of Madagascar; in longitude 61° 10' east of Ferro, latitude 13° 15' south.—It is rather low, but abounds with provisions and fruit, and is inhabited all along the sea-shore. According to a French writer, the natives are of such a particular humour, that they will not conclude a bargain of the value of half a rial in a day’s time; nor will they buy a yard of cloth, without calling all their relations and neighbours, to fix the price they should give for it.

admirable sailer, afforded a chance that I should be able to bring them to action about the middle of the day; but the currents of wind did not favour her, although they did the *Minerve*, who got within cannon-shot of them at three o'clock. As soon as I had given the signal for attack she gallantly ranged along their line to windward, engaged them within pistol-shot, passed the headmost ship for the purpose of obliging her to fall back, and driving her to leeward, broke their line and engaged them again. This brilliant manœuvre was on the point of being crowned with the most complete success, when the frigate in an instant lost her main-top-mast and fore-top-gallant-mast. Fortunately at this time I had got into the enemy's wake, in which I continued under a press of sail. The unexpected success he had obtained appeared to give him courage. He restored his line. I made the signal for a decisive engagement. At half-past five I passed to leeward of his line, which was formed in close order. I placed myself opposite the centre vessel, which appeared to be that of the commander, but in such a way that I could partially direct my fire against the whole three, which I engaged within less than pistol-shot at six o'clock.

The enemy at first kept up a brisk fire; their small arms were vigorously exerted. At seven o'clock the headmost ship gave herself stern-way, for the purpose of getting under shelter of the vessel next to her, which becoming exposed by such a manœuvre to the whole of my fire, called out that she had surrendered. I wished to take possession of her, and put a boat out for that purpose, but it was unfortunately swamped. The headmost vessel having endeavoured to pass under my stern, I suffered her to do so, and found her on the other side within pistol-shot. I attacked her vigorously, and at the second broadside she struck, and extinguished all her lights. The manœuvre she had made brought her close to leeward of the *Minerve* and *Victor*. I left her to these vessels, and proceeded to take possession of the ship that had struck, and to compel the third to surrender. I soon came up with her, and at the second broadside her lights were pulled down. I sent to take possession of these two vessels, and steered for the *Minerve*. I came up with her at ten o'clock, and was exceedingly astonished to find her alone. The captain informed me that the vessel which had struck, and which I had given up to him, taking advantage of the excessive darkness of the night, and particularly of the confidence derived from her having surrendered, had, contrary to the laws of honour and of war, escaped from under his guns. It was necessary to man the two other ships, called the *Ceylon* and the *Windham*, coming from the Cape, and proceeding to *Madras*. They carried each 30 guns, and had 400 soldiers on board each vessel, belonging to the 24th regiment of foot; a general officer, a colonel, and the colours were on board, which accounts for their obstinate resistance. The disgraceful runaway was called the *Astle*, and was the strongest ship of the three.

“ On the 20th of August, in the morning, I got sight of the mountains of Port Imperial, in the Isle of France. At noon, I could see the port. The National flag was flying on the Isle de la Passe, and the signal, “the enemy are cruising off *La Mire*.” A three-masted vessel was at anchor under the

fort, with French colours. determined to touch there, or at least to take my direction from it. The sloop was a-head; the *Minerve* followed her. The *Victor*, on doubling the fort, received some shot both from it and the frigate, and both instantly hoisted the English flag. It first struck me that all this part was in possession of the enemy. I made the signal to the squadron, which was still under sail, for close order, and to keep to windward. It was too late for the *Minerve*; she and the *Ceylon* had already entered the pass. In a few minutes she went through it, engaging the fort and the frigate. There was no longer hesitation. The passage was to be forced, the squadron carried in, and a diversion effected that might be useful to the country. I made sail, throwing out a signal to follow me. The *Windham* from some indecision was unable to do so. I entered the passage under easy sail, and the fire of the fort and the frigate. I gave the latter my whole broadside as I passed under the stern within cannon-shot. As soon as I had entered I discovered the French flag flying every where. The *Isle de la Passe* alone appeared to me to be in possession of the enemy. I joined my squadron, and gave orders that it should take a more advanced ground of anchorage, which was instantly done. I was informed from the shore of the situation of the island. On the 21st I placed the squadron near the shore, with the rear towards the rocks which skirt the bay, and the van close to the coral reef. On the 22d the *Nereide* frigate, which was at anchor under the *Isle of La Passe*, was joined by the *Sirius*. Both of them made a movement to attack me. Your Excellency being aware of the weak state of my crews, in consequence of the prizes I had taken, and the engagements I had fought, sent me a detachment of fifty men from the *la Manche* and *l'Entreprenant* sloop, with the necessary proportion of officers. I immediately stationed them on board the different vessels. The plan of attack was frustrated by the *Sirius* getting on the reef in the Channel, where she remained till night. On the 23d two more frigates made their appearance, and joined the former two at their anchorage at four o'clock. From the preparations they made, I had not the smallest doubt that they would attack me.

“ At five o'clock the four enemy's frigates advanced. One of them made for the *Minerve*, another for the *Ceylon*, and two for the *Bellone*, indicating by their movements that they meant to anchor and attack us.

“ At half-past five the engagement began. In a short time the cables of the *Minerve* and *Ceylon* were cut by the shot. These two vessels drifted and went on shore with their broadsides towards me. Their fire was consequently useless. The *Bellone* was the only vessel that presented her broadside to the enemy. This unexpected occurrence gave him reason to expect the most signal advantage. The three frigates had their broadsides towards us. One of them only had got aground forward, and could not bring all her guns to bear upon us. In this situation the engagement continued with indescribable ardour. The superiority of our fire was soon perceived. At eight o'clock the *Nereide* was silenced. Shortly after, the fire of the other frigates sensibly diminished, and announced, that they were under some disadvantage. Our fire, on the contrary, became more vigo-

rous, and was nourished by the assistance in men, courage, and ammunition, which the captain of the *Minerve* continually sent on board the *Bellone*.

“ At half-past ten I received a grape-shot in the head, and was knocked off the deck into the waste. I was taken up in a state of stupefaction. Captain Bouvet, of the *Minerve*, was apprized of what had taken place, and instantly went on board the *Bellone*.

“ At two o'clock an aide-de-camp brought intelligence that a man who had escaped from the *Nereide*, stated that she had struck on the preceding evening. We waited for day-light to renew the engagement.

“ When the sun rose, an English jack was still flying on board the *Nereide*; the *Magicienne* had her broadside towards us; the *Syrius* was a-head and aground, and the *Iphigenia* was on the other side of the *Nereide*, and only able to take a very small share in the action.

“ A few shots were fired at the *Nereide*, and soon after her flag was pulled down. It was necessary to wait until the *Magicienne* had surrendered, to take possession of her. The boats would otherwise have been too much exposed to a cross fire.

“ The cannonade lasted until two o'clock, but on our side only. The *Magicienne*, from time to time, fired a few random shot, the last efforts, it would seem, of despair. Her boats had frequent communication with the other frigates, from which it was clear that the enemy intended to abandon her.

“ Lieutenant Roussin was sent to take possession of the *Nereide*; he found her in a situation which it is impossible to describe. She had 100 killed or wounded on her deck; Captain Willoughby was in the number of the latter.

“ In the evening the *Magicienne* was perceived to be on fire. We passed the night in observing the movements of the enemy, in taking precaution against being set on fire, in clearing the *Nereide*, and in getting rid of her dead.

“ On the 25th, in the morning, our fire was directed against the *Sirius*; she returned it with her bow guns, but her position rendered the contest too unequal to be supported long. They soon began to quit her, as they had the *Magicienne* the evening before, and she was perceived to be on fire in several places. At eleven o'clock the Magazine blew up, and destroyed what there was of the *Sirius*.

“ On the 26th the *Iphigenia* was towed under the Isle of la Passe. The squadron was employed in getting afloat, and in repairing its damages. The *Bellone* prepared to have herself towed in pursuit of the *Iphigenia*; blockaded by the winds and our vessels, she remained at our mercy.

“ On the 27th, the French squadron which came out of Port Napoleon appeared.

“ On the 28th, at day-break, an officer went on board the *Iphigenia*, with a summons to her and the fort to surrender. A negotiation was

also opened between the captain and the commander of the French squadron.

“ At eleven o'clock the French flag was hoisted on board the fort and the frigate. Captain Bouvet was sent to take possession of the latter, and the garrison was sent to the fort. All the prisoners were sent to Port Imperial.

“ These, General, are the particulars of the complete victory obtained under your eyes by the squadron I have the honour to command. Our loss consisted of 37 killed, and 112 wounded, but most of them not dangerously.

I have the honour, &c, G. V. DUPERRÉ.”

“ On board the *Bellone*, Port Imperial
Road, 10th September, 1810.”

(To be continued)

NAVAL STATE PAPERS.

Treaty of Friendship and Alliance between his Majesty and the Prince Regent of Portugal, published by Authority.

HIS Majesty the King of the United Kingdom of Great Britain and Ireland, and his Royal Highness the Prince Regent of Portugal, being impressed with a sense of the advantage which the two Crowns have derived from the perfect harmony and friendship which have subsisted between them during four centuries, in a manner equally honourable to the good faith, moderation, and justice of both parties, and recognising the important and happy effects which their mutual alliance has produced at the present crisis, during which his R. H. the Prince Regent of Portugal (firmly attached to the cause of Great Britain, as well by his own principles as by the example of his august ancestors) has continually received from H. B. M. the most generous and disinterested support and succour, both in Portugal and in his other dominions, have determined, for the benefit of their respective states and subjects, to form a solemn treaty of friendship and alliance; for which purpose H. M. the King of the United Kingdom of Great Britain and Ireland, and H. R. H. the Prince Regent of Portugal, have named for their respective commissioners and plenipotentiaries, to wit, H. B. M. the most illustrious and most excellent Lord, Percy Clinton Sidney [Smythe] Lord Viscount and Baron of Strangford, one of His Majesty's most honourable privy council, knight of the military order of the Bath, grand cross of the Portuguese order of the Tower and Sword, and H. M.'s envoy extraordinary and minister plenipotentiary at the Court of Portugal; and H. R. H. the Prince Regent, the most illustrious and most excellent Lord, Don Rodrigo De Souza Coutinho, Count of Linhares, Lord of Payalvo, commander of the order of Christ, grand cross of the order of St. Bento, and of the order of the Tower and Sword, one of his

R. H.'s council of state, and his principal secretary of state for the departments of foreign affairs and war, who, after having duly exchanged their respective full powers, have agreed upon the following articles:—

ART. I. There shall be a perpetual, firm, and unalterable friendship, defensive alliance, and strict and inviolable union, between H. M. the King of the United Kingdom of Great Britain and Ireland, his heirs and successors, on one part, and H. R. H. the Prince Regent of Portugal, his heirs and successors, on the other part, as also between and amongst their respective kingdoms, dominions, provinces, countries, and subjects, so that the high contracting parties shall constantly employ as well their utmost attention as all those means which Almighty Providence has put in their power, for preserving the public tranquility and security, for maintaining their common interests, and for their mutual defence and guarantee against every hostile attack, the whole in conformity to the treaties already subsisting between the high contracting parties; the stipulations of which, so far as the points of alliance and friendship are concerned, shall remain in entire force and vigour, and shall be deemed to be renewed by the present treaty in their fullest interpretation and extent.

II. In consequence of the engagement contracted by the preceding article, the two high contracting parties shall always act in concert for the maintenance of peace and tranquility, and in case that either of them should be threatened with hostile attack by any power whatever, the other shall employ its most earnest and effectual good offices, either for preventing hostilities, or for procuring just and complete satisfaction to the injured party.

III. In conformity with this declaration, H. B. M. agrees to renew and confirm, and does hereby renew and confirm, to H. R. H. the Prince Regent of Portugal, the engagement contained in the 6th article of the convention signed by their respective plenipotentiaries in London, on the 22d day of October, 1807, which article is hereunto subjoined, with the omission only of the words, "*previously to his departure for Brazil*," which words immediately followed the words, "*which his Royal Highness may establish in Portugal*."

"The seat of the Portuguese Monarchy being established in Brazil, his Britannic Majesty promises in his own name, and in that of his heirs and successors, never to acknowledge as King of Portugal, any Prince other than the heir and legitimate representative of the Royal House of Braganza; and His Majesty also engages to renew and maintain with the Regency (which His Royal Highness may establish in Portugal), the relations of friendship which have so long united the Crowns of Great Britain and Portugal."

And the two high contracting parties do so renew and confirm the additional articles relating to the island of Madeira, signed in London on the 16th day of March, 1808, and engage faithfully to execute such of them as shall remain to be executed.

IV. H. B. H. the Prince Regent of Portugal renews and confirms to H. B. M. the engagement which has been made in his royal name, to make

good all and several the losses and defalcations of property sustained by the subjects of H. B. M. in consequence of the various measures which the Court of Portugal was unwillingly obliged to take in the month of November,* 1807. And this article is to be carried into full effect as soon as possible after the exchange of the ratifications of the present treaty.

V. It is agreed; that in case it should appear that any losses or injuries in point of property have been sustained either by the Portuguese government, or by the subjects of his Royal Highness the Prince Regent of Portugal, in consequence of the state of public affairs at the time of the amicable occupation of Goa by the troops of His Britannic Majesty; the said losses and injuries shall be duly investigated, and that upon due proof thereof they shall be made good by the British Government.

VI. H. R. H. the Prince Regent of Portugal, preserving a grateful remembrance of the service and assistance which his Crown and family have received from the Royal Navy of England, being convinced that it has been by the powerful exertions of that navy, in support of the rights and independence of Europe; that the most effectual barrier has hitherto been opposed to the ambition and injustice of other states; and desiring to give a proof of confidence and perfect friendship to his true and antient ally the King of the United Kingdom of Great Britain and Ireland; is pleased to grant to H. B. M. the privilege of causing timber, for the purpose of building ships of war, to be purchased and cut down in the woods, forests, and chases, of Brazil (excepting in the royal forests, which are appointed for the use of the Portuguese navy); together with permission to cause ships of war to be built, equipped, or repaired, within the ports and harbours of that empire, a previous application and notice being made in each instance (for form's sake) to the Court of Portugal, which shall immediately appoint an officer of the royal navy to assist and attend upon these occasions. And it is expressly declared and promised, that these privileges shall not be granted to any other nation or state whatsoever.†

VII. It is stipulated and agreed by the present treaty, that if at any time a squadron or number of ships of war should be sent by either of the high contracting parties for the succour and assistance of the other, the party receiving the succour and assistance shall, at its own proper charge and expense, furnish the said squadron or ships of war (so long as they may be actually employed for its benefit, protection; or service), with the articles of fresh beef, vegetables, and fuel, in the same proportion in which those articles are usually supplied to its own ships of war by the party so granting the succour and assistance. And this agreement is declared to be reciprocally binding on each of the high contracting parties.

VIII. Whereas it is stipulated by former Treaties between Great Britain and Portugal, that in times of peace the ships of war of the former power, that may be admitted at any one time into any port belonging to the other; shall not exceed the number of six, H. R. H. the Prince Regent

* *Vide* NAVAL CHRONICLE, Vol. XVIII. page 496; Vol. XXI. page 377.

† *Ibid.* Vol. XXI. page 113; Vol. XXIV. page 109.

of Portugal, confiding in the faith and permanency of his alliance with H. B. M. is pleased to abrogate and annul this restriction altogether, and to declare, that henceforward any number of ships whatever, belonging to H. B. M. may be admitted at one time into any port belonging to H. R. H. the Prince Regent of Portugal. And it is further stipulated, that this privilege shall not be granted to any other nation or state whatever, whether in return for any other equivalent, or in virtue of any subsequent treaty or agreement, it being solely founded upon the principles of the unexampled amity and confidence which have during so many ages subsisted between the crowns of Great Britain and Portugal. And it is further agreed and stipulated, that transports, *bona fide* such, and actually employed on the service of either of the high contracting parties, shall be treated within the ports of the other on the same footing as if they were ships of war.

H. B. M. does also agree on his part to permit any number of ships belonging to H. R. H. the Prince Regent of Portugal to be admitted at one time into any port of H. B. M.'s dominions, and there to receive succour and assistance, if necessary, and be otherwise treated as the ships of the most favoured nation; this engagement being also reciprocal between the two high contracting parties.

IX. The Inquisition, or tribunal of the holy office, not having been hitherto established or recognized in Brazil, H. R. H. the Prince Regent of Portugal, guided by an enlightened and liberal policy, takes the opportunity afforded by the present treaty, to declare spontaneously in his own name and in that of his heirs and successors, that the Inquisition shall not hereafter be established in the South American dominions of the Crown of Portugal.

And H. B. M. in consequence of this declaration on the part of H. R. H. the Prince Regent of Portugal, does on his part engage and declare, that the fifth article of the treaty of 1654, in virtue of which certain exemptions from the authority of the Inquisition are exclusively granted to British subjects, shall be considered as null and having no effect in the South American dominions of the Crown of Portugal. And H. B. M. consents that this abrogation of the fifth article of the treaty of 1654, shall also extend to Portugal, upon the abolition of the Inquisition in that country, by the command of H. R. H. the Prince Regent, and generally to all other parts of H. R. H.'s dominions, where he may hereafter abolish that tribunal.

X. H. R. H. the Prince Regent of Portugal, being fully convinced of the injustice and impolicy of the slave trade, and of the great disadvantages which arise from the necessity of introducing and continually renewing a foreign and factitious population, for the purpose of labour and industry within his South American dominions, has resolved to co-operate with H. B. M. in the cause of humanity and justice, by adopting the most efficacious means for bringing about a gradual abolition of the slave-trade throughout the whole of his dominions. And actuated by this principle, his R. H. the Prince Regent of Portugal engages that his subjects shall not

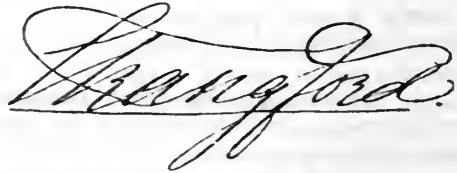
be permitted to carry on the slave-trade on any part of the coast of Africa, not actually belonging to his R. H.'s dominions, in which that trade has been discontinued and abandoned by the powers and states of Europe, which formerly traded there; reserving, however, to his own subjects the right of purchasing and trading in slaves within the African dominions of the crown of Portugal. It is, however, to be distinctly understood, that the stipulations of the present article are not to be considered as invalidating or otherwise affecting the rights of the crown of Portugal to the territories of Cabinda and Molembo (which rights have formerly been questioned by the government of France), nor as limiting or restraining the commerce of Ajuda, and other ports in Africa (situated upon the coast commonly called in the Portuguese language, the Costa da Mina), belonging to or claimed by the crown of Portugal; H. R. H. the Prince Regent of Portugal being resolved not to resign nor forego his just and legitimate pretensions thereto, nor the rights of his subjects to trade with those places exactly in the same manner as they have hitherto done.

XI. The mutual exchange of ratifications of the present treaty shall take place in the city of London within the space of four months, or sooner if possible, to be computed from the day of the signature thereof.

In witness whereof we, the undersigned plenipotentiaries of H. B. M. and of H. R. H. the Prince Regent of Portugal, in virtue of our respective full powers, have signed the present treaty with our hands, and have caused the seals of our arms to be set thereto.

Done in the city of Rio de Janeiro, on the 19th day of February, in the year of our Lord MDCCCX.

(L.S.)



(L.S.) CONDE DE LINHARES.

Convention for the Arrangement of Packets, between His Britannic Majesty and His Royal Highness the Prince Regent of Portugal; signed at Rio de Janeiro, the 19th of February, 1810.

TREATY.

IT being necessary for the public service of the courts of Portugal and Great Britain, and for the commercial intercourse of their respective subjects, that packets should be established between the dominions of Portugal and Great Britain; and it being moreover expedient that a definitive arrangement for that purpose should be concluded upon the princi-

ples of exact reciprocity, which the two crowns have resolved to adopt as the basis of their mutual relations, the undersigned plenipotentiaries of H. R. H. the Prince Regent of Portugal, and of H. M. the King of the United Kingdom of Great Britain and Ireland, have exchanged their respective full powers, and having found them to be in good and due form, have agreed upon the following articles:—

Art. I. A packet shall sail from Falmouth to Rio de Janeiro once in every month. H. R. H. the Prince Regent of Portugal reserves to himself the right of hereafter establishing packets between the other Brazilian ports and Great Britain, should the state of commerce require them.

II. The mails shall be made up on a fixed day, both in London and Rio de Janeiro.

III. The packets are to touch at Madeira on their passage to Rio de Janeiro. They are not to anchor there, nor remain any longer time than that which may be absolutely necessary for delivering and receiving the mails.

IV. The packets are at present to be British vessels, navigated according to the laws of Great Britain. But H. R. H. the Prince Regent of Portugal reserves to himself the right of hereafter establishing Brazilian or Portuguese packets.

V. The packets are to be considered and treated as merchant vessels. They are consequently to be subject to the visits of the officers and guards of the customs at Rio de Janeiro, or at any other port of the dominions of Portugal, between which and the British dominions, packets may hereafter be established. But they are not to be obliged to make entry at the custom-house, nor follow the other forms practised by merchant vessels.

VI. The two high contracting parties engage reciprocally to endeavour to prevent contraband trade from being carried on by means of the packets, particularly that of diamonds, Brazil wood, gold-dust, urzela, and tobacco in the form of snuff. They do also engage to prevent, as far as possible, the illegal collection or conveyance of letters.

VII. A British agent of the packets is to be permitted to reside at Rio de Janeiro, or at any other port within the dominions of Portugal, between which and the British dominions packets may hereafter be established. The mails for the British dominions are to be made up exclusively at his office; and he is also to receive and to admit into those mails the letters of such Portuguese subjects as shall choose to send them to his office; and, on the arrival of the packets at Rio de Janeiro, the British agent is to deliver the mails brought by it to such person as shall be appointed by the Portuguese government to receive them, in the same manner as was formerly practised at Lisbon.

VIII. The Portuguese government will have a right to demand postage on all letters brought from the dominions of Great Britain to those of Portugal.

IX. The postage of letters to and from Great Britain and Brazil is to be for the present, at the rate of three shillings and eight-pence sterling in British money for a single letter, and in that proportion for double and treble letters. The same rules shall be observed respecting letters for H. B. M.'s navy and army as were practised formerly at Lisbon; and in England reciprocal exemptions shall also be granted in favour of the letters belonging to the sailors and soldiers of his H. R. H. the Prince Regent of Portugal.

X. The letters and despatches brought by the packets to the envoys or ministers of the two courts, and being *bona fide* for the service of their respective sovereigns, shall not be charged with postage. A regulation shall be made at the British general post-office, for the purpose of carrying this stipulation into effect, and of fixing the weight and number of the letters and despatches which are to be exempted from postage in virtue of the present article.

XI. After the arrival of a packet at Rio de Janeiro, H. B. M.'s envoy or minister shall fix a day for the return to England of the said packet, reserving to himself the sole right of further prolonging the period so fixed, in case he should judge that H. M.'s services should require it, and paying attention, as far as may be possible, to any request for further delay on the part of the Portuguese government. And the packets, during their stay in the ports or harbours of H. R. H. the Prince Regent, are to be considered as under the special protection of H. B. M.'s envoy or minister, in the same manner as his couriers or messengers.

XII. The general principles of the present convention are to be applied to all packets that may hereafter be established between Great Britain and any port or ports in the dominions of H. R. H. the Prince Regent of Portugal, not specifically mentioned in the present convention.

XIII. The present convention shall be duly ratified, and the mutual exchange of ratifications shall take place in the city of London, within the space of four months, or sooner, if it be possible, to be computed from the day of the signature of the present convention.

In witness whereof we, the undersigned plenipotentiaries of H. R. H. the Prince Regent of Portugal, and of his Britannic Majesty, by virtue of our respective full powers, have signed the present convention, and have caused the seals of our arms to be annexed thereto.

Done in the city of Rio de Janeiro, on the 19th day of February, in the Year of our Lord MDCCCX.

(L.S.)

STRANGFORD.

* * * The *Treaty of Amity, Commerce, and Navigation between H. B. M. and H. R. H. the Prince Regent of Portugal*: signed at Rio de Janeiro, the 19th of February, 1810, will appear in a subsequent part of this Volume,

Poetical Poetry.

The heart's remote recesses to explore,
And touch its springs, when Prose avail'd no more.

FALCONER.

A TRIBUTE OF FRIENDSHIP

TO THE MEMORY OF

ROBERT CORBET, Esq.

LATE CAPTAIN OF H. M. S. AFRICAINE.

OF Chiefs, who perish in their country's cause,
T' whom rival nations yield a just applause,
Shall no com-patriot Muse with ardour tell
They liv'd—how nobly, and how bravely fell?
Shall not the grateful Isle, for whom they died,
Blend, with a parent's grief, a conscious pride?
On hallow'd marble consecrate their fame,
And, with her Nelson's, join brave Corbet's name!
Alas! extinguish'd godlike Nelson's fire!
No Homer's genius wak'd th' immortal lyre,
No bard, for whom contending cities jar,
Pourtray'd the matchless deeds of Trafalgar!
An humble Muse, within whose grief-worn breast,
Each nobler flight corroding cares suppress'd;
A transient tribute to his worth bestow'd,
And paid to friendship what to fame was owed!
Yet shall, again, that humbler Muse resume
Her pensive theme, o'er gallant Corbet's tomb;
The Hero's fate, with patriot tears bemoan,
And, in her country's griefs, forget her own!
Yes! levell'd at the Bard's devoted head,
Tho' ruthless power his menac'd vengeance shed;
Tho' exil'd to a worse than Gothic clime,
Where science droops, and genius seems a crime;
A clime, that Glory's Muse, exotic, shuns
(While Britain weeps for her degenerate sons):
Ev'n there, the Bard, truth's sacred strains shall raise;
Mourn Corbet's fate, and swell his well-earn'd praise!
While freedom-blooms on Britain's favour'd coast,
While valour, beauty, honour, are her boast;
Each varied blessing, in her soil that springs,
Wealth, plenty, liberty, the best of Kings;

Whate'er she has, whate'er in prospect grows,
 She to her Naval Heroes chiefly owes ;
 Depriv'd of them, alas ! her waning fame,
 Eclips'd, must sink, and Britain be a name !
 'Mong these, tho' envy would thy trophies blast,
 Thy name, brave Corbet ! and renown shall last ;
 In vain, in thee, shall vice or folly dare
 Defame those merits, which they cannot share !
 Tho' brightest suns exhale the blackest clouds,
 Sublimest worth, tho' jealous envy shrouds ;
 The glorious sun, thro' transient vapours breaks,
 And worth shall soar, while envy feeds her snakes !
 In thee, brave Chief ! cool judgment saw, combin'd,
 Skill, science, courage, and a vigorous mind ;
 A soul, by fear or danger unsubdued,
 Still prompt, where duty call'd, or glory woo'd ;
 Active, energetic, bold ; its dearest aim,
 To spread thy dearer country's naval fame ;
 Strict discipline, its best support, to guard ;
 The coward's terror, and the brave's reward ;
 In trying scenes, while manly firmness shown,
 Maintain'd the Navy's honour and thy own !
 Yet, if thy rigid arm restrain'd the base,
 And doom'd th' abandon'd few to just disgrace,
 Each British seaman, who the name deserv'd,
 And who, beneath thy dreaded pendant serv'd,
 Will own, tho' stern controul might such offend,
 Worth found in thee a patron and a friend ;
 And o'er thy bier must sigh, with grief, and pride,
 " A matchless seaman fell when Corbet died !"
 Alike serene, when tempests round him spread,
 And bursting thunders hurtled o'er his head ;
 As when young zephyrs, with inviting gales,
 Swept the smooth deep, and swell'd the rising sails :
 Nor less compos'd, when 'mid the nitre's glare,
 The voice of battle shook the tortur'd air,
 While winged deaths, in iron tempests pour'd,
 And Nature shudder'd as th' artillery roar'd ;
 Than when soft music taught thro' air to float,
 Lull'd the charm'd soul, with care-beguiling note ;
 Than when his toils, or love, or friendship smooth'd,
 And gentler scenes his martial feeling sooth'd !
 The Hero's mind, alike in every scene,
 Was firm, compos'd, intrepid, and serene ;
 Nor knew the ebbs and flows of weaker souls,
 Whom pleasure enervate, or fear controuls !
 One ruling principle inspir'd his zeal,
 An ardour for his country's fame and weal !

This was brave Corbet's constant aim and boast ;
 In this all meaner, selfish views were lost ;
 Nor, with his patriot cares allow'd to blend ;
 Alike, in life and death, his Country's friend !
 Nor less, in social life, thy generous mind
 Could friendship win, and strong attachments bind ;
 While manly sense, in nervous language dress'd,
 Thy thoughts and feelings, unreserv'd, express'd ;
 Tho' polish'd phrase, nor words of studied art,
 Disclos'd the workings of the seaman's heart,
 Yet every work, and every action show'd,
 There truth and honour fix'd their lov'd abode !
 Such was the Hero's life ! Alas ! too soon
 The hand of fate eclips'd his rising noon !
 In dreadful fight, with mightier force, he bled,
 And, with his daring spirit, Victory fled !
 In him, preserv'd, the Bard's prophetic eyes
 Aspir'd, to see a second Nelson rise !
 Yet, tho' in manhood's, and in glory's bloom,
 The Muse, who mourns the warrior's early doom,
 No laurels round his living brow can twine ;
 Her tears and verse shall consecrate his shrine ;
 While his lov'd country's general grief shall tell,
 When Corbet died another Nelson fell !

I. H. H.

*Cape Town, Cape of Good Hope,
 November 16, 1810.*

. The above poem having been sent by the author to the Government Printing-office (the only press in Cape Town), with a request that 200 copies of it might be published for distribution among the naval officers, and other friends of the gallant and lamented hero, whose fate it commemorates, (for which the author would pay any sum that might be charged) was returned, "by order of the Governor," with an intimation, *that it would not be allowed to be published in the colony!*

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#### PARODY ON SHAKESPEARE'S SEVEN AGES.

**T**HE navy's like a stage,  
 And all its heroes merely actors ;  
 The deck their stage, their play the fate of nations.  
 They, in their turn, move in far different spheres ;  
 Their ranks are several. At first, the midshipman  
 Mewling and shuffling from the deck,  
 And then, when passed, the mate anxiously waiting for promotion,  
 With care-worn countenance, creeping like snail,  
 To clean his hated deck. And then, the smart lieutenant,  
 Sighing for command, with oft repeated prayers,

Made to Dame Fortune. Next a commander,  
 Full of *God damns*, and proud of high authority;  
 Jealous of rivals, sudden, bold in enterprise;  
 Seeking a gallant name,  
 E'en in the front of danger. Then the post-captain,  
 With fair round belly, lined with good cheer:  
 His discipline severe, and coat of formal cut;  
 Full of himself, and all his former actions,  
 He passes on. The sixth rank shifts  
 Into the worn-out yellow Admiral,  
 With patch upon his eye, and crutch on side;  
 His favorite sword preserved with care;  
 But much too weighty for his enfeebled hand;  
 And his hoarse terror-striking voice  
 Declining back again to childish treble,  
 And squeaking in its sound. Last scene of all,  
 That finds a period to ambition's rise,  
 Is imbecility, and mere existence,  
 Sans courage, pride, importance every thing.

W. S.

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 NAVAL HISTORY OF THE PRESENT YEAR, 1811.

(February—March.)

## RETROSPECTIVE AND MISCELLANEOUS.

**T**HE most important event, within our knowledge, which has occurred during the month of March, is the combined naval and military attack, which was made upon the French besieging army at Cadiz. "General Graham's division," as is concisely stated in the Earl of Liverpool's communication of the news to the lord mayor, on the night of March 24, "marched from Tarifa on the 25th ult. (Feb.); on the 5th inst. after a night's march of 16 hours, they arrived at the ridge of Barrosa, about four miles to the southward of the St. Peter River, and commenced a well conducted attack on the rear of the enemy's line near St. Peter, by the van guard of the Spanish army, under General Ladri-zabel, and opened a communication with the Isle of Leon. Lieutenant-general Graham having received the directions of the Spanish commander-in-chief to move down from the position of Barrosa to that of Torre de Beringa, received notice on the march that the enemy had appeared in force on the plain, and was advanced towards the heights of Barrosa: in this position a most desperate action took place, in which the enemy was completely repulsed, with the loss of an eagle and six pieces of cannon. The General of division Rufin, and the General of brigade, Rousseau, were wounded and taken. The chief of the staff, General Bellegarde, an aid-de-camp of General Victor, one colonel, nine captains, and about 420 rank and file were made prisoners.—The field was covered with the dead



bodies of the enemy, and it was supposed that their loss amounted to about 3000 in killed and wounded. The loss on the part of the British troops amounts to 2 captains, 5 ensigns, and about 190 rank and file killed; 5 lieutenant-colonels, 1 major, 14 captains, 26 lieutenants, 8 ensigns, and about 940 rank and file wounded. It appears that the enemy had about 3000 men engaged, and that the British, with the Spaniards attached to them, amounted to 5000. Lieutenant general Graham, with the troops under his command, had crossed the St. Peter River, and re-entered the Isle of Leon."†

By Sir Richard Keats's despatches, (*vide* letters on service) we learn, that, from the tempestuous state of the weather, the naval attack, which was intended to operate as a diversion in favour of the land forces, did not take place until the day after the battle of Barrosa. An attack was then made on the enemy's sea-defences, from Rota to St. Mary's.\* Several redoubts were taken, and dismantled, and their guns spiked.—We deeply regret to add, that the Spanish army of reserve consisting of 11,000 men, under the commander-in-chief, General La Pena, did not fire a shot, or advance a step, in support of the victorious but suffering Britons fighting in their cause; and that, merely because they were not led on by their superior officer! It is the general belief, that had the Spaniards done their duty, the enemy must have lost every man, and the siege of Cadiz have been raised. On the representation of the British minister, Mr. H. Wellesley, General La Pena has been superseded, and put under arrest.—A second effort to raise the siege was to be made; in which the chief command of the Spaniards was to be assumed by General Blake. According to a private letter, that officer had crossed the bridge over the Santi Petri, on the 11th, and was engaged with the enemy. A flotilla of gun-boats had sailed, to co-operate in attacks on the French positions, along the coast of the bay.

General Massena commenced his retreat from Santarem on the 6th of March, in consequence it is supposed, of the expected arrival of Lord Wellington's reinforcements, in Sir J. S. Yorke's squadron. Lord Wellington as soon as he was apprized of the event, went in pursuit of the enemy.

Buonaparte's young wife presented him with a son, on the morning of the 20th of March.

It is said that Sir S. Smith is appointed to the command of a squadron, which is immediately to sail on a secret expedition, the destination of which is not publicly known. It is also stated, that Sir Sidney himself was the planner of the enterprise he is about to execute.

We are sorry to state the capture of the Challenger sloop of war, Captain Blennerhasset. On the 12th of March, the Challenger and Firm were close in with the Isle of Bas, when, at four o'clock in the afternoon, it being hazy, two French ships suddenly appeared in sight, running before the wind, which was blowing strong from the S. E.—one of them a frigate, the other an armed store-ship. The Challenger sailed better than either

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*Vide* Map of Cadiz, NAVAL CHRONICLE, Vol. XXIII. Page 473.

of them, but Capt. Blennerhasset being naturally desirous (when resistance would have been madness and folly) of making his escape certain, set the only remaining sail the Challenger could carry. The man at the helm unfortunately suffered his attention to be diverted from his duty, and the moment the sail was set, the ship broached to—the main-top-mast was carried away by it, and the enemy, then, soon came up with and captured the Challenger. She gallantly engaged the enemy all the time she was chased, in hopes that she would thereby draw them further out from the land, and the Plantagenet and Princess Charlotte, which were stationed to blockade the port, might soon appear in sight. They could not have been any great distance when she was taken. The ships came out of St. Maloes on the day they captured the Challenger, and arrived at Brest the next day, with their prize. The blockading ships off that port saw them go in, without the possibility of intercepting them.

We particularly regret the fate of Captain Blennerhasset, as he was on his first cruise in the Challenger: he was promoted for his gallant conduct as lieutenant of the Amethyst, in the actions with La Niemen and Thetis. Had he not set the sail he did, and had been taken by the enemy, he would have incurred the censure of a court-martial: so that it appears the very mean he took (and the only one he could take) to preserve his ship, proved her loss to the British service.

An officer of the *Fortunée* frigate has furnished the following particulars of a late unfortunate affair between the boats of that ship and a French privateer:—

“*Cork, Feb. 26, 1811.*”

“We arrived here on the 21st, after a short cruise to the westward, during which I lament to say a most disagreeable occurrence arose. Whilst cruising on the south-west coast, the captain descried an enemy’s privateer close to the land; and was preparing to bear down upon her, when a calm suddenly took place, upon which the boats of the frigate were immediately manned; when, we lament to add, the enemy permitted the boats to approach so close, that the men were nearly in the act of boarding, when he poured in a close and destructive fire, by which a number of valuable lives have been lost.—The frigate was unable to support the boats, being considerably to leeward, at the same time that the enemy, by extraordinary exertion in using his sweeps, succeeded in effecting his escape.—The loss of the *Fortunée* is 22 killed, and 40 wounded. Out of 17 in one boat, all but two were killed; Lieut. Webster is wounded in the cheek, and the 1st lieutenant (Watson) it is feared will be obliged to have his leg amputated. The following are the names of some of the seamen killed:—Jas. Balding, J. Darling, R. Richardson, A. Clasoin, T. Howard, A. Allen, R. Christy, Geo. Starkes, — Jones, C. Ranger, J. Dogger, M. Cullum, R. Mc’Carthy, Jas. Orrel, J. Wood, J. Hook, and J. Williams. No blame can be attachable to the commander as every exertion was used by him to bring the guns of the frigate to bear upon the privateer, but without effect, no man can feel more than he does for the disaster that occurred, though not contributing to it by want of skill and exertion.”

## Imperial Parliament.

HOUSE OF LORDS, FRIDAY, JANUARY 11.

**E**ARL CAMDEN reported, that a joint deputation from the two Houses had waited upon his Royal Highness the Prince of Wales, with the Resolutions of both Houses, and their request, that during the incapacity of his Majesty, his Royal Highness would accept the Regency under such restrictions and limitations as the two Houses of Parliament might deem it expedient to impose. To this his Royal Highness had returned the following answer:—

*“ My Lords and Gentlemen,*

“ I receive the communication which the two Houses have directed you to make to me, of their joint Resolutions, on the subject of providing for ‘ the exercise of the Royal Authority, during his Majesty’s illness,’ with those sentiments of regard which I must ever entertain for the united desires of the two Houses.

“ With the same sentiments I receive the expressed ‘ hopes of the Lords and Commons, that from my regard for the interest of his Majesty and the Nation, I should be ready to undertake the weighty and important trust proposed to be invested in me,’ under the Restrictions and Limitations stated in those Resolutions.

“ Conscious that every feeling of my heart would have prompted me, from dutiful affection to my beloved Father and Sovereign, to have shewn all the reverential delicacy towards him, inculcated in those Resolutions, I cannot refrain from expressing my regret, that I should not have been allowed the opportunity of manifesting to his afflicted and loyal subjects, that such would have been my conduct.

“ Deeply impressed, however, with the necessity of tranquilizing the public mind, and determined to submit to every personal sacrifice consistent with the regard I owe to the security of my Father’s Crown, and the equal regard I owe to the welfare of his People, I do not hesitate to accept the office and situation proposed to me, restricted as they are, still retaining every opinion expressed by me upon a former and similar distressing occasion.

“ In undertaking the trust proposed to me, I am well aware of the difficulties of the situation in which I shall be placed; but I shall rely with confidence upon the constitutional advice of an enlightened Parliament, and the zealous support of a generous and loyal people. I will use all the means left me to merit both.

*“ My Lords and Gentlemen,*

“ You will communicate this my answer to the two Houses, accompanied by my most fervent wishes and prayers, that the Divine Will may extricate us and the nation from the grievous embarrassments of our present condition, by the speedy restoration of his Majesty’s health.”

Earl *Harcourt* reported that the Deputation appointed by the two Houses

had presented the Address to the Queen, and that her Majesty had been pleased to return the following Answer:—

“ *My Lords and Gentlemen,*

“ That sense of duty and gratitude to the King, and of obligation to this country, which induced me in the year 1789 readily to promise my most earnest attention to the anxious and momentous trust at that time intended to be imposed in me by Parliament, is strengthened, if possible, by the uninterrupted enjoyment of those blessings which I have continued to experience under the protection of his Majesty since that period; and I should be wanting to all my duties if I hesitated to accept the sacred trust which is now offered to me.

“ The assistance in point of council and advice, which the wisdom of Parliament proposes to provide for me, will make me undertake the charge with greater hopes that I may be able satisfactorily to fulfil the important duties which it must impose upon me.

“ Of the nature and importance of that charge I cannot but be duly sensible, involving, as it does, every thing which is valuable to myself, as well as the highest interests of a people endeared to me by so many ties and considerations, but by nothing so strongly as by their steady, loyal, and affectionate attachment to the best of Kings.”

The *Earl of Liverpool* moved, “ That it is expedient that Letters Patent should issue under the Great Seal of the United Kingdom of Great Britain and Ireland, in manner and form following (reciting the usual form of a Commission for opening Parliament, omitting the names of the Royal Dukes, and adding to the words, “ By the King himself,” by the advice of the Lords Spiritual and Temporal, and Commons of the United Kingdom of Great Britain and Ireland.”

The motion was agreed to, by 51 against 35, and ordered to be communicated to the Commons.

TUESDAY, JANUARY 15.

The Parliament was regularly opened, by virtue of a commission under the Great Seal.

WEDNESDAY, JANUARY 23.

The Bill, for appointing the Prince of Wales Regent of the United Kingdom, was brought up from the Commons, and received.

TUESDAY, FEBRUARY 5.

The Regency Bill received the Royal Assent by Commission.

TUESDAY, FEBRUARY 12.

The *Lord Chancellor* read from the woolsack the following speech, in the name of his Royal Highness the Prince Regent:—

“ *My Lords and Gentlemen,*

“ In execution of the Commission which has now been read to you, we are commanded, by his Royal Highness the Prince Regent, to express, in the strongest manner, how deeply he laments, not only in common with all his Majesty's

loyal subjects, but with a personal and filial affliction, the great national calamity which has been the occasion of imposing upon his Royal Highness the duty of exercising, in his Majesty's name, the Royal authority of this kingdom.

“ In conveying to you the sense which his Royal Highness entertains of the great difficulties attending the important trust which is reposed in him, his Royal Highness commands us to assure you, that he looks with the most perfect confidence to the wisdom and zeal of Parliament, and to the attachment of a loyal and affectionate people, for the most effectual assistance and support; and his Royal Highness will, on his part, exert his utmost endeavours to direct the powers with which he is invested, to the advancement of the prosperity, welfare, and security of his Majesty's dominions.

“ We are directed to inform you, that his Royal Highness has great satisfaction in being enabled to state, that fresh opportunities have been afforded during the late campaign, for distinguishing the valour and skill of his Majesty's forces both by sea and land.

“ The capture of the Islands of Bourbon and of Amboyna have still further reduced the colonial dependencies of the enemy.

“ The attack upon the Island of Sicily, which was announced to the world with a presumptuous anticipation of success, has been repulsed by the persevering exertions and valour of his Majesty's land and sea forces.

“ The judicious arrangement adopted by the Officers commanding on that station, derived material support from the zeal and ardour which were manifested during this contest by the Inhabitants of Sicily, and from the co-operation of the naval means which were directed by his Sicilian Majesty to this object.

“ In Portugal, and at Cadiz, the defence of which constituted the principal object of his Majesty's exertions in the last Campaign, the designs of the enemy have been hitherto frustrated. The consummate skill, prudence, and perseverance of Lieutenant-general Lord Viscount Wellington, and the discipline and determined bravery of the Officers and Men under his command, have been conspicuously displayed throughout the whole of the Campaign. The effect of those distinguished qualities, in inspiring confidence and energy into the troops of his Majesty's Allies, has been happily evinced by their general good conduct, and particularly by the brilliant part which they bore in the repulse of the enemy at Buzaco. And his Royal Highness commands us further to state, that he trusts you will enable him to continue the most effectual assistance to the brave Nations of the Peninsula, in the support of a contest which they manifest a determination to maintain with unabated perseverance; and his Royal Highness is persuaded that you will feel, that the best interests of the British Empire must be deeply affected in the issue of this contest, on which the liberties and independence of the Spanish and Portuguese nations entirely depend.

“ We have it likewise in command to acquaint you, that discussions are now pending between this country and the United States of America; and that it is the earnest wish of his Royal Highness, that he may find himself enabled to bring these discussions to an amicable termination, consistent with the honour of his Majesty's Crown, and the Maritime Rights and Interests of the United Kingdom.

“ *Gentlemen of the House of Commons,*

“ We are directed to acquaint you, that his Royal Highness the Prince Regent has given his commands, that the Estimates for the Expenditure of the

current Year should be laid before you; and his Royal Highness has great satisfaction in acquainting you, that although the difficulties under which the commerce of this kingdom has laboured, have in some degree affected a part of his Majesty's revenue, particularly in Ireland, yet that the revenue of Great Britain in the last year, though unaided by any new taxation, is greater than was ever known in any preceding year. And his Royal Highness trusts to your zeal and liberality to afford his Majesty adequate Supplies for the support of the great contest in which he is necessarily engaged.

“ *My Lords and Gentlemen,*

“ We are commanded by his Royal Highness to declare to you, that it is the most anxious wish of his heart, that he may be enabled to restore unimpaired into the hands of his Majesty the Government of his Kingdom; and that his Royal Highness earnestly prays that the Almighty may be pleased in his mercy to accelerate the termination of a calamity so deeply lamented by the whole nation, and so peculiarly afflicting to his Royal Highness himself.”

Lord Aberdeen moved, and Lord Elliott seconded an Address, echoing the sentiments of the Speech, which was agreed to, *nem. dis.*

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## Letters on Service,

*Copied verbatim from the LONDON GAZETTE.*

SUPPLEMENT to the London Gazette Extraordinary of Wednesday,

FRIDAY, FEB. 15. .

A Despatch, of which the following is an Extract, has been received from the Hon. Major-General Abercromby by the Earl of Liverpool, dated Port Louis, Isle of France, Dec. 7, 1810.

I have the honour to inform your lordship, that the Isle of France surrendered, by capitulation, on the 3d instant, to the united force under the command of Vice-Admiral Bertie and myself. I must refer your lordship, for the particulars of the operations, which led to this fortunate event, to the copy of my official letter to the Right Hon. the Governor-general, which, together with other documents, I have now the honour to transmit to your lordship. In conformity with the instructions which I had the honour to receive from Lord Minto, I have placed Mr. Farquhar in charge of the government: and I confidently trust, that, in having adopted this measure, I shall not incur the displeasure of H. M's. government. This despatch will be delivered to your lordship by Captain Hewitt, my aide-de-camp, and I believe your lordship will find him perfectly qualified to afford you every information which you may require, in respect to the late operations of this force.

*To the Right Hon. Gilbert Lord Minto, &c.*

MY LORD,

I have the honour to inform your Lordship in my Despatch of the 21st ult. that although the divisions from Bengal and the Cape of Good Hope, had not arrived at the rendezvous, it had been determined that the fleet should proceed to sea on the following morning, as from the advanced season of the year, and the threatening appearance of the weather, the ships could no longer be considered

secure in their anchorage at Rodriguez; and I did myself the honour to state to your Lordship, the measures which it was my intention to pursue, even if we should still be disappointed in not being joined by so large a part of the armament.—Early on the morning of the 22d, Vice Admiral Bertie received a communication from Captain Broughton, of H. M. S. *Illustrious*, announcing his arrival off the island with the convoy from Bengal. The fleet weighed at day-light, as had been originally arranged, and in the course of that day a junction having been formed with this division, the fleet bore up for the Isle of France.—The greatest obstacles opposed to an attack on this island with a considerable force, have invariably been considered to depend on the difficulty of effecting a landing from the reefs which surround every part of the coast, and the supposed impossibility of being able to find anchorage for a fleet of transports.—These difficulties were fortunately removed by the indefatigable exertions of Commodore Rowley, assisted by Lieutenant Street, of the *Staunch* gun-brig, Lieutenant Blackiston, of the *Madras* Engineers, and the Masters of His Majesty's ships *Africaine* and *Boadicea*. Every part of the leeward side of the island was minutely examined and sounded, and it was discovered that a fleet might anchor in the narrow passage formed by the small island of the Gunners' Coin and the main land; and that at this spot there were openings through the reef, which would admit several boats to enter abreast. These obvious advantages fixed my determination, although I regretted that circumstances would not allow of the disembarkation being effected at a shorter distance from Port Louis.—Owing to light and baffling winds, the fleet did not arrive in sight of the island until the 28th; and it was the morning of the following day before any of the ships came to an anchor.—Every arrangement for the disembarkation having been previously made, the First Division, consisting of the Reserve, the Grenadier Company of the 59th Regiment, with two 6-pounders, and two howitzers, under command of Major General Warde, effected a landing in the bay of Mapon, without the smallest opposition, the enemy having retired from Fort Marlastrri, situated at the head of Grand Bay, and the nearest port to us which they occupied.—As soon as a sufficient part of the European force had been formed, it became necessary to move forward, as the first five miles of the road, lay through a very thick wood, which made it an object of the utmost importance, not to give the enemy time to occupy it. Lieutenant Colonel Smyth having been left with his brigade to cover the landing-place, with orders to follow next morning, the column marched about four o'clock, and succeeded in gaining the more open country, without any efforts having been made by the enemy to retard our progress, a few shot, only, having been fired by a small picquet, by which Lieutenant Colonel Keating, Lieutenant Ash, of his Majesty's 12th regiment, and a few men of the advanced guard, were wounded. Having halted for a few hours during the night, the army again moved forward before day-light, with the intention of not halting till arrived before Port Louis; but the troops having become extremely exhausted, not only from the exertion which they had already made, but from having been almost totally deprived of water, of which this part of the country is destitute, I was compelled to take up a position at Moulín a Poudre, about five miles short of the town.

Early the next morning Lieutenant Colonel M'Cleod, with his brigade, was detached to seize the batteries of Tombeau and Tortue, and open a communication with the fleet, as it had been previously arranged that we were to draw our supplies from these two points.—The main body of the army, soon after it had moved off its ground, was attacked by a corps of the enemy, who, with several field pieces, had taken a strong position, very favourable for attempting to make an impression on the head of the column, as it shewed itself at the end of a narrow road, with a thick wood on each flank. The European flank battalions, which formed the advanced guard, under the command of Lieutenant Colonel Campbell of the 33d regiment, and under the general direction of General Warde, formed with as much regularity as the bad and broken ground would admit of: charged the enemy with the greatest spirit, and compelled him to retire with the loss of his guns, and many killed and wounded. This advantage was gained by the fall of Lieutenant Colonel Campbell, a most excellent and valuable officer, as well as Major O'Keefe, of the 12th regiment, whom I have also every reason sincerely to regret.—In the course of the forenoon the

army occupied a position in front of the enemy's lines, just beyond the range of cannon-shot; on the following morning, while I was employed in making arrangements for detaching a corps to the southern side of the town, and placing myself in a situation to make a general attack, General de Caen proposed to capitulate. Many of the articles appeared to Vice-Admiral Bertie and myself to be perfectly inadmissible; but the French Governor having, in the course of the same day, acceded to our terms, a Capitulation for the surrender of this colony and its dependencies was finally concluded. Your Lordship will perceive that the Capitulation is in strict conformity with the spirit of your instructions, with the single exception, that the garrison is not to be made prisoners of war.—Although the determined courage and high state of discipline of the army, which your Lordship has done me the honour to place under my command, could leave not the smallest doubt in my mind in respect to the issue of an attack upon the town, I was nevertheless prevailed upon to acquiesce in this indulgence being granted to the enemy, from the desire of sparing the lives of many brave officers and soldiers, out of regard to the interests of the inhabitants of this island, having long laboured under the most degrading misery and oppressions (and knowing confidentially your Lordship's further views in regard to this army) added to the late period of the season, when every hour became valuable; I considered these to be motives of much more national importance, than any injury that could arise from a small body of troops at so remote a distance from Europe, being permitted to return to their own country, free from any engagement.—In every other particular, we have gained all which could have been acquired if the town had been carried by assault. During the course of this short service, the enemy has not afforded an opportunity to the army in general for displaying the ardent zeal and animated courage, with which every individual is inspired; but it is nevertheless my duty to represent to your lordship, in the strongest terms, the merits of every corps under my command. The officers and men (European as well as Native) have cheerfully and patiently submitted to the greatest fatigues and privations. During the advance of the army, the troops were unable, for the space of 24 hours, to procure a sufficient supply of water, but this trying circumstance did not produce a single murmur, or the smallest mark of discontent or disapprobation.

*Names of Officers Killed and Wounded.*

*Killed.*—Lieutenant-colonel Campbell, 33d regiment; Major O'Keefe, 12th regiment.

*Wounded.*—Lieutenant-colonel Keating, 56th regiment; Major Taynton, Madras artillery; Lieutenants Ashe and Knappock, 12th regiment; Lieutenant Jones, 84th regiment, slightly.

W. NICHOLSON, Dept. Adj. Gen.

**General Abstract Return of the mounted Ordnance, in the Town of Port Louis, Port South East, and the other Ports and Batteries in the Isle of France.**

*Port Louis, Dec. 6, 1810:*

Isle au Tannelier... 15 36-pounders, 18 24-pounders, 7 mortars. Leignee de Retranchment.—9 21-pounders, 3 18-pounders, 3 12-pounders. Batterie Danphin.—1 mortar, 3 18-pounders. Batterie Tombeau.—2 18-pounders, 2 12-pounders. Batterie Daroes.—1 mortar, 4 18-pounders. Batterie Port Morteour, 2 mortars, 3 24-pounders. Baye aux Tortue.—2 18-pounders, 1 12-pounder. Port aux Pement.—1 mortar, 4 18-pounders. Port de Grenadier.—1 mortar, 3 24-pounders. Port aux Canonier.—3 mortars, 3 36-pounders, 9 24-pounders. Redoubte Melartee.—2 24-pounders. Redoubte Hacq.—2 18-pounders. Batterie Moheboury, 3 18-pounders. Isle de la Passe.—3 mortars, 4 36-pounders, 9 24-pounders. Port de Diable.—2 mortars, 4 24-pounders. Grande Revears Dupats.—1 18-pounder, 2 12-pounders. Port Saillae.—2 12-pounders. Port Jacote.—1 mortar, 2 18-pounders, 2 12-pounders Batterie du Cap.—2 12-pounders. Batterie de Sharmonio.—1 mortar, 5 24-pounders. Batterie de Trouer.—3 18-pounders. Batterie de la Prenoarille.—1 mortar, 5 24-pounders.



File en Flac.—2 12-pounders. Batterie Argueson.—1 mortar, 3 36-pounders, 4 12-pounders. Batterie Paul Mic.—1 18-pounder, 1 12-pounder. Batterie Contie.—18 18-pounders. Batterie Conde.—2 mortars. Port Blanc.—4 mortars, 4 36-pounders, 9 24-pounders, 2 18-pounders.

*Abstract of Ordnance.*

29 36-pounders, 81 24-pounders, 46 18-pounders, 22 12-pounders, 31 mortars.  
—Total Ordnance, 209.

D. ROSS, Capt. Senior Officer of Artillery.

(True Copy)

W. CARROL,

Assistant Adjutant General.

N. B. The ordnance are in excellent order, and the whole of the batteries completely equipped with shot, ammunition, and every other requisite for service.

I feel myself particularly indebted to Lieutenant-colonels Picton, Gibbs, Kelso, Keating, McLeod and Smyth, who commanded the different brigades, as well as to Major Taynton, the senior officer of the artillery, of whose services I was deprived by a wound which he received on the day the army occupied a position before this town. Although I have every reason to be satisfied with the zeal of the heads of departments, I feel it a particular duty incumbent upon me, to express, in the most pointed manner, the obligations which I owe to Dr. Harris, the superintending surgeon, and to the medical staff in general, for their unremitting attention in the discharge of the important duty reposed in them. I have received every assistance from Lieutenant Gregory, my military secretary, and the whole of my personal staff. To Major Caldwell, of the Madras engineers, and who accompanied me from India, I am indebted for the most able and assiduous exertions. Since his arrival amongst these islands, he has been indefatigable in procuring the necessary information, in respect to the defence of this colony; and through his means I was put in possession of an accurate plan of the town, some time previous to the disembarkation of the army; and I trust your lordship will permit me to recommend to your lordship's protection, this valuable and experienced officer. It is not in my power to do justice to the merits of Major-general Warde; I have, on every occasion, received from him the most cordial co-operation and assistance; and during the short operations of the army, he was constantly at the head of the column, directing the advanced guard, and animating the soldiers by his personal example. The most perfect harmony and cordiality have subsisted between the navy and army; and I have received every assistance from Vice Admiral Bertie, and the squadron under his command. The arrangements connected with the disembarkation, were conducted in the most able and judicious manner, by Captain Beaver, of his Majesty's frigate Nisus; and during the subsequent operations of the army, I am indebted to him for his unremitting attention and assiduous exertions in landing the necessary stores and provisions. To Captain Briggs, of his Majesty's ship, *Clarinde*, and to Captain Lye, of the *Doris*, who were employed under the orders of Captain Beaver, my most grateful acknowledgments are due for the services they performed, as well as to the officers and seamen under their command. A body of seamen was landed from the fleet, under the command of Captain Montague; the exertions which were used to bring forward the guns, through a most difficult country, were such as to attract the admiration of the whole army, and fully entitles Captain Montague, Lieutenant Lloyd, of the *Africaine*, and every officer and sailor, to the encomiums I can pass on their conduct. The battalion of marines, under the command of Captain Liardet, supported the reputation of this distinguished corps. This despatch will be delivered to your lordship by my aide-de-camp, Lieutenant M'Murdo, of the Bombay establishment, who will afford your lordship any further information you may require respecting the late operations of the army.

I have, &c. J. ABERCROMBY, Maj. Gen.

(True Copy)

A. E. GREGORY, Military Secretary to the  
Commander of the Forces.

*Return of the Killed, Wounded, and Missing, at the Attack of the Isle of France, on the 30th of November and 1st and 2d of December, 1810.*

*Head-quarters, Camp before Port Louis, Dec. 4, 1810.*

Artillery—1 major, 1 rank and file, wounded.

European Flank Battalion—12th foot, 4 rank and file, killed; 2 lieutenants, 3 sergeants, 23 rank and file wounded; 2 rank and file, missing—14th foot, 1 rank and file killed, 2 rank and file wounded—33d foot, 1 lieutenant-colonel, 1 serjeant, 1 rank and file killed; 1 serjeant, 12 rank and file wounded—56th foot, 3 rank and file killed; 1 lieutenant-colonel, 2 rank and file wounded; 2 rank and file missing, 3 of the rank and file missing supposed to be killed.

Europeans,—12th foot, 1 major, 1 drummer, 1 rank and file killed; 5 rank and file wounded; 3 rank and file missing—22d foot, 4 rank and file wounded—59th foot, 1 rank and file killed; 4 rank and file wounded—84th foot, 9 rank and file killed; 1 lieutenant, 1 serjeant, 1 drummer, 19 rank and file wounded; 1 drummer, 3 rank and file missing—Detachment 87th foot, 2 rank and file killed—89th foot, 1 rank and file wounded—Royal Marines, 2 rank and file wounded.

Natives.—Madras Flank Battalion, 1 rank and file wounded, 1 drummer missing—1st Bengal Volunteers, 1 native officer, 13 rank and file missing—2d ditto, 17 rank and file missing—Madras Volunteer Battalion, 1 havildar killed, 3 rank and file wounded; 2 rank and file missing—2d Detachment of 2d Bombay Native Infantry, 1 havildar killed, 2 rank and file wounded—Madras Pioneers, 2 wounded.

Total.—1 lieutenant-colonel, 1 major, 1 serjeant, 2 havildars, 1 drummer, 22 rank and file killed; 1 lieutenant-colonel, 1 major, 3 lieutenants, 5 sergeants, 1 drummer, 81 rank and file, 2 pioneers wounded; 1 native officer, 2 drummers, 42 rank and file missing.

N. B. One seaman killed and five wounded, not included above.

W. NICHOLSON, Dep. Adj. Gen.

February 16.

*Copy of a Letter from Captain Bouchier, of H.M. Sloop Hawke, addressed to Admiral Sir Roger Curtis, Bart. and transmitted by the latter to John Wilson Croker, Esq.*

SIR,

*Hawke, Dungenness, Feb. 11. 1811.*

I have the honour to acquaint you that I captured on the morning of the 7th instant, after an anxious chase of nineteen hours, *Le Furet*, a very fine French schooner privateer, pierced for sixteen guns, but only fourteen mounted, consisting of twelve nine-pounder carronades, and two long-sixes, commanded by Monsieur Guatier, a lieutenant of the French navy, with a complement of eighty-six men; out ten days from St. Maloes, but had made no capture. She is only four months old, coppered and copper-fastened, nearly ninety feet on deck, and twenty-two feet beam, well built and very strong, and, in my opinion, well adapted for his Majesty's service,

I have the honour to be, &c.

H. BOURCHIER.

February 19.

*Copy of a Letter from Captain Josias Rowley, late of His Majesty's ship Boadicea, to J. W. Croker, Esq. Secretary to the Admiralty, dated in London this day.*

SIR,

In reply to your letter of this day's date, transmitting to me a copy of a letter from Captain Peter Parker, of his Majesty's ship *Menelaus*, requesting that a reference may be made to me with regard to the proceedings of that ship in the late operations at the Isle of France, her name not appearing in the despatch from Vice-admiral Bertie, as having been present on that occasion, and signifying to me their lordships' directions to report to them what I may know of the circumstances of the case; I beg leave to state my full persuasion that the omission of the name of the *Menelaus*,

in the vice-admiral's despatch, was entirely accidental; that she joined the squadron previous to any operations being undertaken for an attack on the island; that upwards of one hundred seamen and marines of her crew were landed to co-operate with the troops; and that Captain Parker having been employed under my immediate direction off Port Louis, I am happy to have an opportunity of bearing testimony to the distinguished zeal and ability of his conduct.

I have the honour to be, &c.

JOSIAS ROWLEY.

*Copy of a Letter from Lieutenant Richard Barton, acting in the temporary command of His Majesty's Ship the Blanche, addressed to Captain Flint of the Wilhelmina, and transmitted by Vice-admiral Drury to John Wilson Croker, Esq.*

*His Majesty's Ship Blanche, Port Cornwallis,  
Prince of Wales's Island, Aug. 2, 1810.*

SIR,

I beg leave to acquaint you, for the information of his excellency the commander-in-chief, that on the 26th ult. in latitude  $5^{\circ} 20'$  north, longitude  $93^{\circ} 22'$  east, I had the satisfaction of falling in with, and after a chase of eight hours, captured la Confiance French privateer, of two long six-pounders and a quantity of small arms, having on board a complement of thirty men. The Confiance sailed from the Isle of France in May last, and had made two or three captures.

I have, &c.

RICHARD BARTON.

*William Flint Esq. Captain of His Majesty's Ship Wilhelmina, and Senior Officer, &c.*

February 26.

*Copy of a Letter from Captain Adderley, of His Majesty's Sloop the Echo, addressed to Vice-admiral Campbell, and transmitted by the latter to John Wilson Croker, Esq.*

*His Majesty's Sloop Echo, Downes,  
23d February 1811.*

SIR,

I beg leave to inform you, for the information of the Lords Commissioners of the Admiralty, of my having on the 21st instant, at eight A. M. in latitude  $49^{\circ} 49'$  north, longitude  $7^{\circ} 6'$  west, fallen in with the Confiance French schooner privateer, of sixteen guns, (fourteen of which she threw overboard in the chase), and sixty-two men, and after a chase of eight hours, blowing hard, discovered two ships ahead, which the chase observing altered her course, and we immediately succeeded in capturing her. She appears to be a very fine copper-bottomed vessel, sails remarkably fast, and is well calculated for his Majesty's service.

I have, &c.

A. ADDERLEY.

*Vice admiral Campbell, Commander-in-chief, &c. Downes.*

### Naval Courts Martial.

A COURT MARTIAL has been held at the Isle of France, on Captains Pym, Lambert, Curtis, and Willoughby, for the loss of their respective ships (the Sirius, Iphigenia, Magicienne, and Nereide), in action with the enemy, at the Isle de la Passe; when they were all *most honourably acquitted*. Captain Broughton (Illustrious), president.

A general Court Martial was held on the 14th of February last, at the Royal Marine barracks, Plymouth; and which continued by adjournment to the 27th, for the trial of Second lieutenant Alfred Octavius Carrington, of the royal marines, on various charges, on part of which he was found guilty, and sentenced to be dismissed H. M.'s royal marine forces. The

court afterwards proceeded to try First Lieutenant G. M. Wills, of the royal marines, on charges preferred against him by the afore-mentioned 2d Lieutenant A. O. Carrington, but no evidence being adduced in support of the charges, the prisoner was acquitted.

**FEB. 25.** Michael Whelin, private marine of H. M. S. Castilian, was tried by a Court Martial, for deserting on the morning of the 2d of January in Seaford Roads, whilst doing duty as sentinel. Six others of the crew deserted with him. He was found guilty, and sentenced to receive 200 lashes.

Thomas Whittle, seaman, of the Royal William, was tried on the same day, for robbing one of his shipmates of 15l. Being found guilty, he was sentenced to receive 300 lashes.

March 12, a Court Martial was held on board the Salvador del Mundo, in Hamoaze, on Mr. Nathaniel Prynne, master of the Achates, for absenting himself from the ship several months, when he was at length sent on board as a deserter. The charge being fully proved, Mr. Prynne received sentence to be dismissed his situation of master in H. M.'s navy, and to serve before the mast in such of H. M.'s ships as the port admiral should direct, and to be mulct of all pay.

March 19 and 20, a Court Martial was held at Plymouth, for the trial of Captain Jacob Walton, the officers, and crew of H. M. late ship Amethyst, for the loss of the said ship, in Plymouth Sound. The court adjudged Captain Walton to be severely reprimanded; and the master to be severely reprimanded, and to serve in a sixth-rate for twelve months. The rest of the officers and the crew were acquitted.

That part of Mr. Woodgate's sentence (late midshipman of the Tartarus) which inflicted the punishment of two years solitary confinement on him, for a riot, and using abusive language to Captain Flinn, at the Plymouth theatre, has been remitted by the lords of the Admiralty.

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### Promotions and Appointments.

#### Admirals and Captains appointed.

Rear-admiral Foley to succeed Vice-admiral George Campbell, as commander-in-chief in the Downs: Captain Hyde Parker to be his captain.

Rear-admiral Sir Samuel Hood to succeed Vice-admiral Rowley, as commander-in-chief at Jamaica.

Rear-admiral Sir Richard Keats to succeed Sir Samuel Hood, in the Mediterranean; to hoist his flag on board the Hibernia: Captain Edward Kittow to be his captain.

Rear-admiral Philip Durham hoists his flag in the Milford, and is to succeed Sir Richard Keats in the command at Cadiz.

Rear-admiral Hon. A. Legge hoists his flag in the Revenge, and succeeds Sir Thomas Williams at Lisbon.

Rear-admiral Sir Thomas Williams hoists his flag on board the Royal George, in the Channel Fleet.

Captains:—William King, to the Milford; — Dillon, to the Leopard; C. Nixon, to the Nightingale; Gell Bligh, to the Acorn; — Patterson, to the Ceylon; — Caulfield, to the Iphigenia; — Graham, to the Nereide (late la Venus); T. S. Cowan, to the Barbicour (acting); W. Ferris, to the Diana; Richard Jones (acting), to the Poitiers; Thomas Fellowes, to the rank of a post-captain.

Captain Thomas Headington, to be agent for prisoners of war at

the depot of Valleyfield, near Edinburgh; Mr. James Gillies, to be surgeon to that depot.

Captain Pellowe, to be agent to the depot at Pennycuik; and Mr. Macansh to be surgeon to that depot.

The following appointments have taken place in the marine and naval brigades on shore at Lisbon:—Captain Woodrige, R.M. commands at Fort St. Julian; Captain Cox, at Belem; Lieutenants Merton and Nailor command companies; Captain Hornby, pay-master of a battalion; Lieutenant Paxton, adjutant 2d battalion; Lieutenant Kempster, ditto 1st battalion; Lieutenant Mallard, quarter-master; Major Westropp has been superseded by Major Dickinson in the command of the 2d battalion; a detachment of seamen are at St. Julian's, under Captain Knox, Lieutenants Waring, Mitchell, and Hare, of the royal navy.

Captain W. B. Rider, who was dismissed the service a short time since, for leaving his station in the West Indies without orders, has been restored to his former rank by his R. H. the Prince Regent.

#### Lieutenants, &c. appointed.

Joseph Patey, to the *Vigo*; Thomas Evans (2), to the *Recruit*; William Locay, to the *Salvador del Mundo*; John Wilson, to the *Boyne*; Edward Saurin, to the *Alcmene*; John Davis, to the *Cressy*; Alexander Dixie, to the *Minerve*; John Knapman, to the *Favourite*; George Walker, to the *Princess Charlotte*; C. W. Richardson, to the *Beagle*; Thomas Finimore, to the *Partridge*; James Niven, to the *Avenger*; William Davis, to the *Fame*; J. Bumfreville, to the *Ranger*; Joseph Dodd, to the *Bedford*; H. Pyne, to the *Tremendous*; John Fletcher, to the *Cressy*; James B. Boyd, to the *Helder*; Charles Green, to the *Laurel*; James Clark, to the *Romulus*; John Brine, to the *Laurel*; John Conyers, to the *Reynard*; James Shaw, to the *Rosario*; Thomas Parker, to the *Fame*; Mark Echen, to ditto; Michael Spencer, to the *Edinburgh*; David Mapleton, to ditto; Thomas Archer, to ditto; H. S. Smith, to ditto; John Boss, to the *Colossus*; Robert Standley, to the *Cressy*; Geo. Fairless, to the *Wolverene*; William Garbet, to the *Boyne*; R. L. Gamage, to the *Vigo*; G. W. Sarmon, to ditto; James Little (1), to the *Edinburgh*; Owen Owen, to the *Royal George*; J. M'Cundy, to the *Princess Charlotte*; W. Stopford, to the *Woodlark*; David Williams, to the *Morristown armed brig*; John G. Bird, to the *Elizabeth*; William Roberts, to the *Sophie*; W. Henry Dixon, to the *Helder*; Thomas Muir (2), to the *Calliope*; George Bague, to the *Actæon*; Samuel Barrett, to ditto; George Ellerby, to the *Strombolo*; James F. Warren, to the *Dreadnought*; Curtis Reil, to the *Royal William*; William Lovett, to the *Fylla*; Thomas Drake, to the *Crane*; George Colebrook, to the *Rose*; Andrew O'Brien, to the *Recruit*; Douglas Cox, to the *Lynx*; Jacob Bucknor, to the *Marlborough*; George Elliott, to the *Fame*; Thomas Pettman, to the *Bellerophon*; James Keeman (1), to the *Resolute gun-brig*; Thomas Birdwood, to the *Princess Sophia Frederica prison-ship*; ——— Lloyd, of the *Boadicea*, to the *Hesper*; John Neill, to the *Dictator*; T. Rogers, to the *St. George*; ——— Ecken, to the *Fame*; W. D. Sheppard, to the *Undaunted*; W. Brown (1), to the *Royal William*; G. Bird, to the *Sophie*; W. Garbeit, to the *Boyne*; T. Reid, and P. Dispowerius, to the *Waldemaar prison-ship*; ——— Lugg, and ——— Butts, to the *Princess Caroline*; J. G. Bird, to the *Elizabeth*; ——— Barrett, to the *Actæon*; ——— White, to the *Boyne*; A. Cameron, to the *Ardent*; ——— Cocksedge, to the *Gorgon*; G. Simmonds, to the *Gannet*; ——— Prickett (acting), to the *Little Belt*, at *Halifax*; ——— Jackson, to the

SIR,

*His Majesty's Ship Boadicea, St. Paul's Road,  
Isle of Bourbon, 21st September, 1810.*

I have the honour to inform you, that after having anchored in this bay, on the morning of the 18th September, I discovered soon after three sail in the offing, two of which appeared to have suffered in their masts and rigging. I immediately weighed anchor, in company with the Otter sloop and Staunch gun-brig, but from light winds was unable for some hours to clear the bay, at which period the ships were nearly out of sight.

The Boadicea having the advantage of a fresh breeze neared the enemy; one of them, which had a crippled frigate in tow, cast her off, and made all sail away from us, the third bore up under her courses (having lost her top-masts.) to protect the other, which enabled us to close with her; we soon ran her alongside, and after a short, but close action, having lost nine killed and fifteen wounded, she struck to the Boadicea, and proved to be the French Imperial frigate Venus, of 44 guns, with a complement on leaving port of three hundred and eighty men, commanded by Commodore Hamelin, senior officer of the French squadron in India, victualled and stowed for six months.

She had in the early part of the morning, in company with the Victor corvette, captured, after a most gallant defence, his Majesty's ship Ceylon, commanded by Captain Gordon, having on board General Abercromby and his staff, bound for this island.

I made the signal for the Otter to take possession of Ceylon, while we took the Venus in tow, and they are both arrived in these roads, where I trust we shall in a few days have them and the Africaine in a state for service, which will again restore us to our accustomed ascendancy in these seas; Colonel Keating having, with that zeal he has manifested on every occasion, offered to complete their complements from the force under his command.

It is with much satisfaction I have again to call your attention to the gallantry and zeal manifested by my officers and ship's company, in presence of the enemy; to which I have also to add that of Lieutenant Ramsay, of the 89th, with his detachment, doing duty on board.

To Lieutenant Langhorne I feel much indebted, for his able assistance in taking charge of, and conducting into port the Africaine and la Venus, and beg you will have the goodness to recommend him to the Lords Commissioners of the Admiralty.

I think it my duty to mention the active zeal shewn by Captain Tomkinson, of the Otter, and Lieutenant Strutt, commander of the Staunch gun-brig, both on the present service and those on which we have lately been engaged; the latter is an officer of long service, whose merits being well known to you, renders it unnecessary for me to recommend him to your notice.

I have the honour to be, &c.

JOSHUA ROWLEY.

*To Vice-admiral Bertie, &c.*

*A List of the Killed and Wounded on board his Majesty's Ship Boadicea, in Action with the French Imperial Frigate la Venus, off the Isle of Bourbon, on the 18th September, 1810.*

*Killed.*—None.

*Wounded.*—Benjamin Brown, landman, badly; Stephen George, yeoman of the sheets, slightly.

The bowsprit badly wounded; standing and running rigging much cut.

*His Majesty's Ship Ceylon, St. Paul's, in the Island of  
Bourbon, September 22, 1810.*

SIR,

I have to inform your Excellency, that, agreeably to your orders, I proceeded towards the Island of Bourbon, and on the 17th instant, being in expectation of falling in with the blockading squadron off the harbour of Port Louis, I reconnoitred that port, and estimated the enemy's force at seven frigates and one large corvette. Not finding the squadron, bore up, at noon, for the Island of Bourbon. At one, two of the enemy's ships were observed coming out of port, and were soon discovered to be in chase of his Majesty's ship; the headmost gained fast, and the sternmost slowly. I continued under the same sail, endeavouring to draw them as far as possible, which also tended to extend the distance of the chasing ships. At fifteen minutes past twelve, on the enemy's coming alongside, I found her to be a frigate of the largest class. After a severe conflict of one hour and ten minutes, she hauled off and dropped astern, which I concluded was to wait her consort's coming up.

Finding the great superiority of force I encountered (having drawn my conclusion of the enemy's force before dark), I lost not a moment in repairing my rigging, which was much cut, and made sail, in hopes of reaching the island. At two descried the enemy's second ship. At fifteen minutes past two, the enemy's headmost frigate coming alongside, I shortened sail to the top-sails, and renewed the action. At four I had the satisfaction to see her mizen-mast and three top-masts go by the board; a few minutes afterwards, the Ceylon's fore and main top-masts fell. At this time his Majesty's ship, being unmanageable, had suffered severely; the rigging and sails being cut to pieces, which entirely precluded all further manœuvre. The action was maintained and continued with great spirit. At five A. M. the enemy's fore and main masts standing, with the assistance of his fore-sail, enabled him to wear close under our stern, and take a raking position on our lee quarter. His Majesty's ship lying an unmanageable wreck, I directed the mizen top-sail to be cut away, and endeavoured to set a fore-stay-sail, in hopes of getting the ship before the wind, but without effect. The second ship having opened her fire, with the great advantage the enemy had by having both his ships under command, enabled him to take and keep his raking position, and pour in a heavy and destructive fire, while his Majesty's ship could only bring a few quarter-guns to bear.

In the shattered and disabled state of his Majesty's ship, a retreat was impossible. The superiority of the enemy's heavy and destructive fire left me no hopes of success. Reduced to this distressful situation, feeling the firmest conviction that every energy and exertion was called forth, under the influence of the strongest impressions I had discharged my duty and upheld the honour of his Majesty's arms, feeling it a duty I owed to the officers and crew, who had nobly displayed that bravery which is so truly their characteristic, when I had lost all hopes of saving his Majesty's ship, to prevent a useless effusion of blood, I was under the painful necessity of directing a light to be shewn to the second ship that we had struck.

I think it a duty I owe to Captain Ross, of his Majesty's 69th regiment, to thus publicly acknowledge the able support I received from him and his party of men, who were acting as marines for the time being.

The enemy's force proved to be the *Venus*, of 44 guns, and 380 men; and *Victor*, of 20 guns, and 150 men; the former mounting 28 18-pounder,

Esq. secretary to his excellency Sir Alexander Cochrane, governor of Guadaloupe.

March 11, at Greenwich, Captain Edgar, of the royal artillery, brother of Captain Alexander Robert Kerr, of the *Unicorn*.

Lately, at High Wycombe, Sarah Louisa, only daughter of the late Captain Charles Douglas, R.N. and niece of Lieutenant-colonel Sir Hugh Douglas, Bart.

Feb. 28, in the 24th year of his age, at Heavy Tree, near Exeter, Samuel Tappen, Esq. late first lieutenant of the *Rainbow*.

March 14, at her apartments in the Naval Asylum, Greenwich-park, Mrs. Yeo, matron of that institution, and widow of the late Governor Yeo, of the royal hospital at Haslar.

March 14, at his seat at Euston Hall, Suffolk, in the 76th year of his age, Augustus Henry Fitzroy, Duke of Grafton, Earl of Euston and Arlington, &c. father of the Right Hon. Lord William Fitzroy, captain in the R.N.

March 7, in Granby-street, Plymouth-dock, Lieutenant Crews, aged 25 years, late commander of the *Basilisk* gun-vessel.

Of a consumption, Mr. Walter Kennedy, late of the *Oiseau* prison-ship.

Feb. 28, at Teignmouth, Mr. William Squarey, master in the R.N. aged 65.

At her house near Teignmouth, Mrs. Bridges, wife of Captain Bridges, R.N.

Lately, at Malta, in the 31st year of his age, Charles Hewes Rymer, Esq. purser of *H.M.S. Cerberus*.

On board *H.M.S. Castor*, at the Leeward Islands, Lieutenant Samuel Bowditch, R.M., aged 26.

Lieutenant Norman, first lieutenant of the *Sirius* (nephew of the late Captain Norman, of *Portsea*) killed in the capture of the *Isle de Passe* He was shot through the heart, in proceeding toward the shore, in the *Sirius's* boat.

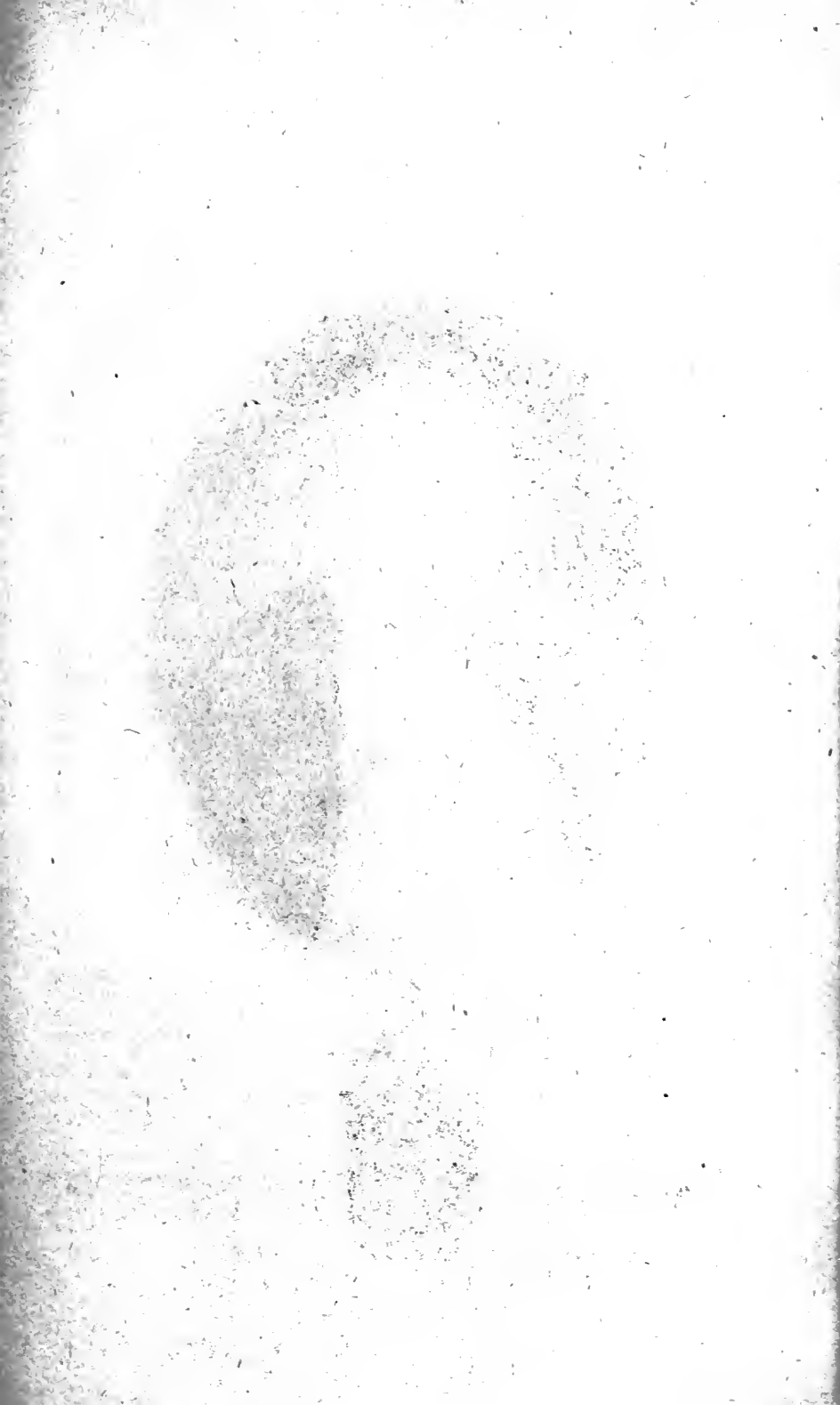
March 16, was picked up near Ryde, Isle of Wight, the body of the late Mr. Henry Franklin, midshipman of *H.M.S. Hussar*, who was unfortunately drowned, with another young gentleman, in a squall of wind, going to Spithead, on the 27th of December last. His remains were taken to Torr-Abbey, Devon, to be deposited in the family-vault of his uncle, George Cary, Esq.

March 9, Captain Bruce, of the *James* transport, drowned in going to the relief of the *Amethyst's* crew, was picked up, and interred in St. Charles church-yard, Plymouth.

The yellow fever has most destructively prevailed in the ships stationed at the Leeward Islands. The *Nyaden* frigate, Captain Cottrell, has lost 47 men and officers, viz. Lieutenant Thomas Pierce, R.M. Mr. John Musgrave, master's mate; Messrs. Henry Dalby, Robert Norton, William Burdford, Thomas Venables, Lewis S. Smith, and — Kirk, midshipmen; Mr. Macfarlane, captain's clerk, and 38 men. The *Thetis*, Captain Byam, has suffered even more than the *Nyaden*: she has lost seven midshipmen, the captain's clerk, and 73 men. Lieutenant Sprott, of the *Star*, died on the 22d of December.

Admiral C. Buckner, whose death is recorded at page 176, was made post on the 17th of March, 1766, and the first ship he commanded was the *Lark*. He was made a rear-admiral on the 1st of February, 1793; a vice-admiral on the 4th of July, 1794; and an admiral on the 14th of February, 1799.







THE HON<sup>BLE</sup>.

JOHN FORBES.

FAX MENTIC INCENDIUM GLORIE

Admiral of the Fleet.

MEMOIR OF THE PUBLIC SERVICES

OF THE LATE

HONOURABLE JOHN FORBES,

ADMIRAL OF THE FLEET, &c.

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“ To the liege lord of my dear native land,  
I owe a subject's homage ; but even him,  
And his high arbitration, I'd reject :  
Within my bosom reigns another lord—  
Honour, sole judge and umpire of itself! ”—HOME.

**S**IR GEORGE FORBES, third Earl of Granard, the father of the Honourable John Forbes, was a flag officer in his Majesty's service. He entered into the navy very early in life ; was promoted to the command of the *Lynn*, on the 16th of July, 1706 ; was appointed to the *Sunderland*, of 60 guns, in 1708 ; and, afterwards, he commanded the *Greenwich*, of the same force. In 1726, he commanded the *Canterbury*, also of 60 guns, one of the squadron employed on the Mediterranean station, under Admiral Hopson, to whom he was captain, and subsequently under Sir Charles Wager, who succeeded that officer in the command. The events of the temporary war which broke out about that period were, comparatively, unimportant ; but it fell to the lot of Lord Forbes, to give the first proof of the actual commencement of hostilities ; and, in the trivial occurrences of the time, he had the satisfaction of being engaged as much as any of his contemporaries, on the same station.—The contest terminated in June, 1727 ; but Lord Forbes did not return to England till April, 1728. In 1731, he commanded the *Cornwall*, of 80 guns, one of the fleet which was sent to Cadiz, under Sir Charles Wager, to settle the difference between the Spaniards and the Emperor of Germany. After his return to England, he was, in April, 1733, appointed Minister Plenipotentiary to the Court of St. Petersburg, at which he arrived in the month of June following. In May, 1734, he was made rear-admiral of the white ; and, in the

succeeding month, he received his letters of recall. On his departure from St. Petersburg, the Czarina presented him with a diamond ring of considerable value, her picture elegantly set with diamonds, and a purse of 6000 rubles.—By the death of his father, on the 24th of February, 1734, he became Earl of Granard. In the same year, he was made rear-admiral of the red; in 1736, vice-admiral of the blue; and, in June, 1738, he was appointed commander-in-chief of a squadron of ships intended for the West Indies; a command which he very soon resigned, and does not appear to have accepted of any farther naval employment.—According to ARCHDALE'S *Peerage*, he was regularly and progressively promoted, till he attained the rank of admiral of the fleet; a statement which we believe to be incorrect, as he is known to have retired from the service prior to the year 1740. In 1741, his lordship was elected M.P. for the boroughs of Air, Irwin, &c. in Scotland. He was nominated one of the members of his Majesty's privy council, and governor of the counties of Westmeath and Longford, in Ireland; appointments which he resigned in 1756, when he was succeeded in the governorship of Longford, by his eldest son. His lordship died on the 29th of October, 1765, in the 80th year of his age.

The Honourable John Forbes was the second son of the nobleman, of whose professional services we have given the above rapid sketch. He was born about the year 1714; and received the first part of his naval education under Sir John Norris, with whom he acquired an exalted share of professional credit.

On the 7th of March, 1737, Mr. Forbes was promoted to the rank of post captain, and appointed to the *Poole*. On the 24th of October, 1738, he was removed into the *Port Mahon*, a frigate of 20 guns, employed on the Irish station; and, on the 10th of August, 1739, he was promoted to the *Severn*, of 50 guns, at that time principally engaged as a cruiser in the Channel. In this service, Captain Forbes had very little success; his chief prize being a Spanish privateer, of 14 guns, which had done considerable mischief to our commerce. On the 9th of July, 1740, he was removed into the *Tyger*, of 50 guns; and, in 1741, he commanded the *Guernsey*, of the same force, in which he pro-

ceeded to the Mediterranean, with some other ships, as a reinforcement to Admiral Haddock.\*

After the arrival of Admiral Matthews in the Mediterranean, in 1742, Captain Forbes was removed into the Norfolk, of 80 guns; and, in our memorable encounter with the French and Spanish fleets, off Toulon, in 1744, he was stationed as one of that officer's seconds, in the centre division of the fleet.† On this occasion, he behaved with the most distinguished gallantry. "The Norfolk," says Entick, the naval historian, "after three quarters of an hour, obliged the Constant, commanded by Don Augustine Eturiago, the Spanish admiral's second, to bear away out of the line, much disabled; on which the Spanish admiral, and his second astern, notwithstanding their warm exercise against the Namur and Marlborough, fired some guns at her to bring her back, but to no purpose; for she continued to lie to leeward of them, and never more returned to the battle: the Norfolk did not think proper to quit the line in pursuit of her; and having no antagonist, she fell to windward, having 20 men killed, and 25 wounded, and her rigging, masts, and yards, considerably shattered."—As to the Norfolk not thinking proper to quit the line, in pursuit of the Constant, the fact is that she was too much disabled to pursue that ship, which crowded all the sail she could set. "All the letters, observes Charnock,"‡ "written from on board the fleet immediately subsequent to the action, many of which are still extant, bear the same uniform testimony to the intrepidity and very distinguished conduct of this gentleman; and the tribute of popular applause appears to have been very equally divided between himself and the very brave but unfortunate Captain Cornwall."§

It is in the recollection of every naval reader, that the Admi-

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\* The British squadron was, at this time, chiefly employed in watching the movements of the Spanish fleet.

† The official, and French accounts of this engagement are inserted in our memoir of the late Admiral Sir William Rowley, K.B. NAVAL CHRONICLE, Vol. XXII. page 443.

‡ *Vide* BIOGRAPHIA NAVALIS, Vol. IV. page 338.

§ A description of the monument which was erected in Westminster Abbey, to the memory of Captain Cornwall, who lost his life in this action, will be found in the XXIIIrd Volume of the NAVAL CHRONICLE, page 376.

rals, Matthews and Lestock, were subsequently tried by courts martial, for their conduct in the Mediterranean action; and, for the honour of Captain Forbes, it particularly deserves to be recorded, that, though his evidence went wholly against Admiral Lestock, that officer was often heard to declare, "that Mr. Forbes's testimony was given like an officer and a gentleman!"

Captain Forbes remained in the Mediterranean, during the continuance of hostilities, and was employed in the most important services of the time. "On November 29, 1746, he commanded the small vessels and pinnaces which supported the Austrian army under Count Brown, in forcing the passage of the Var. The force under Mr. Forbes consisted of the Phœnix frigate, the Terrible sloop, a Barcolongo, on board which a party of German soldiers were embarked, and eight armed pinnaces. These vessels were stationed along shore, to the westward of the Var, and at day-break on the 30th, commenced a very brisk fire on the French post to the left of the village of St. Laurent. General Brown bestowed the highest encomiums on the conduct of Captain Forbes, and declared, in the warmest terms of gratitude, that the assistance he received from the English had been the principal cause of his success."\*

On the 15th of July, 1747, this officer was promoted to the rank of rear-admiral of the blue squadron; and, shortly afterwards, he became, *pro tempore*, commander-in-chief in the Mediterranean. On the 12th of May, 1748, he was made rear-admiral of the white, and, subsequently, rear-admiral of the red; but, in consequence of the war having terminated, he was not appointed to any command.

On the 4th of February, 1755, he was promoted to be vice-admiral of the blue; and, on the 11th of December, 1756, he was nominated one of the commissioners for executing the office of lord high admiral; an honourable station, which he filled in a manner highly creditable to his abilities, and with eminent service to his country. Shortly afterwards, however, a remarkable circumstance deprived the nation, for a time, of his exertions. On the condemnation of the unfortunate Admiral Byng, Admiral

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\* Vide CHARNOCK'S *Biographia Navalis*, Vol. IV. page 340.

Forbes, who certainly possessed the mildest manners, blended with the most conscientious integrity, was the only member of the Admiralty Board, who refused to sign the warrant for carrying the sentence into execution. For his refusal, he assigned the following very honourable and satisfactory reasons :—

“ It may be thought great presumption in me to differ from so great authority as that of the twelve judges ; but when a man is called upon to sign his name to an act which is to give authority to the shedding of blood, he ought to be guided by his own conscience, and not by the opinions of other men.

“ In the case before us, it is not the merit of Admiral Byng that I consider ; whether he deserves death or not, it is not a question for me to decide ; but whether or not his life can be taken away by the sentence pronounced on him by the court martial, and after having so clearly explained their motive for pronouncing such a sentence, is the point which alone has employed my most serious consideration.

“ The 12th article of war, on which Admiral Byng’s sentence is grounded, says, (according to my understanding of its meaning) ‘ that every person, who, in time of action, shall withdraw, keep back, or not come into fight, or do his utmost, &c. through motives of cowardice, negligence, or disaffection, shall suffer death.’ The court martial does, in express words, acquit Admiral Byng of cowardice and disaffection, and does not name the word negligence. Admiral Byng does not, as I conceive, fall under the letter or description of the 12th article of war. It may be said that negligence is implied, though the word is not mentioned, otherwise the court martial would not have brought his offence under the 12th article, having acquitted him of cowardice and disaffection. But it must be acknowledged that the negligence implied cannot be wilful negligence ; for wilful negligence in Admiral Byng’s situation, must have proceeded either from cowardice or disaffection ; and he is expressly acquitted of both these crimes ; besides, these crimes, which are implied only, and not named, may indeed justify suspicion and private opinion, but cannot satisfy the conscience in case of blood.

“ Admiral Byng’s fate was referred to a court martial. His life and death were left to their opinions. The court martial condemn him to death, because, as they expressly say, they were under a necessity of doing so, by reason of the letter of the law, the severity of which they complain of, because it admits of no mitigation. The court martial expressly say, that for the sake of their conscience, as well as in justice to the prisoner, they must earnestly recommend him to his Majesty for mercy. It is evident, then, that in the opinions and consciences of the judges, he was not deserving of death.

“ The question then is, shall the opinions or necessities of the court martial determine Admiral Byng’s fate ? If it should be the latter, he will be executed contrary to the intentions and meaning of his judges ; if the for-

mer, his life is not forfeited ; his judges declare him not deserving death ; but, mistaking either the meaning of the law, or the nature of his offence, they bring him under an article of war, which, according to their own description of his offence, he does not, I conceive, fall under ; and then they condemn him to death, because, as they say, the law admits of no mitigation. Can a man's life be taken away by such a sentence ? I would not willingly be misunderstood, and have it believed that I judge of Admiral Byng's deserts ; that was the business of a court martial, and it was my duty only to act according to my conscience ; which, after deliberate consideration, assisted by the best light a poor understanding can afford it, remains still in doubt ; and therefore I cannot consent to sign a warrant, whereby the sentence of the court martial may be carried into execution, for I cannot help thinking, that however criminal Admiral Byng may be, his life is not forfeited by that sentence. I do not mean to find fault with other men's opinions ; all I endeavour at is, to give reasons for my own ; and all I desire or wish is, that I may not be misunderstood. I do not pretend to judge Admiral Byng's deserts, or give any opinion on the propriety of the act.

“ Signed 6th February, 1757, at the Admiralty,

“ J. FORBES.”\*

Notwithstanding all the efforts which were made for the preservation of Admiral Byng's life, that officer suffered, pursuant to his sentence, on the quarter deck of the *Monarque*, at Portsmouth, on the 14th of March, 1757.†—Admiral Forbes, in consequence of his non-acquiescence with this obnoxious sacrifice, quitted the Admiralty Board ; a new commission for which was sealed and

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\* Some interesting particulars, relating to the trial of Admiral Byng, will be found in our memoir of the late Admiral Sir J. Moore, *NAVAL CHRONICLE*, Vol. III. page 431, *et seq.*

† In the church, at South-Hill, Bedfordshire, is the following inscription, to the memory of this unfortunate officer :—

“ To the perpetual disgrace of  
Public justice,  
The Honourable John Byng,  
Vice-Admiral of the blue,  
Fell a martyr to  
Political persecution  
On March 14, in the year 1757 ;  
When bravery and loyalty  
Were insufficient securities  
For the life and honour  
Of a naval officer.”



published on the 6th of April following. His inflexible integrity, however, obtained its deserved triumph over his opponents; and, in a short time (we believe on the 29th of June) he was recalled to his former station, with a brilliancy of character, which the world might probably have been less acquainted with, had not such an opportunity offered of making it, without the least ostentation, so generally known.

He retained his seat at the Admiralty Board, till the 23d of April, 1763; during which period, we have only to remark, that, on the 31st of January, 1758, he was promoted to the rank of admiral of the blue squadron.

On his quitting the Admiralty Board, he was appointed General of Marines; in the year 1770, he was made admiral of the white squadron; and, on the death of Lord Hawke,\* in 1781, he succeeded that nobleman as admiral of the fleet.

During the latter part of Admiral Forbes's life, a remarkable circumstance occurred respecting his holding the appointment of General of Marines; the particulars of which, reflecting the highest honour upon the admiral, are thus related in the *European Magazine*, for March, 1796:—

“ During a late administration, it was thought expedient to offer a noble lord, very high in the naval profession, and very deservedly a favourite of his sovereign and his country, the office of General of Marines, held by Admiral Forbes, and spontaneously conferred upon him by his Majesty, as a reward for his many and long services; a message was sent by the ministers, to say it would forward the King's service if he would resign, and that he should be no loser by his accommodating government, as they proposed recommending to the King to give him a pension, in Ireland, of 3000*l. per annum*, and a peerage to descend to his daughter. To this Admiral Forbes sent an immediate answer. He told the ministers the generalship of the marines was a military employment, given him by his Majesty as a reward for his services; that, he thanked God, he had never been a burthen to his country, which he had served, during a long life, to the best of his ability, and that he would not condescend to accept of a pension, or bargain for a peerage: he concluded by laying his generalship of marines, together with his rank in the navy, at the King's feet, intreating him to take both away, if they could forward his service; and at the same time assuring his Majesty, he would never prove himself unworthy of the former honours

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\* A portrait and memoir of Lord Hawke will be found in the VIIth Volume of the NAVAL CHRONICLE, page 453.

he had received, by ending the remnant of a long life as a pensioner, or accepting of a peerage obtained by political arrangement. His gracious master applauded his manly spirit, ever after continued him in his high military honours, and, to the day of his death, condescended to shew him strong marks of his regard."

In the publication from which we have transcribed the above anecdote, we find the subjoined sketch of Admiral Forbes's character :—

" He was remarkable, above all other men, for his extensive and universal knowledge of naval affairs, having studied them, in all their branches, with a perseverance, and observed upon them with an acuteness and judgment, altogether unparalleled ; his mind was capable of embracing the greatest and most complicated objects ; and having bent it towards the study of that profession, of which he was allowed, by the universal voice of his cotemporaries, to be a principal ornament, he attained such a summit of nautical skill, as rendered him the oracle of all those who were most eminent, whether in the direction of the fleets of this nation, or in the equally arduous task of superintending the civil departments of the different branches of the marine." ..... " In the earlier part of his life, he was peculiarly noticed, as an able, enterprising, and intrepid officer." ..... " Such are the outlines of the public character of Admiral Forbes. Infirmary deprived him of exerting his great talents, in his latter days, publicly for the service of his country ; but all who had the happiness of his acquaintance will agree, that in private life he continued, to his last breath, an example of the brightest virtue which can adorn the human character."

For some years prior to his death, Admiral Forbes lived totally in retirement ; a retirement rendered truly honourable, by his former faithful and perfect discharge of all public and private duties, as an officer, and as a man. He died, at the advanced age of 82, on the 10th of March, 1796, respected, revered, and lamented by all.

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#### HERALDIC PARTICULARS.

Archdale furnishes the following curious etymology of the name of Forbes ; to which we have added, from the same author, an abridged account of the genealogy of this ancient family :—

" This family, says the ancient Scotch historian, Boece, as quoted by Sir David Dalrymple, were originally called Bois ; but one of the family having killed a mighty bear that infested the country, they assumed the coat of armour they now use, and the name of Forbes. This celebrated person was the son of Alexander Bois, Lord of the Castle of Urquhart, which being assaulted and taken by King Edward the First, in the year

1304, that monarch ordered all the prisoners to be put to death, except the wife of the above mentioned Alexander, who was then pregnant. The child, of which she was delivered, proved a boy; and, having slain a mighty bear, that infested the country, he received the appellation of Forbeast; and this was afterwards corruptly pronounced Forbes.

“ They had sundry grants in the Mearnes from King Robert Bruce; and the land of Forbes, in the shire of Aberdeen, from King Alexander the Second, from whose reign, in the thirteenth century, that castle hath been the seat of the chief branch of the family.

“ Alexander Forbes, the son of Alexander Bois, loyally adhering to King David Bruce (son of the said Robert) against Edward Baliol, who, by the assistance of King Edward the Third, had usurped the crown of Scotland, in 1331, was killed in the battle of Duplin the year after.

“ To him succeeded Sir John Forbes, his son, who was knighted by King Robert the Second, successor to his uncle David, (in whose service his father was killed) and being seated at Castle Forbes, was styled Sir John Forbes, of that *ilk*, (a term used in Scotland, when the name of a family and seat are the same) and acquiring from Thomas, Earl of Mar, several lands in the County of Aberdeen, was confirmed therein by the charter of the said King, in 1393; and, in 1395, appointed justiciary within the bounds of Aberdeen, and coroner of that shire. He married Elizabeth, daughter of — Kennedy, of Dunure; by whom he had three sons, Sir Alexander, his heir; Sir William (who married Margaret, daughter and heir to Sir William Frazer, of Philorth, with whom having the barony of Pitsligo, and a son, Alexander, he was ancestor to Alexander Forbes, created 24th July, 1633, Baron of Pitsligo, whose descendants enjoy that title); and Sir John the third son, who obtained the Thanedom of Formartine, by the marriage of Margery, daughter and heir to Sir Henry Preston, of Formartin; and was founder of the family of Tolquhon, from whom branched these of Foveran, Watertown, Coloden, and others.

“ Sir James Forbes, only son of the above named Alexander, was created Lord Forbes by King James the Second of Scotland; and from Patrick Forbes, his younger son, was lineally descended Sir Arthur Forbes, of Castle Forbes, in the parish of Clongish, and County of Longford, Baronet, who was advanced, by King Charles the Second, to the dignity of Earl of Granard, on the 30th of December, 1684.”

The said Arthur, first Earl of Granard, married Catharine, daughter of Sir Robert Newcomen, Bart. and widow of Sir Alexander Stewart, (ancestor to the late Earl of Blesinton) by whom he had issue, Arthur (his successor) four other sons, and one daughter.—Arthur, second Earl of Granard, married, in October, 1678, Mary, eldest daughter of Sir George Rawdon, Bart. whose great grandson, Sir John, was created Earl of Moira. By this lady he had issue, Arthur, killed in a duel, in Flanders, unmarried; Edward, killed at the battle of Hockstet, 1704, unmarried; George, his successor; Jane, married to Major Josias Champagne, of Portarlington;

and Dorothy, died unmarried.—George, third son of Granard, and admiral in the British fleet, married Mary, eldest daughter of William, the first Lord Mountjoy, relict of Phineas Preston, of Ardsallagh, in Meath, Esq. By this lady, who died in 1765, aged 80, he had issue, Mary, married to ——— Irvine, Esq.; George, his successor; and John, the subject of the preceding memoir.

The said Admiral John Forbes married, August 26, 1753, Lady Mary Capel, born October 13, 1722 (fourth daughter of William, third Earl of Essex) and by her, who died April 9, 1782; he had issue, two daughters, twins, born in 1760, *viz.* Catherine Elizabeth, married to the Hon. William Wellesley Pole, brother to the Marquis Wellesley; and Maria Eleanor.

George, fourth Earl of Granard, a lieutenant-general of the army, who succeeded his father in 1726, married his first cousin, Letitia, daughter of Arthur Davys, of Carrickfergus, and died October 16, 1769, leaving issue by his lady, who died May 19, 1778, one son, George, the fifth Earl, who was born April 2, 1740. He married first, in 1759, Dorothea, second daughter of Sir Nicholas Bayley, Bart. and by her, who died February 24, 1764, he had one son, George, his successor. He married, secondly, April 20, 1766, Lady Georgina Augusta Berkeley, sister to Frederick Augustus, Earl Berkeley, born September 18, 1749; by whom he had issue, Henry, born September 22, 1769; Frederick; Anne Georgina, born July 7, 1772; Augusta, born October 4, 1775; Georgina Louisa, born December, 1779; and Elizabeth, born December, 1780. His lordship died April 16, 1780, and his lady remarried with the Rev. Samuel Little, D.D.—George, the sixth and present Earl of Granard, born June 14, 1760, married, May 10, 1779, Lady Selina Frances Rawdon, fourth daughter of John, Earl of Moira, born April 9, 1759. By this lady he has issue, George John, Lord Forbes, a major-general in the army, born at Montpellier, in France, May 3, 1785; Elizabeth Mary, born at Vienna, December 3, 1786, married, October 15, 1807, George Augustus Henry Anne Lord Raneliffe; Selina Frances, born at Dublin, July 20, 1788, died 1791; Adelaide Dorothea, born August 10, 1789; Francis Reginald, born September 17, 1791; Ferdinando, born December, 1793, died February 13, 1802; and a daughter, born February 23, 1795.

The present Earl, a colonel in the army, and governor of Longford, was created, by patent, February 24, 1806, Baron (English) Granard, of Castle Donnington, in Leicestershire.

ARMS.—Azure three bears' heads couped, argent, muzzled, gules.

CREST.—On a wreath, a bear, passant, argent, guttee de sang, muzzled, gules.

MOTTO.—*Fus mentis incendium gloria.*

NAVAL ANECDOTES,  
COMMERCIAL HINTS, RECOLLECTIONS, &c.

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NANTES IN GURGITE VASTO.

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MEMORANDUM RELATING TO INDIAN COMMERCE.

**A** NOTIFICATION was published last spring at Calcutta, intimating the intention of government to permit country ships, under certain restrictions, to proceed from thence to England, laden with cargoes on account of their respective owners. All vessels sailing under the terms of this advertisement are required to put to sea previous to the 31st of May. The articles which they are prohibited from shipping, are, piece goods, raw silk, indigo, pepper, salt-petre, tea, and nankeens.

As sugar and rice will hardly pay the charges of freight from Bengal to England, and as the quantity of drugs which the British market is capable of receiving must be necessarily limited, cotton would of course form the principal article of exportation with those who might chuse to avail themselves of the above indulgence.

ST. HELENA POLICE.

AMONG the many ordinances promulgated at St. Helena, in 1709, we find the following curious passage:—"Whereas several idle, gossiping women, make it their business to go from house to house, about the island, inventing and spreading false and scandalous reports of the good people thereof, and thereby sow discord and debate among neighbours, and often between men and their wives, to the great grief and trouble of all good and quiet people, and to the utter extinguishing of all friendship, amity, and good neighbourhood, for the punishment and suppression whereof, and to the intent that all strife may be ended, charity revived, and friendship continued, we do order, that if any woman from henceforwards shall be convicted of tale-bearing, mischief-making, scolding, drunkenness, or any other notorious vices, they shall be punished by ducking, or whipping, or such other punishments as their crimes or transgressions shall deserve, as the governor and council shall think fit."

THANKS TO ADMIRAL CAMPBELL.

(COPY.)

SIR,

*Royal Naval Hospital, Deal, 24th February, 1811.*

ON the eve of resigning your public station as commander-in-chief of H. M.'s ships and vessels of war in the Downs, we cannot help testifying to you our sincere regret on the occasion.

We embrace also this opportunity of expressing our grateful sense of the

constant support experienced from you, as well as your invariable readiness and attention to promote to the utmost, the public service of the hospital.

We have the honour to be, with the highest respect and esteem,

SIR,

Your most humble and most obedient servants,

(Signed) P. DOWER, Governor.

JAS. MAGENNIS, Physician.

A. C. HUTCHISON, M.D. Surgeon.

*Vice-admiral Campbell, Commander-in-chief, &c. &c.*

(COPY.)

GENTLEMEN,

*Monmouth, Downs, 25th February, 1811.*

Anxious to discharge the duties of my situation, I must ever feel proud of the approbation of the well judging and respectable; and with heartfelt satisfaction beg to return my sincere thanks for the highly gratifying letter you have honoured me with, and shall ever remember with honest pride, so flattering a testimony of my having faithfully discharged my duty, whilst I had the honour to be in this command, and which I cannot quit without expressing the satisfaction I have ever felt in observing the great attention paid by you to the Royal Hospital in your different departments, and the good regulations established therein.

(Signed) GEO. CAMPBELL, Vice-admiral.

*P. Dower, Esq. Governor.*

*Dr. James Magennis, Physician.*

*Dr. A. C. Hutchison, Surgeon.*

#### DUBLIN COMMEMORATION OF NELSON.

A NEW idea has been fallen upon in Dublin, respecting the commemoration of the unequalled naval exploits of the transcendant Nelson. Our worthy fellow-subjects of the Irish capital have resolved to provide for ever from the funds collected for the erection of the monument to that great commander, (which now forms an additional ornament to Dublin) for the maintenance of two disabled seamen, whose occupation is to be the taking care of the commemorative architectural tribute to Nelson's memory. In the first instance, they are to be chosen from among those who were actually engaged in the ever-memorable battle of Trafalgar; and afterwards from meritorious seamen, as it may happen. The use of this, both in guarding the sacred testimonial of national veneration, and in making that guard conducive to the grand purpose of rewarding naval heroism, is an admirable combination, and well deserves imitating, in similar circumstances. Few things are more disgraceful to the national character, than the mutilated state of many of our public statues and monuments, both within and without walls.

## EARLDOM OF ROSCOMMON.

A REPORT has appeared in print, that the earldom and estates of Roscommon are likely to fall to a sailor. This is rather a novel mode of a tar's acquiring wealth and titles. But Jack, having, it seems, recently united in holy wedlock with the *daughter of a coachman* at Falmouth, may, should he succeed, qualify himself without much difficulty for the society of some of the most *dashing* patricians. His worthy father-in-law has only to give him a few lessons: then he may quit the *deck* and *mount* the box, exchange *reefing* and *steering* and a *blue jacket*, for *whipping* and *driving* and a *drab great-coat*, become a *noble charioteer*, and one of the *primest fashionables* of the present generation.

## PENANG STATISTICS.

THE population of the island of Penang, on the first of March, 1810, was ascertained to be 21,985 inhabitants, exclusive of the military, itinerants, and convicts. Of the above number there are in

|                                           |        |
|-------------------------------------------|--------|
| George Town .....                         | 14,300 |
| Poolo Tecos District .....                | 1,739  |
| Jelootong District .....                  | 2,189  |
| Gloogor District, including Poolo Jeraja. | 1,396  |
| Soongy Cluan District .....               | 2,361  |
| Total..                                   | 21,985 |

## COLONIAL DANGER FROM PROSELYTISM.

SEVERAL private letters from India, express serious apprehensions as to the state and prospects of that part of our empire. Those missionaries who, in their zeal for proselytism, forget the spirit of their religion, and resort to fraud and force for the propagation of Christianity, continue to irritate the natives. The alarm among the Hindoos is universally obvious.—If insult be thus offered to the religion, or outrage to the prejudices of any people, whether in India or in any other part of the empire, we must expect the hatred of that people. One of the letters from India contains a statement that the native troops participate in the alarm created by the conduct of the missionaries. It also mentions a rumour of the burning of a missionaries' church by the natives.

## SPIRITED DEFENCE OF THE MARLBOROUGH, POST OFFICE PACKET.

THE following account of the defence of the Marlborough, against a French privateer, at the latter end of the year 1810, is copied from a Plymouth paper, the date of which we have lost:—

“ Early on Monday morning, before the Marlborough made the land, a schooner appeared in sight, but the weather being hazy they afterwards lost sight of her for a considerable time. About 9 A.M. she again appeared, standing towards them under a press of sail. By this time they were within

three leagues of the Lizard, and within sight of Pendennis Castle. Captain Bull finding no notice was taken of his signals, ordered the packet to be cleared for action, which was done with the greatest alacrity, when pointing to the shore, he said to his crew, 'There is Pendennis Castle: there is your home.' This appeal was received with the greatest enthusiasm. About a quarter past 10, the schooner being within pistol-shot of the packet's stern, Mr. James, second in command, who so gallantly defended the Marlborough in the engagement on the 27th of July, 1810, discharged a musket at the schooner, who immediately hoisted the French ensign and a bloody flag: upon which the packet commenced the engagement, with cannister shot and musket balls, which did great execution, as the water was quite smooth, and not a breeze of wind. At half-past ten the privateer was close to the packet's bow, and there being no idea, but that they intended to board, and the mail lying at the side next the Frenchmen, who could have prevented its being thrown overboard, in a few minutes it was sunk; at this critical moment a gun loaded with cannister-shot was fired into her bows, and cleared her fore-castle, which compelled them to sheer off, and give up their purpose of boarding. At 8 minutes before 11 A.M. the privateer ceased firing, and got out ten sweeps on each side, with the assistance of which, in about twenty minutes, she got out of reach of the packet's guns. Mr. James was wounded in the face early in the action, but would not quit the deck for a moment. A boy was also severely wounded in the thigh; there was no other person hurt on board the packet. The privateer is pierced for 16 guns, but had only 12 guns and two swivels on board, and is supposed to have had at least 140 men. The packet carries 6 guns, and had 28 men. Captain Bull pays the highest compliment to the officers and men of the Marlborough. Lieutenant Cock, R.N. who is stationed at the signal-post, gallantly put off with two boats manned by 18 men, to the assistance of the packet, as soon as the firing commenced, and came on board soon after the action ceased; had it continued, their assistance would have been truly valuable.

"The engagement was seen from the heights near Falmouth, where the friends of Captain John Bull, (whose name is truly characteristic of his spirit) beheld the unequal contest and glorious triumph of these heroes with undescribable sensations."

#### UNFORTUNATE ATTACK ON A FLEET OF MALAY PROWS.

A LETTER from Malacca, dated on the 22d of October, 1810, states as follows:—

"The market for opium in this quarter, is at a stand, owing to the non-arrival of the Bouggiese prows. A late unfortunate occurrence has had the effect of preventing any of these vessels from coming to this port, and how long this effect may continue, I cannot pretend to determine: I will however relate to you some of the particulars of the event to which I allude.—About a month ago, a fleet of twenty-one Bouggiese prows, on their passage up the Straits to this place, fell in with the Piedmontaise



frigate off Mount Formosa. The frigate conceiving from their appearance, that they were pirates, and it is often extremely difficult to distinguish vessels of that description from trading prows, sent her boats armed to attack the fleet of supposed pirates. The Malays, it is said, perceiving the mistake under which they were likely to be attacked, endeavoured to explain that they were not pirates, but traders peaceably proceeding to Malacca and Penang. They could not make themselves understood, and the attack proceeded. On this, the Malays made a most desperate resistance; determined to sell their lives as dearly as possible, many of them ran a muck; and rushing headlong with their creases on the Europeans, compelled a number of the seamen to leap overboard. After a smart conflict, unequal from the number of Malays who were engaged, the boats were obliged to return to the frigate, the prows made off, and returned to Rhio and Lingin.

“In this unfortunate affair we had two seamen killed, five officers and about 30 seamen severely wounded: some of these are desperately mangled.

“The commanding-officer of this settlement has dispatched messengers and letters to Rhio, assuring the Raja, that the attack on the fleet of prows, originated entirely in mistake, and inviting them to resort to this port as usual, under the assurance of a cordial reception. The Malays are obstinate, and refuse to visit any English port. Forty prows from different Malayan islands, hearing, upon their arrival at Rhio, of the attack off Formosa, declined continuing their voyage to Penang and Malacca, to which port they were bound, and they now remain at Rhio. Mr. Keok, a gentleman of this place, possessing much influence with the Malays, has written to the Raja and principal people at Rhio, in the hope of effecting a reconciliation so desirable to our commercial interest.”

#### PROCEEDINGS OF A FRENCH SQUADRON IN THE INDIAN SEAS.

ONE of last year's Calcutta newspapers, contains the following report from Mr. J. L. Aubert, late chief officer of the Hon. Company's brig, *Orient*, captured by the French:—

“The H. C. brig *Orient*, Captain Harman, having landed despatches from the government of Prince of Wales' island, at Vizagapatam, left the latter port on the 18th of July last, (1809) in prosecution of her voyage to Bencoolen. On the afternoon of the 26th of the same month, they saw a strange sail bearing about E. S. E. standing towards the brig, which they took to be a British cruiser, but being charged with despatches, made all sail to avoid her; the stranger continued the chase, and gained fast upon the *Orient*, being then off the south end of the Great Nicobar; at half-past 9 P. M. she fired a shot, which fell close to the brig, and at 10 being near, fired another, which passed over the vessel; being by this time under her guns, she hailed the *Orient*, in English, to send a boat on board; still thinking her to be a British cruiser, the boat was sent with the second officer; the mistake however, being almost immediately afterwards dis-

covered, the despatches, public and private letters, and newspapers, were all thrown overboard.

“The boat returned, manned with French officers and men, and the Orient was taken possession of by *La Venus*, French frigate, of 44 guns, commanded by Monsieur Hamelin.

“On the same night, the Orient with Captain Harman, (who had been confined to his cabin for some time by severe indisposition), with part of the native crew, was despatched to the Mauritius.—Mr. Aubert, Mr. Joseph James, the second officer, the gunner and seacunnies, having been previously sent on board the frigate.

“*La Venus* continued her cruise, in nearly the same station for about a week, and then proceeded to the Carnicobars for water; she was there joined by *La Manche*, French frigate, and the Creole corvette, of 14 guns; having completed their water, the squadron took its station off the Preparis, and from thence went to Acheen Head, where they parted company; and *La Venus* proceeded to Hog island, off which she cruised about ten days, during which time she captured the schooner *Lady William Bentinck*, Capt. Hunter, from Madras, laden with piece goods, and bound to Tappanooly\* and Padang; they took out her cargo, and kept the vessel in tow, and proceeded to the southward of Pulo Nius; where, with the assistance of the schooner, the frigate filled up her water.—Here she was again joined by *La Manche*, and a few days afterwards (on the 8th October), by the Creole, accompanied by the American ship *Sansom*, which she had captured at Soosoo, the *Sansom* had come from Liverpool, and had on board 30,000 dollars in specie; they despatched her to the Isle of France.

“On the 10th October, the Creole again quitted the two frigates. On the following day, the *Bentinck* was given up to Captain Hunter, on condition of his landing the persons who had been taken out of the Orient and the *Sansom*, upon the coast of Sumatra, but not to go to Bencoolen:—the *Bentinck* arrived off Tappanooly on the 13th October, and found that the place had been taken possession of, and also the brig *Friendship*, Captain Napier, by the Creole, which vessel was still lying there, and detained the *Bentinck* not suffering any person to land from her.

“About the 21st of the same month, *la Manche* and *la Venus*, arrived off Tappanooly; and three or four days afterwards (having previously sent the female part of the families at Tappanooly on board the *Bentinck*), the squadron disabled the guns, plundered all valuable property, and then set fire to every building, whether public or private; carried off all the cattle, maimed the horses; and destroyed the plantations upon the main:—the gentlemen resident at Tappanooly, were sent on board the *Venus*. The French commanders declared their intention of taking Mr. Hays to Mauritius.—Mr. Prince the resident, was absent at Padang.

“On the 23d of October, the *Lady William Bentinck* was allowed to

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\* See NAVAL CHRONICLE, Vol. XXIII, 502. Captain Hamelin was taken at the Mauritius.

proceed to Padang; and on the same evening, the French squadron, with the *Friendship*, quitted Tappanooly.

“The *Bentinck* reached Padang on the 29th of October, sailed from thence for Calcutta, and afterwards arrived at Madras.

“The *Orient* was the first capture made by the squadron above-mentioned.”

#### INEBRIETY.

ANNO 1779, one Mr. Constable of Woolwich, passing through the church-yard of that place, at 12 o'clock at night, was surprised to hear a loud noise like that of several persons singing; at first he thought it proceeded from the church, but on going to the church doors, found them fast shut, and within silent. The noise continuing, he looked round the church-yard, and observed a light in one of the large family tombs; going up to it, he found some drunken sailors, who had got into a vault, and were regaling themselves with bread, cheese, and tobacco, and strong beer. They told him they belonged to the *Robuste* man of war, and, that having resolved to spend a jolly night on shore, they had kept it up in a neighbouring alehouse, till they were turned out by the landlord, and were obliged to take shelter here, to finish their evening. In their jollity, they had opened some of the coffins, and crammed the mouth of one of the bodies full of bread, cheese, and beer. Mr. Constable, with much difficulty, prevailed on them to return to their ship. In their way thither one of them being much in liquor, fell down, and was suffocated in the mud. On which his comrades took him up on their shoulders, bringing him back to sleep in company with the *honest gemmen* with whom he passed the evening. — This story is positively matter of fact.

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### CORRESPONDENCE.

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MR. EDITOR,

AT a period when our commerce suffers such injury from the enemy's privateers, it is the duty of every one, if he has any idea of a means by which this loss may be prevented, or materially lessened, to communicate it. Conversing with a person who had visited the Continent, he mentioned to me that, a few months since, he was accidentally at Boulogne, when his attention was drawn by several groupes of people in earnest and melancholy conversation. On investigating the cause, he found that two of their privateers had that morning returned, one with the loss of 23, and the other of 36 men; that they had in conjunction attempted to board a merchant brig, which instead of being charged with their expected plunder, was conveying troops of some description, who rising unexpectedly made that carnage among them. Nothing, my informant says, could equal the dismay and distress that prevailed among this description of people, and

hat some time elapsed before they could again man those vessels. I confess this information made great impression on me, from its seeming strongly to corroborate an idea I had long entertained of the practicability, if not of annihilating, at least of greatly reducing the number of the enemy's privateers; and in the number so reduced, of producing that caution and delay which might possibly facilitate the escape of some of our vessels. The plan which has often engaged my thoughts is, that two or three merchant vessels, having as little as possible the appearance of ships of war, or armed vessels, each having on board such a number of men as may be considered sufficient, well trained to the use of the musket or rifle, should be kept sailing on such parts of our coast as are most infested by privateers: and that when attacked by the enemy under a conviction of their being private vessels, in their favourite plan of boarding, our men (who might easily keep themselves to this period in concealment) might, without difficulty, give them such a lesson, as that which the two privateers I have before-mentioned received. The system of attack on privateers of the description that infest the narrow parts of the Channel, to be effective, must be by boarding, as in any other they might be kept at bay by a single twelve-pounder. That some inconveniences may attend the execution of such a project, I can conceive, but I am not aware of any at all commensurate with the benefit I should anticipate from it. This kind of service may be said to be full of hazard and danger, and that those engaged in it cannot be rewarded by the capture of the enemy's vessel. With regard to its danger, I think it would only have enough to take off the tedium of the service. I imagine it would not in reality be great. The vessel's bulwarks might be made musket-proof; and during the short period of attack, our men would be engaged under so many advantages, that the hazard could not be of great consideration. To compensate them for leaving a miserable mutilated crew in possession of their vessel, they might be handsomely rewarded for each vessel repulsed that should attack them. As soon as it was conjectured that the enemy would be able to particularize the vessels in question, they might be either new painted or changed for others with little inconvenience.

A. B.

MR. EDITOR,

WHOEVER has read or seen the Opera of "The Jew of Mogadore," would suppose, that of the unfortunate persons who are from time to time wrecked on the Arab coast, some have experienced disinterested assistance from individuals of the Israelitish race. I will, therefore, beg leave, through the medium of the NAVAL CHRONICLE, to state facts as they are; appealing to all those who have been in the hapless situation of captives on that coast, and to their friends and connexions in various parts of the world, for the truth of my narrative. Vessels are generally wrecked between Mogadore, which is in  $31\frac{1}{2}$  and  $25^{\circ}$  N. lat.; at least, it is rare that we hear any thing of ships or crews that may be stranded more to the southward. The people, after wandering about in some instances several

days, are taken by the roving Arabs, and generally, ere long, fall into the hands of a Chief, or Sheik of Wednoon, named Abeidlla. From this man, the Jews who live in the parts around his territory purchase the unfortunate people for a mere trifle, and then send off couriers to Mogadore, with letters from the captives to the different European consuls, agents, and merchants, imploring assistance; also with orders from the Jew in whose hands they are, to his agent at Mogadore, to treat for their ransom, and to collect all possible information as to the friends any of the unhappy persons may have, and means of raising money.

A year frequently passes away in treating for their liberty; as the Jew (if there is the least readiness to come forward displayed on the part of any person at Mogadore) generally keeps increasing his demands, and, in the interim, to induce compliance, puts the officers or passengers in irons, beats them frequently, and, in some instances, they have been crammed into matamores, which are subterraneous stores for corn, and one gentleman was put in head downwards.

The Jew at Mogadore has a perfect understanding with the Jew to the southward, and takes a handsome sum out of the amount paid for their release. If any of the captives wish to be supplied with any thing more than the wretched fare the Jew allows him, he gets it by giving drafts on his friends at Mogadore; and, if his order is not paid, he has a good portion of blows bestowed on him by his humane master.

If the captives could be procured direct from the hands of the Arabs, without the mediation of the Jews, their ransom would be trifling in comparison to what it is, and their sufferings much shortened. It sometimes happens, that the Jew does not wholly purchase them from the Sheik, but they make a partnership concern of it; and, when this is the case, the captive fares very badly, as the Jew, who thinks himself screened by the patronage of the Moor, treats with severity, and instigates the Moor to use much more hardly the person or persons they have in their power. In a late instance, three hundred dollars were the sum agreed on for the ransom of an American gentleman; but, before the courier could arrive at Wednoon, he had changed masters, and had been got from the hands of the Moorish Sheik, into those of a principal Jew; and, after another year of misery, he was released out of captivity by the payment of fourteen hundred dollars to his Jewish master. Nadab, or whatever else his name might be, did not think it safe to come to Mogadore to receive the money; so the American agent sent it down to St. Cruz, where the gentleman was delivered into the hands of his people, and Messrs. C——, who were directed by the family of the sufferer to pay all charges, reimbursed that amount, with other sums, the day that he was brought to their house. For my own part, I do not believe there is above one or two Barbary or Mogadore Jews, who would miss, or could resist, a similar opportunity of gain.

An event has, however, occurred, which probably will make that race rather more cautious in future, how they deal in Christian shipwrecked crews.

One of the Jews concerned in the American crew, and brother to him who received the money, ventured to Mogadore some months after the departure for England of the American. Two lads had contrived to make their escape, and reach Mogadore, where the American agent immediately took them under his protection. The Jew came to insist on their ransom, and made some stir in the business, which coming to the ears of his Imperial Majesty, orders came to put him in prison, where he remained some time. His protector, the Sheik of Wednoon, applied to the Emperor for his release, claiming him as his Jew; and, in consequence of this application, an order was sent to the Governor to take him to the Water Port Gate. He supposed he was going to be liberated from his irons; and, in effect, he was—but in a different manner to what he expected—as, on reaching the spot, he was thrown down, and his head cut off.

The body, with the head placed on the breast, remained until the next evening at sun-set; which being their Sabbath, the Jews of Mogadore were very glad to purchase its removal.

It would be difficult, I believe, to produce an instance of any disinterested services having been rendered by Mogadore or Southern Jews to distressed Christian captives.

If any credit is due, it is certainly to the various Europeans settled at Mogadore; who are all of them happy to alleviate, as much as is in their power, the sufferings of these unfortunate persons, both during their captivity, and after they reach Mogadore.

I have endeavoured, by a plain detail of facts, to point out who are, and who are not, the friends of shipwrecked persons on the Arab coast.

Yours, &c.

MOGADORIENSIS.

P. S. I have just laid my hand on a letter, written by the American gentleman alluded to, wherein he says, "Could I give the wretch [*i. e.* the Jew] all the treasures contained in the mines of Potosi for my ransom, I believe it would not satisfy him." Mr. Cumberland may have in London met with many a Sheva, but a Nadab in Barbary would be a *rara avis* indeed. One unfortunate gentleman has been now upwards of three years and a half in captivity. His last letter stated, that he had been more than seven months in irons. He is a Frenchman by birth, but a citizen of the United States, and a Free Mason.

MR. EDITOR,

YOUR having occasionally inserted in the Volumes of the NAVAL CHRONICLE accounts of the gallantry of our ancestors, I request you will allow me to occupy a small portion of your work in recording an action that took place in the year 1742, which I have transcribed from that useful publication, the *Gentleman's Magazine*.

J. C. S.

*Extract of a Letter from Gibraltar, dated January 7, 1743.\**

The most gallant action which has been performed in the present war, happened in sight of this garrison, a little to the east of Europa Point, and almost in reach of our guns, on the 27th past, as follows:—The Pulteney privateer, a large brigantine, mounting 16 carriage, and 26 swivels, Captain James Purcell, had been cruising in the Streight's mouth, and was standing in for this bay from the west, but with little or no wind. As soon as she was seen from Old Gibraltar, two great Spanish xebèques, each carrying 120 men, 12 carriage guns, and a great number of pattereroes and musketoons were sent out, and looking upon her as already their own, made great haste with their oars, and soon came up with her. There was in the bay an 80 gun-ship, but without a main-top-mast; so that there was no assisting the privateer but by a reinforcement of men; which might very easily have been sent when the xebèques first stood out; but the sea officers, though applied to, refused so reasonable a request, alleging that it was impossible so small a vessel, even full of men, could escape so superior a force. The brave Captain Purcell was, however, of a different opinion; and though he had in all but 42 men, and of those three wounded, yet he was resolved not to give up a vessel that had the honour of a commission from the Admiralty, till the last necessity; and finding his officers and men in the same disposition, they prepared for an obstinate defence. After a few single guns, the Spaniards came near and hailed the vessel by her name, and the captain by his; entreating him to strike and preserve their lives, otherwise no quarter. These threats were returned with guns. The Spaniards attempted to board, but were resolutely beat off, they attempted it twice more, but Captain Purcell prudently reserving half his broadside, they had not courage to board him, but exposed themselves so much, particularly in the last push, that they could stand it no longer, but made off with their oars towards Malaga, having lost half their men. The engagement lasted an hour and three quarters, and the Pulteney had but one man shot through the body, and five more very much wounded; but what is very remarkable, every man on board was shot through his cloaths, and the sails and rigging were all shot to pieces. Some nine pounders went through his hull and masts. The Pulteney remaining becalmed after the battle, several boats went and towed her round, and the garrison have so high a sense of the great merit of the action, of which many hundreds of them were witnesses, that the governor and officers have made up a handsome sum for a large piece of plate, as a present to the captain, with a proper inscription; and the merchants and other inhabitants will do the same in another piece; the sailors having already received a present from them in money.

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\* See GENTLEMAN'S MAGAZINE, Vol. XIII. page 105.

MR. EDITOR,

**A** MIDST the great attention of the present first Lord of the Admiralty, Mr. Yorke, to the maritime interests of this country, and the essential improvements which under his auspices are likely to be made; I will endeavour to give you some account of that great undertaking, the establishment of a new dock yard and naval arsenal at Northfleet, on the Kentish side of the River Thames, about twelve miles lower down than Woolwich. This idea originated with Mr. Whidbey, the present master attendant at Woolwich dock-yard: and, if I mistake not, a communication on that head was made by him to government, in or about the autumn of 1802. It was at first, I believe, intended to attempt this establishment in the Isle of Grain, situated between the mouths of the Thames and Medway, suggested by the above gentleman. But on examining the ground of that island, the idea was abandoned; and a more secure and less exposed situation was pointed out by him, on a neck of land above Gravesend, adjacent to Northfleet, which forms Gray's Reach on one side, and Fiddler's, with the bottom of Long-Reach on the other. This piece of ground, contrary to the hitherto injudicious situation of most of our harbours, is situated on a weather shore, with the prevailing winds in this country; and the largest ships in the British navy may safely approach it from sea, with all their stores in. It also contains a stream of excellent water.

In consequence of this suggestion, about two years ago, a report respecting this neck of land, was given in by that skilful engineer, Mr. Rennie, to the commissioners for revising the civil affairs of the navy; which was in every respect highly favourable to the establishment of a new naval arsenal at Northfleet. Every professional man, who has examined the state of our old national arsenals, or those situated on the Rivers Thames and Medway, must have long perceived, that in general they are in a state towards becoming unserviceable to the navy: when the increased size and tonnage of our ships, and the despatch that is requisite for their equipment or repairs, are, at this eventful crisis, duly considered.

It is astonishing, that the principal naval arsenals in this country, should be fixed on the lee shore of their respective harbours: but independent of this great leading error, it is an undoubted fact, that not only the Rivers Thames and Medway are in a gradual state of deterioration, but also that the depth of water at Portsmouth has of late years rapidly decreased. In the year 1693, as I have been informed, there were 18 feet depth of water on the bar at the entrance of Portsmouth harbour: and in 1784, it had decreased to 14 feet, owing to the mud with which the sea is there filled, and the continual encroachments of the Lake of Porchester, which were pointed out to me by a very experienced naval lieutenant at Portsmouth, so far back as the year 1800.

Professional men have often remarked with regret, that whilst the vast colossal military power of France, has been extended by every means, and new establishments formed to support it, according to the great improvements that of late years have taken place in science; the naval arsenals of



the British empire have remained nearly in their originally-cramped and confined situations; with but few things done towards adopting a more judicious and enlarged establishment, consistent with the number and magnitude of the ships now employed, and after a well digested plan, embracing all the improvements that have of late years been made in machinery, and in the admirable arrangement of different works, necessary to repair and to fit out our ships.

Another remark, which has been often made by professional, and well informed men, and which all true lovers of their country must lament in common with them—is, that according to the present state of our royal yards, ships can only be fitted out, rigged, and take in their guns in the open harbour; and excepting Plymouth, (where it is not so generally done) the stores that are wanting on board any of our ships, must be put on board lighters and sent to a distance. There are at present no wet docks in any of H. M.'s yards; with the exception of the small bason at Portsmouth. Were these formed on an extensive scale, with proper storehouses adjoining, and also dry docks, that could receive large ships with their guns and stores at any tide, the great advantages that would accrue, must strike every one. It is also to be regretted, that proper harbour masters have never been appointed by government; and the care and constant inspection of the royal harbours properly vested in the Admiralty and Navy Boards, with an engineer appointed for that most essential duty.

Under these, and a variety of other considerations, relative to the decayed and present imperfect state of the royal harbours and dock-yards, Mr. Yorke must ever merit the gratitude of his countrymen, for the encouragement and support he has given to the formation of a dock-yard at Northfleet on an enlarged plan, that should admit of the fullest application of our present mechanical improvements. So far back as the beginning of the year 1806, the Admiralty, through Lord Howick, and at the suggestion of an early and warm friend to the present undertaking, Earl St. Vincent, had ordered Mr. Whidbey, and Mr. Rennie, to report on the subject of a dock-yard at Northfleet: which since is universally allowed to possess as a situation, every possible advantage, both in regard to the depth of the adjacent soundings, its situation on the weather shore in regard to the prevailing winds, the nature of the soil, the vicinity of excellent fresh water, its neighbourhood to the emporium of the world, and the \* healthy situation of the place itself, in a country producing every thing in common with the finest part of the united kingdom.

If my memory be correct, the entrance canal to this extensive national dock-yard, will be on the eastern or weather side, where there are seven fathoms at low water. Within the entrance lock will be a bason of between 20 and 30 acres of water, and about 30 feet in depth: without

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\* A most favourable report to this effect has been sent in to the Transport Board, which probably on some future occasion, may be inserted in your CHRONICLE.

attempting to remember the various situations of the wharf, dry docks, steam engine, ropery, warehouses, &c I shall content myself at present with saying, there will be another extensive bason of between 70 and 80 acres, and the same depth as the other, capable of containing about 100 sail of the line. I remember that Mr. Sharp made a motion respecting the above naval arsenal, at the close of last session of Parliament, and that very little of the conversation that in consequence ensued in the House, came before the public. Lord St. Vincent also, and Lord Melville, those excellent and valuable friends to the British navy, made similar motions in the House of Lords, at the beginning of the last sessions: and Lord Melville afterwards wrote a letter to Mr. Perceval, on the same subject, which was sadly and most miserably answered by Mr. Rose. I shall, probably, at some future period, send you extracts from the answer, that appeared, to Mr. Rose, entitled *naval considerations*; the contents of which, as its anonymous author well observed on his title page, "*will shew the fallacy of the observations then recently published, under the character of an officer in the navy, though obviously flowing from the jobbing interest.*" As I was finishing this letter an old seaman called in, and looking it over, informed me, that the necessity and advantages of forming a dock-yard at Northfleet had been suggested when Lord Sandwich was at the Board; which, in my humble opinion, is an additional proof of the good policy and advantages of what Mr. Whidbey has suggested.

I remain, Mr. Editor,

Your humble servant,

TIM. WEATHERSIDE.

MR. EDITOR,

April, 1811.

OBSERVING my letter on the subject of half-pay, has been followed by a communication from the First Lord of the Navy Board, as noted in page 214 of this Volume, I think it would be satisfactory could the reply of the latter be produced to the public, as they might then be enabled to form an idea, as to which quarter the half-pay becoming so much in arrear may be attributed. It is some consolation to the officers, to observe that the minister is so far disposed to pay attention to their necessities, and it is to be hoped that he will not relax in this laudable pursuit. I have heard much of the disinterestedness manifested by the First Lord, in his late promotions; would it could be also seen, in his appointment of captains to the command of ships;\* and if he perseveres in that system, it is very evident that he will not give an opportunity for those officers, who have been some time unemployed, of being brought forward, which in justice to themselves, is a natural expectation they have a right to entertain, of being noticed, in concert with their brother officers.

JOHN SPECTOR.

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\* Page 137 of this Volume.

MR. EDITOR,

**P**LEASE to accept the following curious computation for insertion in the NAVAL CHRONICLE. A. B.

From the declaration of war in 1795, to the close of October, 1797, we lost

As many British built ships of the line as days in the week.

Frigates from 28 to 40 guns as days in a fortnight.

Sloops, &c. from 14 to 22 guns as days in a lunar month.

Our naval loss, therefore, amounts to no more, in days, than half a hundred.

During the same period France lost as many sail of the line as days in one calendar month.

Frigates from 24 to 40 guns, as days in two calendar months.

Corvettes, &c. from 12 to 24 guns, as days in three calendar months.

The three maritime powers then at war with us, lost as many regular ships, vessels, privateers, &c. as days in one year.

Their loss in men, killed or taken, and in guns, is equal to days in two centuries.

The year 1797 furnished us with the

Vryheid, 74, a day of liberty; the

Gelyheid, 68, a day of equality;

And Admiral Duncan with a week of Dutchmen.

MR. EDITOR,

*Edinburgh, 8th April, 1811.*

**A** FEW days ago accidentally re-perusing in your 17th Volume, (for June, 1807) a memoir of the services of my much esteemed friend, Admiral Russell, in which you have detailed the circumstances of the capture of la Sybille, commanded by Le Comte de Krergaron, I was led on to your 18th Volume, where (pages 44 and 45) I perceived what had escaped my observation before, a hint from your Correspondent, C. D. L. that the Count had been twice a prisoner to the English, and requesting farther information.

As I believe I am almost the only officer at present competent to speak positively to the fact from personal knowledge, I send you the following particulars, which you are at liberty to publish in your universally read miscellany, if you think them of sufficient importance, pledging myself for their authenticity.

It must be in the recollection of many of your readers, that in June, 1778, previous to the war, several French frigates were detained by the fleet under the command of Admiral (Lord) Keppel; among these were la Licorne, and la Pallas. The former was brought to in a general chase by the Hector, of 74 guns, Captain Sir John Hamilton, of which ship I was then 3d lieutenant, and I was the only British officer that boarded la Licorne, and when it was determined by the admiral to detain her, I had orders to carry her into Portsmouth harbour, which I did, and left her there

with sealed hatches, &c. in charge of the revenue officers. The fleet, it will be remembered, returned to Spithead, in consequence of intelligence, found on board these frigates, that the French fleet under D'Orvilliers was far superior to the British.

La Licorne was commanded by the Chevalier de Belizal, lieutenant de vaisseau, a very old officer, who had the Cross of St. Louis; and her first lieutenant (enseigne de vaisseau) was the Count (then Chevalier) de Kringarou, a fine young man, of very prepossessing appearance, and about 21 or 22 years of age: he also wore the Cross of St. Louis, and I inferred from thence, and from other circumstances, that he was a gentleman of consideration and high connections, as his age precluded the idea of his having acquired the Cross in the routine of actual service, which I believe at that time was ten years.

The Chevalier (with Mons. de Belizal and the other officers) was sent to Alresford, in Hampshire, on his parole, where I know he continued for some time, as I have now in my possession several of his letters from that place: I am not informed how long he continued a prisoner in England, but it was at Alresford or in its immediate neighbourhood that he formed the attachment alluded to by your correspondent C. D. L. and which I was informed occasioned a mental derangement on his being rejected by the lady, or her friends, during which he made an attempt on his own life. The name or condition of the lady's family I never knew, nor should I conceive I could with propriety give it to the public if I had known. Whether he survived the Revolution, or what became of him afterwards, I am ignorant.

Connected with this account of the Chevalier are the circumstances respecting the detention of la Licorne itself, which have been much misrepresented, or at least much exaggerated in all the public accounts of that day; and tended to throw much greater blame on the conduct of Monsieur de Belizal, than in my opinion he deserved; but I have already trespassed more than I ought on your room, and shall reserve that detail until I see whether what I have written merits insertion. The present Commissioner Inglefield, then 1st lieutenant of the Robust, Captain Alexander Hood (now Lord Bridport) carried into Portsmouth the Pallas, detained at the same time with the Licorne.

I beg only to add here, that it is contrary to the general belief of naval officers, that the count was acquitted by the *Conseil de Guerre*; on the contrary, it is their opinion that Admiral Russel was prevented from giving a meeting to the count by the declaration of that court martial; that the count's conduct had not entitled him to call for such meeting; and in regard to breaking the sword over the count's head, no one I fancy ever believed it was actually broken by a blow; nor would such conduct I am confident be generally approved of as the memoir alleges. The idea arose I believe from the ancient practice of holding the sword over the head of an officer, in execution of the sentence of cashiering, and broke in that position.

I am, a constant reader, and

ONE OF THE OLDEST POST CAPTAINS.

MR. EDITOR,

**H**AVING observed in the daily prints continual complaints of the havoc committed by the numerous privateers of the enemy in the narrow parts of the channel, I beg leave, through the medium of your publication, to offer to the country at large a remedy for the evil,—a remedy which I think certain in its operation, and which, by destroying the confidence the enemy have acquired, will tend almost totally to subdue their spirit of depredation. We have heard that some English luggers are to be sent against them: from long observation, I am convinced that we might with an equal chance of success send pigs after hares, or start cows against greyhounds. All I wish, is to put my plan into the hands of any respectable body of merchants, or others whom it may concern, and who shall give me a receipt for it, engaging, that if used, and with success, to ensure me such a reward as the service I shall render the country shall be thought deserving of by a jury. I feel fully satisfied it would not only answer the end proposed, but would materially lessen the enormous expense we are now at for channel cruisers, who, with all their vigilance, cannot keep dozens of the enemy from annoying our trade every night; and as it would greatly lessen the rates of insurance, I am in sanguine hopes of this letter being noticed.—Should I be so fortunate as to be allowed a trial, I will most assuredly give these depredators a lesson which should inscribe my name on their recollection in characters as indelible at least as those of Congreve or Shrapnel, without putting the country to half the expense incurred by the ever-memorable Stone expedition,

NAUTICUS.

MR. EDITOR,

**T**HE following, which I state from recollection, was an outline of the plan submitted to the Admiralty some years since, for the protection of merchantmen, and the writer's motive for troubling himself was from a feeling for the merchants of this country, and which, though it more immediately affects this class of people, and brings many an honourable man to the Gazette, you and I, and the whole population, must eventually feel.

You, Sir, know, and so does every Lord of the Admiralty, and every man of common sense, that the number of our ships of war, without plan and combination, are absolutely of no use, but on the contrary, a heavy expense to the country. Does not every merchantman that is taken add to the resources of the enemy, and inflict a wound on this country; I will therefore ask a simple question—how could the Admiralty be better employed than in preventing this? on one occasion, a single privateer off the eastern coast of England, took no less than 30 prizes out of a fleet of coasters, that is, as many as she could spare hands to man them; the same privateer was known to lie a fortnight off our coast, until the wished-for opportunity presented itself, and which she made use of to the full extent of her wishes; but to proceed.—The plan alluded to, was as follows:—

It was proposed to divide the whole of the coast of England and Scotland, from the Shetlands and Orkneys to the Land's End, into a certain

number of stations; making them greater or less in proportion to their distance from, or contiguity to, the enemy's coasts, and numbering them from No. 1, upwards. This was to be done by erecting any piece of timber, such as a piece of an old mast, with a transverse board, on which was to be painted, in large figures, the number of the station; and on each of these was to be placed a cruiser, to cruise backwards and forwards, and to stand off and on the coast continually, and not to quit her station until relieved or blown off; by this means the whole coast would be visited in every part in forty-eight hours, so that it would be impossible for enemy's privateers to lie whole fortnights off our coasts without interruption, as has often been the case. Exclusive of these, there ought to be stationed off each of the enemy's ports in the Channel, where our trade passes to and from London, a small ship of war to watch the privateers from getting out, and if they did happen to slip out, to prevent their return, and to retake any captures they might make, and if such ships were blown off, to resume their station with all possible speed, to cut off the return of any privateer that might escape during her absence. There ought also to be stationed, a few cruisers off the western and north-western coasts of Ireland. If such a plan as this had been adopted, Lloyd's list would not have exhibited such numerous lists of captures, and it would straiten and distress the enemy beyond any thing.

As matters have lately gone on, our shores and coasts are continually insulted by numerous privateers—a few guns, and a crew of ragged rascals are put on board a miserable privateer, she sallies out from one of their ports, and she takes perhaps half a dozen of valuable prizes, and escapes back to her own harbours; if taken, the mischief may be already done, and a letter in pompous terms comes to the Secretary of the Admiralty, describing what an acquisition she would be to his Majesty's service.

The matter in question is of serious consideration, and I doubt not but it will be a sufficient apology for the length of my letter. I am, Sir,

AN OBSERVER.

MR. EDITOR,

I send you an authentic letter, or rather, more correctly speaking, an abstract of a letter from Sir Edward Spragge, which was published by authority in February, 1670.

Yours,

ROBUR.

That being together with the *Little Victory*, a fire-ship, on the 14th of the same month about 14 leagues east-north-east of *Firmenteer*, he discovered three sail standing with him; whereupon he caused his top-gallant masts and yards to be taken down, and his galleries and quarter-decks to be covered with canvas made for that purpose, to the end that they might take him for a merchantman, which they did, till about noon, when it seems discovering the length of his ship, which the little wind had brought a stayes, they betook themselves to run, at which Sir Edward Spragge immediately sent his three boats to tow the *Victory*, which was done so effectually,

that they kept all night within small shot of the Turks, who next morning about two o'clock, ordered one of the ships that were in their company, and which proved to be a small Newfoundland vessel, called the Francis of London, Robert Gibson, master, taken by them the day before off Cape Martin, to stand away to the southward, hoping (as they have since confessed) that Sir Edward Spragge would have contented himself with her, and quitted them.

The 15th about 11 o'clock he was got within a mile of them, and by two of the clock, having got a fresh gale, was within gun-shot, the Victory being about two miles astern; but finding the gale to lessen, and fetching no more upon them, he plied them with his fore-chase; upon which the other of them, called the Three Half Moons, and Two Lions, quitted his consort, and stood to the westward; when Sir Edward Spragge, being unable to pursue them both, was forced to let her escape. In the mean time the wind proving very calm, he sent orders to Captain Harris, commander of the Victory, to break down all his fire-works, and to mount some small guns he had to the number of 12, having sent him good store of ammunition with a hundred of his men, with further directions to row with sixteen oars close between decks unexposed to the enemy's small shot, which having been accordingly done, they advanced upon the Turks very considerably, both of them very hotly plying their chase guns each at the other. On Thursday morning the Turk was got close under the shore of Barbary near Cape Tennis, the Victory keeping him still in sight, and engaging him very bravely with her small guns; in the mean time the Turk kept so near the shore, that Captain Harris thought he had been fast aground, who was thereupon ordered to come to an anchor as close to him as possibly he could, Sir Edward Spragge being then himself in 12 fathoms water, who presently sent his barge to discover the truth of the matter, which returning brought him word, that the Turk was rowing close under the shore with his sails furled, to the eastward. Next morning early, Sir Edward Spragge found the Turk almost two miles from him, the Victory being quite behind, for by the continual labour of the men and want of rest, the Turk had out-rowed him two foot for one. About ten o'clock they got a fresh gale again, and at twelve were come so near the Turk, as to fire a broadside into him, who thereupon put himself ashore, at which Sir Edward Spragge sent his boats on board, where they found the captain, with a Dutch renegado, who had had the chief management of the ship, both wounded, thirty-three Christian slaves of several nations, whereof nine were English, and six or seven Moors, the rest having been either killed or drowned, some few only having escaped to shore. The men minding more the plunder, than the saving of the ship, Sir Edward Spragge went himself on board, where having caused most of the guns, except seven of the smallest, to be thrown overboard, and the water-casks to be staved, it so lightened her, that by six o'clock next morning they got her off, without the least damage to the ship, which he brought with him into the road of Alicant. The Turk is called the City of Argiers, which is famously carved and painted in her stern, being a new stout ship,

and very well provided with cables, anchors, and other tackling. She had in her, twenty-eight pieces of ordnance when she was taken, but will carry thirty-six or thirty-eight. In this engagement Sir Edward Spragge received little or no damage, having only had one man killed, and nine wounded. The next day being the 20th, Sir Edward Spragge took a brigandine laden with corn belonging to Argiers, which he brought likewise with him into Alicant, from whence he intended to sail very suddenly to join with the rest of his fleet.

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## HYDROGRAPHY.

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### MEDITERRANEAN SEA.

**D**ANGERS in the channel between Sardinia, Sicily, and Africa, are—  
 1st. The *Esquirques* (pronounced Eskirkes): the very existence of which formidable shoals was treated in the navy almost as chimerical, till the period of the Egyptian expedition which drew such a considerable portion of English shipping to the coast of Africa, that the fact became notorious; and this problem in hydrography was afterwards fatally and fully demonstrated by the loss of H. M. S. *Athénienne* of 64 guns. They are two reefs of large rocks bearing strong marks of volcanic origin, surrounded by a sand-bank, which is chequered by patches of coral and large round stones of a bright red colour, which the lead sometimes brings up. Though the soundings are not regular in approaching the bank, yet by diligent attention thereto, as no bank of the same magnitude exists in this channel, the Esquirques may be avoided. The passage between them and cape Bon has been examined by an accurate officer, and is believed to be free from any danger, except close to the land. The current off the Cape generally runs northward, meeting that from Sardinia which sets over the Esquirques in a southern direction, a circumstance most essential to be attended to by ships bound to Malta which should endeavour to make the islet [*Scoglio*] of Toro, off the S. W. end of Sardinia, and from thence keep in the latitude of Cape St. Vito in Sicily, viz.  $38^{\circ} 9'$  till the high land of the island of Maritimo be seen, when it is safe to steer southward.

2d. Keith's reef: a contiguous ledge of shelving rocks, which, till recent surveys, was deemed to form part of the Esquirques, but is in fact 7 miles E. from their north end: it is steep too, except on the south side, whence there extends a sandy spit. Although no sensible alteration was found in the depth of water at the full-moon, yet a strong S. E. wind has been observed, on approaching the rocks, to shoal the water almost 9 feet. The water is so clear, that the bottom is said to be distinctly seen in 25 fathoms. The spot where the *Athenienne* was wrecked bears from the north castle of Maritimo S.  $78\frac{1}{2}^{\circ}$  W. difference of longitude  $54' 1''$ . The latitude of the N. end of the reef is  $37^{\circ} 49'$ .

3d. A rock discovered in 1807: whose position is in latitude  $37^{\circ} 53'$



difference of longitude from castle on north end of Maritimo  $60' 30''$ . In fine weather it has 4 or 5 fathoms water, and a mile around there is from 13 to 50 fathoms.

4th. A rock discovered the same year; in latitude  $37^{\circ} 47'$  difference of longitude from Maritimo castle  $70' 38''$ . On it are from 3 to 4 fathoms, and thence the soundings lead to the Esquirques. 5. A rock is laid down in the Spanish chart of 1804, as being in latitude  $37^{\circ} 43' 30''$ , and longitude  $9^{\circ} 9' 30''$  but it is doubtful; it should nevertheless not be neglected in making the island of Galeta from the N.

5th. In 1796, the Fox cutter struck on a rock to the S. of Toro isle; it was day-time, the weather fine, and the sea did not break. It is small, 12 fathoms water close to, and no bottom within a small distance. An oar was let down on the rock, the sounding by which was 9 feet and a few inches. In 1799, the same rock was seen from H.M.S. Chichester, and judged to be 4 or 5 leagues from Toro, bearing by compass about S.

6. A rock is marked in the French chart of 1808, as lying on the coast of Africa, west of Pantelaria, in latitude  $36^{\circ} 50'$  and longitude  $11^{\circ} 34'$

7. A danger is placed by Arrowsmith's chart of the Mediterranean sea, 1807, on the Sicilian coast in latitude  $37^{\circ} 15'$  and longitude  $12^{\circ} 50'$ .

8. Another by the same authority, in latitude  $37^{\circ} 29' 30''$  and longitude  $11^{\circ} 32' 30''$  about N.E. of Cape Bon.

Ships should not attempt the passage between the islands of Favignana and Sicily, without a pilot. The channel of Maritimo is safe: caution must nevertheless be used when bound southward in closing with the Sicilian shore, on account of the shoal [*Secca*] off Marsala. The S. end of Maritimo just open with Favignana is the leading mark to the shoal: when on it the castle of Marsala is in one with a remarkable white house, which is some distance northward of the town.

The variation of the compass off the Esquirques was  $19^{\circ}$  E. in 1802.

S.

## CORRECT RELATION OF SHIPWRECKS.

### No. XLVIII.

Again the dismal prospect opens round,  
The wreck, the shore, the dying, and the drown'd.

FALCONER.

### THE AMETHYST FRIGATE.

ON the 16th of February, 1811, between 12 and 1, A.M. the Amethyst frigate, Captain Jacob Walton, in a violent gale of wind drifted on the rocks, about a quarter of a mile to the southward of Mount Batten, in Plymouth Sound. Being under sailing orders, she was lying at single anchor,

and her drifting was not discovered until it was too late to drop another to bring her up. Guns, as signals of distress, were fired, but such was the violence of the wind and weather, that no effectual assistance could be rendered her. A few hours elapsed before the yard craft and the boats from the shipping proceeded to render what aid could be afforded to save the ship, with her stores, provisions, ordnance, &c.—Messrs. Richard Crosby, John Davis, and Michael Bruce, masters of the *Lavinia*, *Diana*, and *Jane* transports, and Thomas Pope, foreman to Mr. Blackburn, of Turnchapel, were the first four who volunteered to go in a boat; they succeeded in getting alongside the wreck, and brought on shore 15 or 16 men. Mr. Thomas Pope then left the boat, and William Robson (a seaman belonging to the *Lavinia*) went in his place; they reached the wreck a second time, and returned with 17 or 18 men; they went off the third time, but the people from the frigate, anxious to get on shore, overloaded the boat, and when about midway between the wreck and the shore, it unfortunately upset, and it is supposed about 30 perished. Mr. Crosby and his lad were miraculously saved on part of the wreck, and finally succeeded in getting on board the ship; Mr. Davis got on a rock near the shore, and was washed off two or three times, the surf was so high it was impossible to give him assistance: he was providentially driven on shore at last by the waves, though nearly exhausted; poor Mr. Bruce was never seen more. He was a man respected by all who knew him, of unimpeachable good character and morals; and has, unfortunately, left a wife and six children to lament his untimely death. Much praise is due to all those who thus risked their lives; particularly Mr. Mark Breaker, of Turnchapel, and Mr. Jones, of the *Minerva* transport, who were indefatigable during the whole time, and were the means of saving many lives.

After the *Amethyst* went on shore, arrangements were formed, by the means of lumps, (lighters used for mooring) and casks, to the amount of 250, to float her; and it was expected that she would be got safe into Hamoaze. The weather, however, proved unfavourable; she received much damage in successive gales; and, after several ineffectual attempts had been made to get her off, it was found expedient to rip her up.

The body of Mr. James Harrison, a midshipman of the *Amethyst*, who was drowned, was picked up on the 25th of February, and interred in Stoke Church, Plymouth.

#### THE JOHN AND JANE TRANSPORT.

THE loss of the *John and Jane* transport, which was run down by H. M. S. *Franchise*, on the morning of February 21, is one of the most lamentable and distressing occurrences which we have long had to record. It is thus described, in a letter from an officer of the *Franchise*:—

“The *Franchise*, with the Mediterranean convoy, amongst which were several transports, having the 11th regiment on board, sailed from Plymouth, with the wind at S.E. on the 19th instant, the signal being made

by the admiral to weigh. The same evening it fell calm, and continued so the greater part of the 20th, when the wind veered to the S.W. blowing fresh. It was too late to get into Falmouth, and the necessary convoy signal was made to stand to sea. At three o'clock in the morning of the 21st (Feb.) it was judged necessary to go on the starboard tack, and the signal was made for that purpose. After giving the vessels ten minutes to effect it, the Franchise put up her helm: in the act of wearing, several vessels were seen, but, from the extreme darkness of the night, it was impossible to judge on what tack they were; though it was presumed, from the time given, they were on the starboard one. At once, the look-out men forward, of whom there were six, reported "a vessel a-head"—she was cleared, by shifting the helm; another was discovered instantly afterwards, and, before the ship could answer her helm, going then about the rate of nine knots an hour, she struck the unfortunate John and Jane transport, stem on, nearly a-mid-ships, and, dreadful to relate, she almost immediately went down. The few that are named in the subjoining list, were saved by clinging to the Franchise's ropes. The boatswain, Wm. Jones, got safe on the bowsprit, but exclaimed—his wife was gone;—he immediately darted down, with intention to save her, and instantly disappeared amidst the shattered fragments. The Franchise suffered little or no damage; and had the John and Jane shewn lights, in answer to the signal made, there can be no doubt but the catastrophe would not have happened. There cannot be the least blame attached to any of the Franchise's officers; and their exertions to save the unfortunate sufferers were great.

" DROWNED.—Officers and soldiers 197

Women ..... 15

Children ..... 6

Seamen ..... 6

Total drowned 224

" *Officers drowned.*—Captains M'Rae and Grigsby, Lieutenants Ross and Fuller, Ensigns Glendenning, Handcock, and M'Masters.

" *Saved.*—Ensign James Duff; Serjeants Brown, Hunt, and O'Neile; Corporal Thompson, and 15 privates, of the 11th regiment; Mr. Wishart, master; Mr. Kedger, mate; and six seamen of the John and Jane.

" P.S. In addition to the above, it is painful to relate, that, the same night, the Wellington ordnance transport, bound to Cadiz, was run down by an American ship, and instantly sunk. The mate and five hands saved; the American lost his foremast and bowsprit."

The following extract of a letter from an officer on board the Franchise contains a more particular account of the loss of the passengers and crew of the John and Jane transport, than the above:—

*“ Franchise, in Farrich Roads, Falmouth,  
February 21, 1811.*

“ At three o'clock this morning, the weather being uncommonly dark, squally, and raining, in the act of wearing, this ship ran on board a transport brig, and from the velocity with which we were going at the time, the shock was so great, that we very nearly cut her in two, and she sunk under our bows in less than five minutes. I might almost say, with Burke, there ensued a scene of woe, ‘ the like of which no eye had seen, no heart conceived, and which no tongue can adequately tell.’ It was distressing and dreadful beyond description. I shall briefly state the particulars.

“ On striking her, we immediately proceeded to throw all aback, to prevent our going completely over her; she, however, went down almost immediately, but many of the unfortunate crew clung to the wreck of the masts and spars, which fortunately were entangled in the rigging of our bowsprit.

“ In this situation every exertion was made to save the wretched sufferers. Ropes’ ends were thrown out to them, to which they fastened themselves, and by this means a few were saved. I offered to be lowered in one of the boats, to go to their assistance; so indeed did some of the other officers, but Captain Allen thought the boats would certainly be lost, and would not therefore let them be lowered. The darkness of the night, the howling of the wind, the cries of the poor fellows in the water, together with the view of several dead bodies lying on the wreck of the spars, presented a scene of indescribable horror.—Out of 252 souls, 224 perished.

This dreadful event is still farther illustrated by the following extract of a letter from a survivor of the John and Jane:—

“ I was officer of the middle watch, which, in consequence of the state of the weather, and of an order on the subject, had not been turned up. I was in bed, undressed, but not asleep (about three o'clock in the morning of the 21st) when I was alarmed by the report of a gun from the commodore’s ship (the Franchise, Captain Allen). The report was so loud, that I knew she must be very near us. I ran on deck, nearly naked, and found our vessel standing on her larboard tack, with part of the crew aloft reefing sails; the wind blowing a violent gale.—At the same time seeing the Franchise running down upon us so very fast, as convinced me of our imminent danger, I ran below to alarm my brother officers, all of whom were in bed. I returned upon deck immediately after the Franchise had struck our vessel nearly a mid-ship, almost dividing her. Those below joined me in a few moments, with the exception of Captain Grigsby, who was prevented, perhaps, by the rushing in of the water. The attempt to describe the scene that now presented itself, or the horror of our situation at this awful moment, would be vain. The melancholy pleasure of recording the heroic constancy and resignation of my companions alone is in my power. This last and well-deserved tribute of respect to their memories, may in some degree soften the distress of their friends, and afford a

slender consolation for their loss. Each officer appeared perfectly calm, and resigned to a death then appearing inevitable to all. After shaking hands, and mutually promising, if surviving, to acquaint their respective relations with the fate of their friends, they recommended themselves to God, and each prepared to meet his destiny. A moment after, a second shock from the Franchise separated the transport; and with the greatest difficulty, after succeeding in fastening a rope round me, I was dragged on board the frigate, where I immediately fainted, and never after saw the wreck. The remaining officers and men, 22 of the latter only excepted, found a watery grave.—Before I close this melancholy narrative, I should do justice to the uncommon devotion of Mrs. Donovan, wife of J. Donovan, of the 3d company. She had got upon deck with her child in her arms, and seeing the impossibility of being saved, insisted upon her husband, who had declared he would stay by her, to leave her and take care of himself. I am also bound to return my most grateful thanks to the officers and ship's company of the Franchise, who all exerted themselves to save us in a manner far above my praise."

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#### THE CHARLES.

WE learn by the Madras Courier of the 16th of October, 1810, the melancholy loss of the ship Charles, Captain Dennison, on her voyage from the Gulf of Persia to Calcutta. Having sprung a leak, in a gale of wind, recourse was had to the boats, two of which were rendered useless by the Lascars, who were panic-struck at the dangers that surrounded them. Captain Dennison, together with several of his officers, part of the crew, and Major Grant, a passenger, by great exertion, got safely on board the two remaining boats. Here their sufferings may be truly said to have commenced; the number who quitted the ship amounted in all to 43 persons, who, for the space of nine days, experienced the utmost distress, having quitted the ship without either water or provisions of any kind. Reduced to the last extremity, they were humanely received, and treated with every attention to their wants and comfort. The crew of the Charles consisted of 84 persons, of whom Mr. Askworth, the chief officer, and 41 Lascars, unhappily perished.—Treasure, to the amount of three lacks of rupees, and 50 Arab horses, shared the fate of the vessel. The Calcutta Insurance Offices lose about 90,000 rupees by the Charles.

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#### LORD COCHRANE'S ESCAPE FROM MALTA.

**A**S many erroneous statements have appeared of what has passed lately at Malta, respecting that distinguished naval officer, Lord Cochrane,\*

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\* For a portrait and memoir of his Lordship, vide *NAVAL CHRONICLE*, Vol XXII. page 1.

we have been anxious to present our readers with the most correct account that has hitherto appeared.

*Extract from a Letter, dated Malta, March 8.*

“ You will have heard of the loud complaints made in England, on the part of Lord Cochrane and his friends, against the charges of the Admiralty Court of this island. It seems one, if not the main object of his voyage to this port, was, in order to search into the abuses that may prevail in this Court. He arrived about two months ago in a brig of war, proceeded to Messina, and has been returned about a month. One day entering the Admiralty Court, he went into the Registry (an apartment behind the chamber in which the Judge holds his sittings, or the court room), and taking down the table of charges there hanging, put it in his pocket, and walked away. The Judge, Dr. Sewell, conceiving this to be an insult on the Court (though not then sitting), required that his Lordship should be arrested. This office should be performed by the marshal, Mr. Jackson, but he does his duty by deputy, and employs his time much more lucratively by practising as proctor. The holding of these two capacities in one individual is said by Lord Cochrane to be illegal. His Lordship has had causes of his own tried in this Court, in which Jackson was the proctor, and the charges made by Jackson seem to have brought on him much of his Lordship's indignation. The deputy-marshal is John Chapman, who is likewise deputy-auctioneer (the chief auctioneer, who has 2-3ds of the profits, resides in England, whilst the deputy, who has all the labour, takes the rest); but he, it seems, was not duly empowered so to act; and his Lordship carried a pair of pistols in his breast, and declared he would shoot any man that touched him unlawfully. After his Lordship had appeared at all hours for about a week in the public streets, the deputy marshal not daring to speak to him, and the Judge insisting on his arresting him, the deputy gave up his office. James Stevens applied for, and obtained his place, worth 300l. a year. He was furnished with his powers in proper form; and in waiting on Lord Cochrane, who first examined his credentials, he found him submissive. The documents of Stevens were signed by Jackson, and his Lordship wanted this proof of his acting as marshal. His Lordship was in the commissioner of the navy's house, Fraser; and was carried in the chair in which he sat, (for he would not stir, though he resisted not), by Maltese unarmed soldiers, to a carriage. They would have taken him to an inn, but he would go to the gaol. He was there visited by numbers of naval officers and friends, the former looking on him as their champion. On Saturday the 2d inst. he was brought into Court for trial. He was here attended by Captain Rowley, (of the Eagle man of war, the senior officer) Commissioner Fraser, and several of the chief naval officers in port. The first proceeding was to read the Judge's credentials or power; afterwards the charge was read, purporting, “ That an officer, in naval uniform, verily believed by the deponent to be Lord Cochrane, on Wednesday (I believe 13th February) entered the Registry of the Admiralty Court, and there took down the table of charges. He held up the table, as if to cause it to be seen by the King's

advocate, Dr. Moncrieff, there sitting; then put it in his pocket, and walked away." This was the charge. The Judge then addressed him, dwelling on the offence, explaining the course which had been pursued with respect to his Lordship, first, in sending him a monition, requesting him to return the paper within two days, or suffer the consequence; secondly, on his non-compliance, in issuing the writ of attachment; and, finally, he directed him to answer the charge, denying or admitting the same. The accusation was only a deposition or attestation of two clerks of the Court, one an old man, named Barnt, the other a Maltese. His Lordship, in reply, wished that his accuser should appear, that he might have the opportunity of cross-examining him. The Judge explained that this was the course practised on these occasions. His Lordship at length answered the accusation: 'I deny that I took down the table of charges as established by act of Parliament, from this court room.' The Judge observed that he could not allow any but a direct answer to the precise charge which was made; adding, that if the charge contained no crime, he should himself be responsible. After much hesitation, his Lordship said, 'I deny that I took down the table of charges from the court room.' Here the matter was brought to an issue, the prisoner denying the charge, or pleading not guilty. The Judge then said he must administer to him certain interrogatories, and began to question him respecting the matter. His Lordship answered not, but he continued to ask for the accuser or witnesses. The Judge peremptorily required answers. His Lordship then declared, if these interrogatories were persisted in, he should be obliged to protest against the proceeding which had been used, and was using against him; he denied the authority of that Court; he disclaimed its competence to take cognizance of a matter made the subject of a criminal charge. He enlarged upon this point, making it a chief argument that this was not a Court of Record. The process used on this occasion, added his Lordship, is not consonant with the common principles of justice; I am not allowed the universal privilege of an Englishman, as such I have a right to call on my accuser to stand forth and produce his witnesses, to identify my person, and to substantiate the charge. These persons whose names appear to that document, possibly, never before beheld the man they verily believed to be Lord Cochrane, nor perhaps have they since; and yet upon this accusation, founded on a momentary and casual observation, I am pursued, arrested, imprisoned in the common gaol, and publicly endeavoured to be criminated. Is it just? Is it consistent? I have a right to question and cross-examine my accuser and the witnesses. Without such cross-examination, it is impossible to establish the negative which I maintain. Against this proceeding I do most solemnly protest. With respect to the table of charges described, I have to declare that it is not placed in the situation in which it is explicitly required it should be placed by the Act of Parliament, George II. cap. —It here runs, 'that the table of charges shall be hung up in a conspicuous place in the court room of the Court of Admiralty.' (He referred and read.) The words cannot be misunderstood, the table of charges is not to be suspended but in this court room, in an open, visible, accessible place; not in any bye-

room, or anti-chamber, or in any private or clandestine place. Could it be supposed, that the head or members of this Court would place a document of such importance as the table of charges, in any other place than that which was so expressly prescribed by this Act of Legislature? It cannot be imagined. Could any one seeing, in an adjacent apartment, a paper purporting to be a table of charges, and knowing this Act, conceive it to be appertaining to this Court; there placed, to the infringement, and in the violation, the direct violation of an Act of Parliament; or that it were any offence to take away such document so situated? In fact, this table of charges was suspended in the registry, instead of the court room.—The Judge answered, that the Act directed that the King in privy council should establish the charges, but that this had not been done with regard to Malta. He had, therefore, ordered the charges to be hung up in the registry, in order to comply as near as possible with the spirit of the Act.—He was allowed to retire, and make a long protest against all the members of the Court, especially James Stevens, the deputy registrar. He was offered liberty on bail, but refused, and was remanded to prison. There he remained till two days ago, when he made his escape. He is supposed to have effected this about twelve o'clock at night; his window overlooked the street, a reasonable height, some two stories, and that, casting a double rope across an iron bar, he slid down, afterwards drawing the rope away. A reward has been offered for the discovery of the aiders in his escape."

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### GALLANT DEFENCE OF ANHOLT.\*

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**T**HE official details of the late defence of Anholt will be found amongst our *Letters on Service*; but the affair was altogether of too brilliant a nature to be passed over, without the record of farther particulars. Captain Maurice, R.N. the governor of the island, was already well known to his country, by his distinguished defence of the Diamond Rock, at Martinique, in the year 1805;† and the present achievement has greatly added to his military fame.

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\* Anholt, which has been some time in the occupation of the English, as a *dépôt*, and point of communication between this country and the Continent, is an island of Denmark, situated in the Cattegat, and surrounded by sand-banks. A light-house was erected on the island, in consequence of the dangerous nature of its coast.—It lies in longitude 11° 55' east of Greenwich; latitude, 56° 38' north.

† *Vide NAVAL CHRONICLE*, Vol. XV. page 123 to 136.—A view of the Diamond Rock, from a drawing by Mr. Pocock, will be found in our IXth Volume, page 201; and a very animated and picturesque description of that extraordinary spot was given in our XIIth Volume, page 205.



It is proper to mention, that the assailing force consisted of a Danish flotilla, of 33 sail, amongst which, according to our Gazette account, were 18 heavy gun-boats, carrying nearly 3000 men. Our little garrison, including officers, seamen, marines, &c. amounted to only 350 men; yet, with the loss of only two killed and 30 wounded, we killed the Danish commander, three other officers, and 50 men; and took prisoners, besides the wounded, five captains, nine lieutenants, and 504 rank and file! Three pieces of artillery, 500 muskets, and 16,000 rounds of cartridge, also fell into our possession; and two gun-boats, and 250 more prisoners, were taken by his Majesty's ships *Sheldrake* and *Tartar*, in their retreat!

The following is the Danish official account of the attack; which, considering the intimacy between the governments of France and Denmark, is more correct and candid than could have been expected:—

*“ Copenhagen, March 31.*

“ It was some time ago determined to make an attack upon the island of *Anholt*, now in possession of the enemy, in order to conquer the fort and establishments there erected. This intention would have been put in execution in the fall of last year, but as the enemy's ships of war kept on their station until the frost and ice set in, this plan was given up, being found to be impracticable.

“ It was in the commencement of this spring that the attack was again resolved to be made; but the gun-boats which were intended to be used in the expedition, were at that time in winter quarters in the lakes, which were this year, for a long time, filled with ice, and which prevented the vessels being put into activity before the beginning of the present month.

“ The order for attack was given, and on the 23d inst. the flotilla and the transports were assembled in *Gierrild Bay*. The island was reconnoitred, and it was found that there was only one schooner lying on the station. We knew that the light house was fortified, but no other part of the island. It was in consequence determined that the troops should be disembarked by night, and in the morning march against the light-house fort, and storm it, whilst in the mean time the gun-boats were to fire upon it from the rear, a formal siege being found to be impracticable.—On the 26th, 12 gun-boats and 12 transport vessels sailed from *Gierrild Bay*, having on board the troops destined for the expedition.

“ On the 27th, at four o'clock in the morning, the troops were disembarked in the greatest order. The first lieutenant, Colonel *Holsten*, in the naval service, marched immediately with 200 seamen along the shore, but, unfortunately, he was discovered by a patrol of cavalry. The enemy now fled into the fort, and it was not in our power to cut him off. The intrepid naval lieutenant, *Holsten*, followed them, and stormed the fort, but was beaten off. Major *Melstedt* then put himself at the head of the 650 men under his command, and being joined by the 150 men under Captain *Reydez*, and the seamen under Lieutenant *Holsten*, undertook a general

storm, but were again forced to retire. In the mean while the flotilla were laid round the fort, and commenced a firing on it, whilst the troops were preparing to make a fresh attack. The loss which had been sustained by these brave warriors only tended to increase their ardour. Whilst the gun-boats kept up a brisk fire on the flank of the fort, Major Melstedt on the one side, and Lieutenant Holsten on the other, commenced the attack. The outworks were already gained, and the troops were preparing to get over the high walls, when cartridge shot was poured down on them from more than forty pieces of cannon. Major Von Melstedt ended his honourable career at the head of his troops. Captain Van Reydez then immediately took the command, and inspired new life into the brave troops, who with the greatest steadiness stood the dreadful fire, and, in conjunction with the valiant Lieutenant Holsten, renewed the attack. A cannon ball carried away both of Captain V. Reydez's legs, and another put an end to the life of Lieutenant Holsten, whilst leading his brave seamen on to the combat. The men, who had still to pass the inner and very deep ditch, were obliged to give way for the cartridge balls, but their retreat was nevertheless conducted with the utmost order. An English flying battery pursued the fugitives, and the retreat was performed under a continual fire from the enemy. In the mean time, and very unexpectedly, a frigate was seen to the northward, which stood round to the east of the island; a brig steered to the west part, and a schooner came from the southward. It came on to blow hard, and the gun-boats could no longer keep their station. Endeavours were then made to reembark as many as possible of the troops, and to save such as had escaped from the enemy. The transport vessels had something of the appearance of gun-boats, and they were therefore caused to steer towards the Trefeard, in order thereby to decoy the frigate to follow them, and thereby save the gun-boats and the troops embarked on board of them, but the wind increased, and the gale became so violent, that the gun-boats could scarcely be kept afloat.

“ To enter into an engagement with the enemy was not to be thought of, and it would have been a useless loss of time to have endeavoured at this time to collect the boats together. It was therefore deemed most expedient to let the flotilla disperse itself: signal was accordingly made for the boats to reach the nearest shore, and the flotilla accordingly dispersed itself, agreeably to orders given. The movement could not be perceived by the frigate, which was lying to the eastward of the island, on account of the extended reef which run out from it. Eight of the gun-boats that were nearest together made the best of their way for Jutland, whilst the other four, with the utmost bravery, engaged the Brigand schooner. They detained the enemy in his progress, and brought him several points out of his course. One of these boats is safe, the fate of the other three is still uncertain, possibly they may be fallen into the enemy's hands. Although this expedition has been unsuccessful, the enemy will certainly not have to boast of having obtained an easy victory. Even during the retreat, the schooner sustained so much damage, that she was obliged to put in under

the island, and seek to obtain assistance. Besides the three commanders, several other of our officers fell in the field of honour.

“ During the whole of the affair, the most determined courage was shewn on our part, and the very considerable loss sustained in killed and wounded, in proportion to the corps employed, will sufficiently prove the determined resolution and courage with which these brave men continued the combat under such a heavy fire, and have again, on this occasion, proved the ancient valour which is inseparable from the characters of the people of Denmark and Norway, who are always ready to shed their blood for their king and native country.

“ *From the Stockholm Post, Tidningar,  
March 27.*”

All the private letters from the Baltic, teem with expressions of homage to English courage and firmness. The summer, therefore, which has been thus happily commenced, will, we trust, not be lost in inactivity. It is in this quarter at least that we may expect to assist Spain without exciting her jealousy, or impairing our own military resources. The defeat of the Danish flotilla must have already severed some of the threads of that cord which binds unhappy Sweden to the Continent and Buonaparte: a British fleet, acting with its characteristic decision, will complete the separation; and Bernadotte may, perhaps, have already determined to accommodate himself to the interests of the nation which he has been sent to govern, and to forget his master; or else have bowed down his mind to relinquish a presumptive throne, in which he cannot be maintained but by the power that placed him there.

*Extracts from private Letters relative to this glorious Defence.*

“ While the enemy was thus kept in check on the south side, the other wing had extended across the island, and advanced with uncommon bravery to assault on the north side. The discharge of grape and musketry from forts Yorke and Massarune, swept the plain and beach, and obliged them to approach by degrees, from bank to bank. They rallied often and courageously; their brave leaders advanced within half-pistol shot of our guns; the signal for a united effort from the south side was made; their gun-boats had opened a heavy fire on our works; a field-piece enfiladed the Massarune battery; when a general, judicious, and well-directed discharge of grape and musketry from both our batteries, killed their leader, their guide, who was a captain in the Danish navy, and strewed the field with slain and wounded. This was their last great effort; they kept a precarious fire from the covers which the grounds afforded them: but our grape was intolerable, and having advanced too far to retreat without infinite slaughter, they surrendered at discretion. Thus in four hours and a half 2000 men were defeated, 20 officers, and 550 men, became prisoners

to a garrison of 350, who had no defence but what they raised themselves, with that active resistance a Briton always makes to the approaches of an enemy. As soon as the prisoners were secured, the brigade of howitzers, supported by about 40 men, again marched out to annoy them in their retreat and re-embarking, but from the heaviness of the sand the guns were impeded in their course, and the reserve was getting on board under the cover of a formidable line of gun-boats, before our howitzers could act with effect; but the result is glorious; every man did his duty, and we trust, that our victory of this day will gain the approbation of our country."

" MY DEAR SIR,

" *Island of Anholt, March 31.*

" I have great pleasure in announcing to you the defeat of a large Danish armament, fitted out for the capture of the island, and destruction of the light-house. They landed at day-light on the 27th, and advanced in very good order to the attack. Their intention was to take it by storm. They had been informed that the garrison was disaffected at being obliged to remain on this barren island, and a great part of them would lay down their arms on the first gun being fired. In this they were mistaken: the brave garrison received them with cheers, and kept up such a galling and incessant fire as left them no time to form or recover themselves. After a contest of five hours they surrendered at discretion; a very great number fled to their boats and escaped; the remainder, nearly 600, laid down their arms, and were marched into the garrison as prisoners of war. We went into action with less than 400 men, and have lost only two killed, and about thirty wounded. The enemy have lost in killed, their commandant, a naval officer who guided them, (we recollected his features, and he proved a lieutenant who came over some time since in a flag of truce) and a subaltern, their second in command, lost both his legs, and died this morning.

" The Danish commandant was much beloved: he fell by a musket shot from a marine at my elbow; the fellow had fired five times ineffectually; the sixth brought him down, when he exclaimed, "take that pinch of snuff you s———!" and immediately began to re-load his piece with all the coolness imaginable. The marines, (there were only four seamen on shore) I assure you, distinguished themselves greatly on the occasion. The Danes behaved themselves as bravely as men could do, so situated. They advanced within pistol shot of our guns, and annoyed us a good deal from behind the sand hills, by their musketry.

" We are short of officers, though those we have are excellent, and are much harassed by the severe duty of guarding so many prisoners, without a proper place of confinement for them."

## NAVAL STATE PAPERS.

*Treaty of Amity, Commerce, and Navigation, between His Britannic Majesty, and His Royal Highness the Prince Regent of Portugal; Signed at Rio de Janeiro, the 19th of February, 1810.*

## TREATY.

In the name of the most holy and undivided Trinity.

**H**IS Majesty the King of the United Kingdom of Great Britain and Ireland, and H. R. H. the Prince Regent of Portugal, being equally animated with the desire not only of consolidating and strengthening the ancient friendship and good understanding which so happily subsist, and have during so many ages subsisted between the two crowns, but also of improving and extending the beneficial effects thereof to the mutual advantage of their respective subjects, have thought that the most efficacious means for obtaining these objects would be, to adopt a liberal system of commerce, founded upon the basis of reciprocity and mutual convenience, which, by discontinuing certain prohibitions and prohibitory duties might procure the most solid advantages, on both sides, to the national productions and industry, and give due protection at the same time to the public revenue, and to the interests of fair and legal trade. For this end, H. M. the King of the United Kingdom of Great Britain and Ireland, and H. R. H. the Prince Regent of Portugal, have named for their respective commissioners and plenipotentiaries, to wit, H. B. M. the most illustrious and most excellent Lord Percy Clinton Sydney, Lord Viscount and Baron of Strangford, one of H. M.'s most honourable privy-council, knight of the military order of the bath, grand cross of the Portuguese order of the tower and sword, and H. M.'s envoy extraordinary and minister plenipotentiary at the court of Portugal; and H. R. H. the Prince Regent of Portugal, the most illustrious and most excellent Lord Dom Rodrigo de Sousa Coutinho, Count of Linhares, Lord of Payalvo, commander of the order of Christ, grand cross of the orders of Saint Beuto, and of the tower and sword, one of H. R. H.'s council of State, and his principal secretary of state for the departments of foreign affairs and war; who, after having duly exchanged their respective full powers, and having found them in good and due form, have agreed upon the following articles:—

ART. I. There shall be a sincere and perpetual friendship between H. B. M. and H. R. H. the Prince Regent of Portugal, and between their heirs and successors; and there shall be a constant and universal peace and harmony between themselves, their heirs and successors, kingdoms, dominions, provinces, countries, subjects, and vassals, of whatsoever quality or condition they be, without exception of person or place; and the stipulations of this present article shall, under the favour of Almighty God, be permanent and perpetual.

II. There shall be reciprocal liberty of commerce and navigation between and amongst the respective subjects of the two high contracting parties in all, and several, the territories and dominions of either. They may trade, travel, sojourn, or establish themselves in all, and several, the ports, cities, towns, countries, provinces, or places whatsoever belonging to each and either of the two high contracting parties, except and save in those from which all foreigners whatsoever are generally and positively excluded, the names of which places may be hereafter specified in a separate article of this treaty. Provided, however, that it be thoroughly understood, that any place belonging to either of the two high contracting parties, which may hereafter be opened to the commerce of the subjects of any other country, shall thereby be considered as equally opened, and upon correspondent terms, to the subjects of the other high contracting party, in the same manner as if it had been expressly stipulated by the present treaty, and H. B. M., and H. R. H. the Prince Regent of Portugal, do hereby bind and engage themselves not to grant any favour, privilege, or immunity in matters of commerce and navigation, to the subjects of any other state, which shall not be also at the same time respectively extended to the subjects of the high contracting parties, gratuitously, if the concession in favour of that other state should have been gratuitous, and on giving *quam proxime*, the same compensation or equivalent, in case the concession should have been conditional.

III. The subjects of the two Sovereigns respectively shall not pay in the ports, harbours, roads, cities, towns, or places whatsoever, belonging to either of them, any greater duties, taxes, or imports (under whatsoever names they may be designated or included) than those that are paid by the subjects of the most favoured nation; and the subjects of each of the high contracting parties shall enjoy within the dominions of the other, the same rights, privileges, liberties, favours, immunities, or exemptions, in matters of commerce and navigation that are granted or may hereafter be granted to the subjects of the most favoured nation.

IV. H. B. M. and H. R. H. the Prince Regent of Portugal, do stipulate and agree that there shall be a perfect reciprocity on the subject of the duties and imposts to be paid by the ships and vessels of the high contracting parties within the several ports, harbours, roads, and anchoring places belonging to each of them; to wit, that the ships and vessels of the subjects of H. B. M. shall not pay any higher duties or imposts (under whatsoever name they be designated or implied) within the dominions of H. R. H. the Prince Regent of Portugal, than the ships and vessels belonging to the subjects of H. R. H. the Prince Regent of Portugal shall be bound to pay within the dominions of H. B. M. and vice versa. And this agreement and stipulation shall particularly and expressly extend to the payment of the duties known by the name of port charges, tonnage, and anchorage duties, which shall not in any case, or under any pretext, be greater for British ships and vessels within the dominions of H. R. H. the Prince Regent of Portugal, than for Portuguese ships and vessels within the dominions of H. B. M. and vice versa.

V. The two high contracting parties do also agree, that the same rates of bounties and drawbacks shall be established in their respective ports upon the exportation of goods and merchandises, whether those goods or merchandises be exported in British or in Portuguese ships and vessels, that is, that British ships and vessels shall enjoy the same favour in this respect within the dominions of H. R. H. the Prince Regent of Portugal, that may be shewn to Portuguese ships and vessels within the dominions of H. B. M. and vice versa. The two high contracting parties do also covenant and agree, that goods and merchandises coming respectively from the ports of either of them, shall pay the same duties, whether imported in British or in Portuguese ships or vessels, or otherwise, that an increase of duties may be imposed and exacted upon goods and merchandises coming into the ports of the dominions of H. R. H. the Prince Regent of Portugal from those of H. B. M. in British ships, equivalent, and in exact proportion to any increase of duties that may hereafter be imposed upon goods and merchandises coming into the ports of H. B. M. from those of H. R. H. the Prince Regent of Portugal, imported in Portuguese ships. And in order that this matter may be settled with due exactness, and that nothing may be left undetermined concerning it, it is agreed, that tables shall be drawn by each government respectively, specifying the difference of duties to be paid on goods and merchandises so imported in British or Portuguese ships or vessels; and the said tables (which shall be made applicable to all the ports within the respective dominions of each of the contracting parties) shall be declared and adjudged to form part of this present Treaty.

In order to avoid any differences or misunderstanding with respect to the regulations which may respectively constitute a British or Portuguese vessel, the high contracting parties agree in declaring, that all vessels built in the dominions of H. B. M. and owned, navigated, and registered according to the laws of Great Britain, shall be considered as British vessels. And that all ships or vessels built in the countries belonging to H. R. H. the Prince Regent of Portugal, or in any of them, or ships taken by any of the ships or vessels of war belonging to the Portuguese government, or any of the inhabitants of the dominions of H. R. H. the Prince Regent of Portugal, having commissions or letters of marque and reprisal from the government of Portugal, and condemned as lawful prize in any court of admiralty of the said Portuguese government, and owned by the subjects of H. R. H. the Prince Regent of Portugal, or any of them, and whereof the master and three-fourths of the mariners, at least, are subjects of H. R. H. the Prince Regent of Portugal, shall be considered as Portuguese vessels.

VI. The mutual commerce and navigation of the subjects of Great Britain and Portugal, respectively in the ports and seas of Asia, are expressly permitted to the same degree as they have heretofore been allowed by the two crowns. And the commerce and navigation thus permitted, shall hereafter, and for ever, be placed on the footing of the commerce and navigation of the most favoured nation trading in the ports and seas of

Asia; that is, that neither of the high contracting parties shall grant any favour or privilege in matters of commerce and navigation, to the subjects of any other state trading within the ports and seas of Asia, which shall not be also granted *quam proxime* on the same terms to the subjects of the other contracting party. H. B. M. engages in his own name, and in that of his heirs and successors, not to make any regulation which may be prejudicial or inconvenient to the commerce and navigation of the subjects of H. R. II. the Prince Regent of Portugal within the ports and seas of Asia, to the extent which is or may hereafter be permitted to the most favoured nation. And H. R. II. the Prince Regent of Portugal does also engage in his own name, and in that of his heirs and successors, not to make any regulations which may be prejudicial or inconvenient to the commerce and navigation of the subjects of H. B. M. within the ports, seas and dominions opened to them by virtue of the present treaty.

VII. The two high contracting parties have resolved with respect to the privileges to be enjoyed by the subjects of each of them within the territories or dominions of the other, that the most perfect reciprocity shall be observed on both sides. And the subjects of each of the high contracting parties shall have a free and unquestionable right to travel, and to reside within the territories or dominions of the other, to occupy houses and warehouses, and to dispose of personal property of every sort and denomination, by sale, donation, exchange, or testament, or in any other manner whatsoever, without the smallest impediment or any hindrance thereto. They shall not be compelled to pay any taxes or imposts under any pretext whatsoever, greater than those that are paid or may be paid by the native subjects of the sovereign in whose dominions they may be resident. They shall be exempted from all compulsory military service whatsoever, whether by sea or land. Their dwelling-houses, warehouses, and all the parts and appurtenances thereof, whether for the purposes of commerce or of residence, shall be respected. They shall not be liable to any vexatious visits and searches, nor shall any arbitrary examination or inspection of their books, papers, or accounts be made under colour of the Supreme authority of the state. It is, however, to be understood, that in the cases of Treason, contraband trade, and other crimes, for the detection of which provision is made by the law of the land, that law shall be enforced, it being mutually declared that false and malicious accusations are not to be admitted as pretexts or excuses for vexatious visits and searches; or for examinations of commercial books, papers, or accounts; which visits or examinations are never to take place, except under the sanction of the competent magistrate, and in the presence of the consul of the nation to which the accused party may belong, or of his deputy or representative.

VIII. H. R. II. the Prince Regent of Portugal engages in his own name, and in that of his heirs and successors, that the commerce of British subjects within his dominions shall not be restrained, interrupted, or otherwise affected by the operation of any monopoly, contract, or exclusive privileges of sale or purchase whatsoever, but that the subjects of Great



Britain shall have free and unrestricted permission to buy and sell from and to whomsoever, and in whatever form or manner they may please, whether by wholesale, or by retail, without being obliged to give any preference or favour in consequence of the said monopolies, contracts, or exclusive privileges of sale or purchase. And H. B. M. does on his part engage to observe faithfully this principle thus recognized and laid down by the two high contracting parties.

But it is to be distinctly understood, that the present article is not to be interpreted as invalidating or affecting the exclusive right possessed by the crown of Portugal within its own dominions to the farm for the sale of ivory, Brazil wood, urzela, diamonds, gold dust, gunpowder, and tobacco in the form of snuff: provided, however, that should the above-mentioned articles, generally or separately, ever become articles of free commerce within the dominions of H. R. H. the Prince Regent of Portugal, the subjects of H. B. M. shall be permitted to traffic in them as freely and on the same footing as those of the most favoured nation.

IX. H. B. M. and H. R. H. the Prince Regent of Portugal have agreed and resolved, that each of the high contracting parties shall have the right to nominate and appoint consuls-general, consuls, and vice-consuls in all the ports of the dominions of the other contracting party, wherein they are or may be necessary for the advancement of commerce, and for the commercial interests of the trading subjects of either crown. But it is expressly stipulated, that consuls, of whatsoever class they may be, shall not be acknowledged nor received, nor permitted to act as such, unless duly qualified by their own sovereign, and approved of by the other sovereign in whose dominions they are to be employed; consuls of all classes within the dominions of each of the high contracting parties are respectively to be placed upon a footing of perfect reciprocity and equality; and being appointed solely for the purpose of facilitating and assisting in affairs of commerce and navigation, they are only to possess the privileges which belong to their station, and which are recognized and admitted by all governments as necessary for the due fulfilment of their office and employment. They are, in all cases, whether civil or criminal, to be entirely amenable to the laws of the country in which they may reside, and they are also to enjoy the full and entire protection of those laws so long as they conduct themselves in obedience thereto.

X. H. R. H. the Prince Regent of Portugal, desiring to protect and facilitate the commerce of the subjects of Great Britain within his dominions, as well as their relations of intercourse with his own subjects, is pleased to grant to them the privilege of nominating and having special magistrates to act for them as judges conservators in those ports and cities of his dominions in which tribunals and courts of justice are or may hereafter be established. These judges shall try and decide all causes brought before them by British subjects, in the same manner as formerly, and their authority and determinations shall be respected; and the laws, decrees, and customs of Portugal respecting the jurisdiction of the judge conservator are declared to be recognized and renewed by the present

treaty. They shall be chosen by the plurality of British subjects residing in or trading at the port or place where the jurisdiction of the judge conservator is to be established; and the choice so made shall be transmitted to H. B. M.'s ambassador, or minister resident at the court of Portugal, to be by him laid before H. R. H. the Prince Regent of Portugal, in order to obtain H. R. H.'s consent and confirmation; in case of not obtaining which, the parties interested are to proceed to a new election, until the royal approbation of the Prince Regent be obtained. The removal of the judge conservator, in cases of neglect of duty or delinquency, is also to be effected by an application to H. R. H. the Prince Regent of Portugal through the channel of the British ambassador, or minister resident at H. R. H.'s court. In return for this concession in favour of British subjects, H. B. M. engages to cause the most strict and scrupulous observance and obedience to be paid to those laws, by which the persons and property of Portuguese subjects residing within his dominions are secured and protected, and of which they (in common with all other foreigners) enjoy the benefit, through the acknowledged equity of British jurisprudence, and the singular excellence of the British constitution. And it is further stipulated, that in case any favour or privilege should be granted by H. B. M. to the subjects of any other state, which may seem to be analogous to, or to resemble the privilege of having judges conservators, granted by this article to British subjects residing in the Portuguese dominions, the same favour or privilege shall be considered as also granted to the subjects of Portugal residing within the British dominions, in the same manner as if it were expressly stipulated by the present treaty.

XI. H. B. M. and H. R. H. the Prince Regent of Portugal, agree severally to grant the same favours, honours, immunities, privileges, and exemptions from duties and imposts to their respective ambassadors, ministers, or accredited agents at the courts of each of them; and whatever favour either of the two sovereigns shall grant in this particular at his own court, the other sovereign engages to grant the same at his court.

XII. H. R. H. the Prince Regent of Portugal declares and engages, in his own name and in that of his heirs and successors, that the subjects of H. B. M. residing within his territories and dominions shall not be disturbed, troubled, persecuted, or annoyed on account of their religion, but that they shall have perfect liberty of conscience therein, and leave to attend and celebrate divine service to the honour of Almighty God, either within their own private houses, or in their own particular churches and chapels, which H. R. H. does now and for ever graciously grant to them the permission of building and maintaining within his dominions: provided however, that the said churches and chapels shall be built in such a manner as externally to resemble private dwelling-houses; and also, that the use of bells be not permitted therein, for the purpose of publicly announcing the time of divine service: and it is further stipulated, that neither the subjects of Great Britain, nor any other foreigners of a different communion from the religion established in the dominions of Portugal,

shall be persecuted or disquieted for conscience-sake, either in their persons or property, so long as they conduct themselves with order, decency, and morality, and in a manner conformable to the usages of the country, and to its constitution in church and state; but if it should be proved that they preach or declaim publickly against the catholic religion, or that they endeavour to make proselytes or converts, the parties so offending may, upon manifestation of their delinquency, be sent out of the country in which the offence shall have been committed; and those who behave in public with disrespect or impropriety towards the forms and ceremonies of the established catholic religion, shall be amenable to the civil police, and may be punished by fine, or by confinement within their own dwelling-houses. And if the offence be so flagrant and so enormous as to disturb the public tranquillity, or endanger the safety of the institution of church and state (as established by law), the parties so offending may, on due proof of the fact, be sent out of the dominions of Portugal. Liberty shall also be granted to bury the subjects of H. B. M. who may die in the territories of H. R. II. the Prince Regent of Portugal, in convenient places to be appointed for that purpose; nor shall the funerals or sepulchres of the dead be disturbed in anywise, nor upon any account. In the same manner the subjects of Portugal shall enjoy within all the dominions of H. B. M. a perfect and unrestrained liberty of conscience in all matters of religion, agreeably to the system of toleration established therein. They may freely perform the exercises of their religion publickly or privately within their own dwelling-houses, or in the chapels and places of worship appointed for that purpose, without any the smallest hindrance, annoyance, or difficulty whatsoever, either now or hereafter.

XIII. It is agreed and covenanted by the high contracting parties, that packets shall be established for the purpose of furthering the public service of the two courts, and of facilitating the commercial intercourse of their respective subjects. A convention shall be concluded forthwith on the basis of that which was signed at Rio de Janeiro on the fourteenth day of September one thousand eight hundred and eight, in order to settle the terms upon which the said packets are to be established, which convention shall be ratified at the same time with the present treaty.

XIV. It is agreed and covenanted, that persons guilty of high treason, forgery, or other offences of a heinous nature, within the dominions of either of the high contracting parties, shall not be harboured nor receive protection in the dominions of the other. And that neither of the high contracting parties shall knowingly and wilfully receive into and entertain in their service persons, subjects of the other power, deserting from the military service thereof, whether by sea or land; but that on the contrary they shall each respectively discharge any such person from their service, upon being required: but it is agreed and declared, that neither of the high contracting parties shall grant to any other state any favour on the subject of persons deserting from the service of that state, which shall not be considered as granted also to the other high contracting party, in the same

manner as if the said favour had been expressly stipulated by the present treaty. And it is further agreed, that, in cases of apprentices or sailors deserting from vessels belonging to the subjects of either of the high contracting parties while within the ports of the other party, the magistrates shall be bound to give effectual assistance for their apprehension, on due application to that effect being made by the consul-general, or consul, or by his deputy or representative; and that no public body, civil or religious, shall have the power of protecting such deserters.

XV. All goods, merchandises, and articles whatsoever, of the produce, manufacture, industry, or invention of the dominions and subjects of H. B. M. shall be admitted into all and singular the ports and dominions of H. R. H. the Prince Regent of Portugal, as well in Europe as in America, Africa, and Asia, whether consigned to British or Portuguese subjects, on paying generally and solely duties to the amount of fifteen per cent. according to the value which shall be set upon them by a tariff or table of valuations, called in the Portuguese language *pauta*, the principal basis of which shall be the sworn invoice cost of the aforesaid goods, merchandises, and articles; taking also into consideration (as far as may be just or practicable) the current prices thereof in the country into which they are imported. This tariff or valuation shall be determined and settled by an equal number of British and Portuguese merchants of known integrity and honour, with the assistance on the part of the British merchants of H. B. M.'s consul-general, or consul; and on the part of the Portuguese merchants with the assistance of the superintendant, or administrator-general of the customs, or of their respective deputies. And the aforesaid tariff or table of valuations shall be made and promulgated in each of the ports belonging to H. R. H. the Prince Regent of Portugal, in which there are or may be custom-houses. It shall be concluded, and begin to have effect as soon as possible after the exchange of the ratifications of the present treaty, and certainly within the space of three months reckoned from the date of that exchange. And it shall be revised and altered if necessary, from time to time, either in the whole, or in part, whenever the subjects of H. B. M. resident within the dominions of H. R. H. the Prince Regent of Portugal, shall make a requisition to that effect through the medium of H. B. M.'s consul-general, or consul, or whenever the trading and commercial subjects of Portugal shall make the same requisition on their own part.

XVI. But during the interval between the exchange of the ratifications of the present treaty, and the promulgation of the above-mentioned tariff, should any goods or merchandises, the produce or manufacture of the dominions of H. B. M. arrive in the ports of H. R. H. the Prince Regent of Portugal, it is stipulated, that they shall be admitted for consumption on paying the above-mentioned duties of fifteen per cent. according to the value set on them by the tariff now actually established, should they be goods or merchandises which are comprised or valued in that tariff, and if they should not be comprised or valued in that tariff, (as also if any British goods or merchandises should hereafter arrive in the ports of the Portu-

guese dominions without having been specifically valued and rated in the new tariff or *pauta*, which is to be made in consequence of the stipulations of the preceding article of the present treaty) they shall be equally admitted on paying the same duties of fifteen per cent. *ad valorem*, according to the invoices of the said goods and merchandises, which shall be duly presented and sworn to by the parties importing the same. And in case that any suspicion of fraud or unfair practices should arise, the invoices shall be examined, and the real value of the goods or merchandises ascertained by a reference to an equal number of British and Portuguese merchants of known integrity and honour; and in case of a difference of opinion amongst them, followed by an equality of votes upon the subject, they shall then nominate another merchant, likewise of known integrity and honour, to whom the matter shall be ultimately referred, and whose decision thereon shall be final, and without appeal. And in case the invoice should appear to have been fair and correct, the goods and merchandises specified in it shall be admitted on paying the duties above-mentioned of fifteen per cent. and the expenses, if any, of the examination of the invoice, shall be defrayed by the party who called its fairness and correctness into question. But if the invoice shall be found to be fraudulent and unfair, then the goods and merchandises shall be bought up by the officers of the customs on the account of the Portuguese government, according to the value specified in the invoice, with an addition of ten per cent. to the sum so paid for them by the officers of the customs, the Portuguese government engaging for the payment of the goods so valued and purchased by the officers of the customs within the space of fifteen days, and the expenses, if any, of the examination of the fraudulent invoice shall be paid by the party who presented it as just and fair.

XVII. It is agreed and covenanted, that articles of military and naval stores brought into the ports of H. R. II. the Prince Regent of Portugal, which the Portuguese government may be desirous of taking for its own use, shall be paid for without delay at the prices appointed by the proprietors, who shall not be compelled to sell such articles on any other terms.

And it is further stipulated, that if the Portuguese government shall take into its own care and custody any cargo, or part of a cargo, with a view to purchase, or otherwise, the said Portuguese government shall be responsible for any damage or injury that such cargo, or part of a cargo, may receive while in the care and custody of the officers of the said Portuguese government.

XVIII. H. R. II. the Prince Regent of Portugal is pleased to grant to the subjects of Great Britain the privilege of being assignantes for the duties to be paid in the custom-houses of H. R. II.'s dominions, on the same terms, and on giving the same security as are required from the subjects of Portugal.

And it is on the other hand stipulated and agreed, that the subjects of the crown of Portugal shall receive, as far as it may be just or legal, the

same favour in the custom-houses of Great Britain as is shewn to the natural subjects of H. B. M.

XIX. H. B. M. does on his part and in his own name, and in that of his heirs and successors, promise and engage that all goods, merchandises, and articles whatsoever, of the produce, manufacture, industry, or invention of the dominions or subjects of H. R. H. the Prince Regent of Portugal, shall be received and admitted into all and singular the ports and dominions of H. B. M. on paying generally and only the same duties that are paid upon similar articles by the subjects of the most favoured nation.

And it is expressly declared, that if any reduction of duties should take place exclusively in favour of British goods and merchandises imported into the dominions of H. R. H. the Prince Regent of Portugal, an equivalent reduction shall take place on Portuguese goods and merchandises imported into H. B. M.'s dominions, and vice versa; the articles upon which such equivalent reduction is to take place being settled by previous concert and agreement between the two high contracting parties.

It is understood, that any such reduction so granted by either party to the other, shall not be granted afterwards (except upon the same terms and for the same compensation) in favour of any other state or nation whatsoever. And this declaration is to be considered as reciprocal on the part of the two high contracting parties.

XX. But as there are some articles of the growth and produce of Brazil, which are excluded from the markets and home consumption of the British dominions, such as sugar, coffee, and other articles similar to the produce of the British colonies, H. B. M. willing to favour and protect (as much as possible) the commerce of the subjects of H. R. H. the Prince Regent of Portugal, consents, and permits that the said articles, as well as all other the growth and produce of Brazil, and all other parts of the Portuguese dominions, may be received and warehoused in all the ports of his dominions, which shall be by law appointed to be warehousing ports for those articles for the purpose of re-exportation, under due regulation, exempted from the greater duties with which they would be charged were they destined for consumption within the British dominions, and liable only to the reduced duties and expenses on warehousing and re-exportation.

XXI. In like manner, notwithstanding the general privilege of admission thus granted in the fifteenth article of the present treaty by H. R. H. the Prince Regent of Portugal, in favour of all goods and merchandises, the produce and manufacture of the British dominions; H. R. H. reserves to himself the right of imposing heavy, and even prohibitory duties on all articles known by the name of British East Indian goods and West Indian produce, such as sugar and coffee, which cannot be admitted for consumption in the Portuguese dominions, by reason of the same principle of colo-

nial policy, which prevents the free admission into the British dominions of corresponding articles of Brazilian produce.

But H. R. H. the Prince Regent of Portugal consents that all the ports of his dominions, where there are or may be custom-houses, shall be free ports for the reception and admission of all articles whatsoever, the produce or manufacture of the British dominions, not destined for the consumption of the place at which they may be received or admitted, but for re-exportation, either for other ports of the dominions of Portugal, or for those of other states. And the articles thus received and admitted (subject to due regulations) shall be exempted from the duties with which they would be charged if destined for the consumption of the place at which they may be landed or warehoused, and liable only to the same expenses that may be paid by articles of Brazilian produce received and warehoused for re-exportation in the ports of H. B. M.'s dominions.

XXII. H. R. H. the Prince Regent of Portugal, in order to facilitate and encourage the legitimate commerce, not only of the subjects of Great Britain, but also of those of Portugal, with other states adjacent to his own dominions, and with a view also to augment and secure that part of his own revenue which is derived from the collection of warehousing duties upon merchandise, is pleased to declare the port of Saint Catherine to be a free port, according to the terms mentioned in the preceding article of the present treaty.

XXIII. H. R. H. the Prince Regent of Portugal being desirous to place the system of commerce announced by the present treaty, upon the most extensive basis, is pleased to take the opportunity afforded by it, of publishing the determination pre-conceived in H. R. H.'s mind of rendering Goa a free port, and of permitting the free toleration of all religious sects whatever in that city and in its dependencies.

XXIV. All trade with the Portuguese possessions situated upon the eastern coast of the continent of Africa (in articles not included in the exclusive contracts possessed by the crown of Portugal) which may have been formerly allowed to the subjects of Great Britain, is confirmed and secured to them now, and for ever, in the same manner as the trade which has hitherto been permitted to Portuguese subjects in the ports and seas of Asia is confirmed and secured to them by virtue of the sixth article of the present treaty.

XXV. But in order to give due effect to that system of perfect reciprocity which the two high contracting parties are willing to establish as the basis of their mutual relations, H. B. M. consents to waive the right of creating factories or incorporated bodies of British merchants, under any name or description whatsoever, within the dominions of H. R. H. the Prince Regent of Portugal; provided however that this concession in favour of the wishes of H. R. H. the Prince Regent of Portugal, shall not deprive the subjects of H. B. M. residing within the dominions of Portugal, of the full enjoyment as individuals engaged in commerce, of any of those rights and privileges which they did or might possess as members of incor-

porated commercial bodies; and also that the commerce and trade carried on by British subjects shall not be restricted, annoyed, or otherwise affected by any commercial company whatever, possessing exclusive privileges and favours within the dominions of Portugal. And H. R. H. the Prince Regent of Portugal does also engage, that he will not consent nor permit that any other nation or state shall possess factories or incorporated bodies of merchants within his dominions, so long as British factories shall not be established therein.

XXVI. The two high contracting parties agree, that they will forthwith proceed to the revision of all other former treaties subsisting between the two crowns, for the purpose of ascertaining what stipulations contained in them are, in the present state of affairs, proper to be continued or renewed.

It is agreed and declared, that the stipulations contained in former treaties concerning the admission of the wines of Portugal on the one hand, and the woollen clothes of Great Britain on the other, shall at present remain unaltered. In the same manner it is agreed, that the favours, privileges, and immunities granted by either contracting party to the subjects of the other, whether by treaty, decree, or alvara, shall remain unaltered, except the power granted by former treaties, of carrying in the ships of either country goods and merchandises of any description whatever, the property of the enemies of the other country, which power is now mutually and publicly renounced and abrogated.

XXVII. The reciprocal liberty of commerce and navigation, declared and announced by the present treaty, shall be considered to extend to all goods and merchandises whatsoever, except those articles the property of the enemies of either power, or contraband of war.

XXVIII. Under the name of contraband, or prohibited articles, shall be comprehended not only arms, cannon, harquebusses, mortars, petards, bombs, grenades, saucisses, carcasses, carriages for cannon, musket rests, bandoliers, gunpowder, match, saltpetre, ball, pikes, swords, head pieces, helmets, cuirasses, halberts, javelins, holsters, belts, horses, and their harness, but generally all other articles that may have been specified as contraband in any former treaties concluded by Great Britain or by Portugal with other powers. But goods which have not been wrought into the form of warlike instruments, or which cannot become such, shall not be reputed contraband; much less such as have been already wrought and made up for other purposes; all which shall be deemed not contraband, and may be freely carried by the subjects of both Sovereigns even to places belonging to an enemy, excepting only such places as are besieged, blockaded, or invested by sea or land.

XXIX. In case any ships or vessels of war, or merchantmen, should be shipwrecked on the coasts of either of the high contracting parties, all such parts of the said ships or vessels, or of the furniture or appurtenances thereof, as also of goods and merchandises as shall be saved, or the produce thereof, shall be faithfully restored upon the same being claimed by the proprietors or their factors duly authorized, paying only the expenses



incurred in the preservation thereof, according to the rate of salvage settled on both sides (saving at the same time the rights and customs of each nation, the abolition or modification of which shall however be treated upon in the cases where they shall be contrary to the stipulations of the present article); and the high contracting parties will mutually interpose their authority, that such of their subjects as shall take advantage of any such misfortune, may be severely punished.

XXX. And, for the greater security and liberty of commerce and navigation, it is further agreed, that both H. B. M. and H. R. H. the Prince Regent of Portugal, shall not only refuse to receive any pirates or sea-rovers whatsoever into any of their havens, ports, cities, or towns, or permit any of their subjects, citizens, or inhabitants, on either part, to receive or protect them in their ports, to harbour them in their houses, or to assist them in any manner whatsoever; but further, that they shall cause all such pirates and sea-rovers, and all persons who shall receive, conceal, or assist them, to be brought to condign punishment for a terror and example to others. And all their ships, with the goods or merchandises taken by them, and brought into the ports belonging to either of the high contracting parties, shall be seized as far as they can be discovered, and shall be restored to the owners, or the factors duly authorized or deputed by them in writing, proper evidence being first given to prove the property, even in case such effects should have passed into other hands by sale, if it be ascertained that the buyers knew or might have known that they had been piratically taken.

XXXI. For the future security of commerce and friendship between the subjects of H. B. M. and H. R. H. the Prince Regent of Portugal, and to the end that their mutual good understanding may be preserved from all interruption and disturbance, it is concluded and agreed, that if at any time there should arise any disagreement, breach of friendship, or rupture, between the crowns of the high contracting parties, which God forbid, (which rupture shall not be deemed to exist until the recalling or sending home of the respective ambassadors and ministers) the subjects of each of the two parties, residing in the dominions of the other, shall have the privilege of remaining, and continuing their trade therein, without any manner of interruption, so long as they behave peaceably, and commit no offence against the laws and ordinances; and in case their conduct should render them suspected, and the respective governments should be obliged to order them to remove, the term of twelve months shall be allowed them for that purpose, in order that they may retire with their effects and property, whether entrusted to individuals, or to the state.

At the same time it is to be understood that this favour is not to be extended to those who shall act in any manner contrary to the established laws.

XXXII. It is agreed and stipulated by the high contracting parties, that the present treaty shall be unlimited in point of duration; that the obligations and conditions expressed or implied in it shall be perpetual and immutable; and they shall not be changed or affected in any manner in case

II. R. H. the Prince Regent of Portugal, his heirs or successors, should again establish the seat of the Portuguese monarchy within the European dominions of that crown.

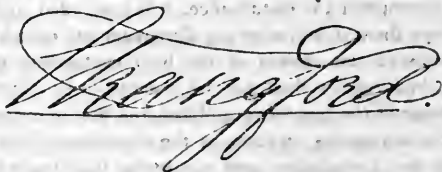
XXXIII. But the two high contracting parties do reserve to themselves the right of jointly examining and revising the several articles of this treaty at the expiration of fifteen years, counted in the first instance from the date of the exchange of the ratification thereof, and of then proposing, discussing, and making such amendments or additions, as the real interests of their respective subjects may seem to require. It being understood that any stipulation which at the period of revision of the treaty shall be objected to by either of the high contracting parties, shall be considered as suspended in its operation until the discussion concerning that stipulation shall be terminated, due notice being previously given to the other contracting party of the intended suspension of such stipulation, for the purpose of avoiding mutual inconvenience.

XXXIV. The several stipulations and conditions of the present treaty shall begin to have effect from the date of H. B. M.'s ratification thereof; and the mutual exchange of ratifications shall take place in the City of London within the space of four months, or sooner if possible, to be computed from the day of the signature of the present treaty.

In witness whereof we, the undersigned plenipotentiaries of H. B. M. and of H. R. H. the Prince Regent of Portugal, in virtue of our respective full powers, have signed the present treaty with our hands, and have caused the seals of our arms to be set thereto.

Done in the city of Rio de Janeiro, on the 19th day of February, in the year of our Lord MDCCCX.

(L.S.)



(L.S.)

CONDE DE LINHARES.

*Copy of a Letter from the Chevalier de Souza Coutinho, to the Marquis Wellesley, dated 17th June, 1810.*

MY LORD,

London, June 17th, 1810.

At the moment when the exchange is about to take place, of the ratifications of the first treaty, which opens to Great Britain the commerce and navigation of South America, the undersigned ventures to flatter himself that the British ministry will permit him to add to so many other reasons for universal content, a motive of satisfaction, which, although personal to

him, is yet one of those few which every public man feels it his right and his duty to avow.

Accustomed as he is to prize the sentiments of justice and of generosity, which characterize the British ministry, the undersigned, in forwarding to his Excellency the Marquis Wellesley this note, together with the treaties of alliance and commerce, ratified by H. R. H. the Prince Regent his master, hopes to give irrefragable proof of the authenticity and the exactness of the following account, detailing the manner in which the Portuguese property, heretofore detained in the ports of Great Britain, has been restored to its proprietors, videlicet:

1. That all the Portuguese property brought into the ports of Great Britain by English cruisers, towards the end of the year 1807, and at the beginning of the ensuing year, has been in the first instance distributed by the High Court of Admiralty, conformably to what was prescribed by the order of the privy council of the 6th January, 1808, that is to say; part of it has been given up to the consul general, J. C. Lucena, on condition that he should distribute the same to the lawful proprietors; and the remainder has been entrusted to the commission appointed by virtue of the above-mentioned order.

2. That all the Portuguese vessels which left the ports of Portugal, during the blockade instituted by the squadron of Sir Charles Cotton, and were brought to England, have been released by the High Court of Admiralty.

3. That the order of the privy council, bearing date the 4th May, 1808, having (immediately after the evacuation of Portugal by the French troops) been replaced by another order of the privy council, bearing date the 22d of September, 1808, the Portuguese property was subsequently restored to the individual claimants of it, either by the High Court of Admiralty itself, or by the commission called the Portuguese commission, which has lately announced, by its letter of \* to the Lords of the Treasury, the final accomplishment of its labours.

4. That the deposits made at the house of Thomas Coutts, the banker, by the parties in agreement with the consul general, have all been taken up with the consent of both parties; which circumstance proves, that the restitution of this property by M. J. C. Lucena has taken place.

5. There is every reason to believe, that at this moment all the Portuguese property brought into the ports of Gibraltar and Malta, has been restored to the individual claimants of it, by the Courts of Admiralty of these two ports, under the general authority sent by the undersigned, and in virtue of the orders of privy council of the 4th May, and of the 22d September, 1808.

I avail myself of this opportunity, my Lord, to renew the assurances of the high consideration with which I have the honour to be, &c.

(Signed)

The Chevalier de SOUZA COUTINHO.

\* 7th April, 1810.

*Copy of a Note from the Marquis Wellesley to the Chevalier de Souza Coutinho, dated Foreign Office, June 17th, 1810.*

The undersigned, his Majesty's principal secretary of state for foreign affairs, at the moment of exchanging with the Chevalier de Souza Coutinho, envoy extraordinary and minister plenipotentiary from H. R. H. the Prince Regent of Portugal, the ratifications of the treaty of commerce signed at Rio de Janeiro on the 19th of February, 1810, by Lord Viscount Strangford, on the part of H. M., and by the Conde de Linhares on the part of H. R. H. the Prince Regent, has been commanded by H. M. in order to avoid any misunderstanding which might possibly arise in the execution of that part of the fifth article of the said treaty, wherein it is defined what ships shall be considered as entitled to the privileges of British ships, to declare to the Chevalier de Souza Coutinho, that, in addition to the qualifications therein expressed, such other ships will likewise be entitled to be considered as British ships, which shall have been captured from the enemy by H. M. ships of war, or by subjects of H. M. furnished with letters of marque by the Lords Commissioners of the Admiralty, and regularly condemned in one of H. M.'s prize courts as a lawful prize, in the same manner as ships captured from the enemy by the ships of Portugal, and condemned under similar circumstances, are; by the subsequent paragraph of the afore-mentioned article of the said treaty, to be considered as Portuguese ships.

The undersigned requests the Chevalier de Souza Coutinho to accept the assurances of his high consideration.

(Signed) WELLESLEY.

*The Chevalier de Souza Coutinho, &c.*

COMMUNICATION made by HER MAJESTY'S Council, to The Lord President of HIS MAJESTY'S Privy Council;—respecting the State of HIS MAJESTY'S Health.

*Queen's Lodge, Windsor, April 6, 1811.*

**P**RESENT, the Archbishops of Canterbury and York, Earl Winchilsea, Earl of Aylesford, Lord Eldon, Lord Ellenborough, Sir W. Grant (the Duke of Montrose being absent, on account of indisposition.)

“WE, the Members of the Council, here present, appointed to assist her Majesty in the execution of the trust committed to her Majesty, by virtue of the statute passed in the 51st year of his Majesty's reign, intituled, “An Act to provide for the administration of The Royal Authority, and for the care of his Majesty's Royal Person during the continuance of his Majesty's illness, and for the Resumption of the exercise of the Royal Authority by his Majesty;”—Having called before us, and examined on oath the physicians, and other persons attendant upon his Majesty; and having ascertained the state of his Majesty's health by such other ways and means, as

appeared to us to be necessary for that purpose,—Do hereby declare the state of his Majesty's health at the time of this our meeting, as follows;—viz.

“ That the indisposition, with which his Majesty was afflicted at the time of the passing of the said Act, does still so far exist, that his Majesty is not yet restored to such a state of health, as to be capable of resuming the personal exercise of his Royal Authority:—That, his Majesty appears to have made material progress towards recovery, since the passing of the act;—and, that all his Majesty's physicians continue to express their expectations of such recovery.”

(Signed) “ C. CANTUAR. ELDON.  
E. EBOR. ELLENBOROUGH.  
WINCHILSEA. W. GRANT.”  
AYLESFORD.

A true Copy,  
Chetwynd.

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## NAVAL LITERATURE.

*The Natural Defence of an Insular Empire earnestly recommended; with a Sketch of a Plan to attach Real Seamen to the Service of their Country.* By PHILIP PATTON, Admiral of the White Squadron of His Majesty's Fleet. Southampton: Printed by T. Shelton, and Sold by J. Hatchard, Picadilly, 1810. 4to. Pages 102.

“ Horrida callidi  
Vincunt æquora navita.”

HORACE.

**W**E have read with much concern, and not without considerable indignation, that most ill-judged, and unfair account of this valuable work, which appeared lately in the Quarterly Review, for November. We should have thought (for it is a very useful fashion to write in the plural number, when a solitary and unknown individual takes the chair of criticism) We should have thought, that the learned and respectable character, who presides over this junta of critics, would not have admitted such literary detraction, as this and some other articles in his review have displayed. Admiral Patton is an officer of considerable experience; one who has duly and very ably weighed the prejudices that exist in our government and the country at large, on certain points in its naval administration, whose sentiments, on most occasions, are the received sentiments of his profession; whose judgment is valued in these respects by his brother officers—and who really might not expect, and may possibly (for we have not the least personal acquaintance with him) have been hurt, that any individual should thus endeavour, not openly and fairly to criticise, but covertly to write down and disparage those momentous observations on

subjects of great national importance, which the admiral had earnestly recommended to the notice of government. In this said Review, after misspelling his name, and turning him into a *Patten*, on which his reviewer seems to have unduly raised himself; this interesting work is thus introduced:—"We are informed, that a certain number of veteran flag-officers, who have distributed themselves in little groups, in the neighbourhood of the principal sea-port towns of the kingdom, attracted, no doubt, by a predilection for that element, on which their youthful days had been spent, meeting *over a can of flip*, (we actually copy the very words of what is called a Review), discuss the news and politics of the day, relate their mutual grievances, lament the good old times that are past, and growl at the present, &c. &c. &c." Having thus prepared the minds of his readers, the reviewer makes a pause, and feeling, perhaps, that he may not quite have treated a British admiral as he deserved, thus continues:—"We, by no means, intend to *insinuate*, much less to affirm, that Philip *Patten* (*Patton*), admiral of the white squadron of his Majesty's fleet, is a member of any of the clubs above-mentioned; but *we* maintain that every page of his book bears, *on the face of it*, the strongest testimony that he is, at all events, one of the numerous and agreeable society of croakers, &c. &c." Not content with this, the reviewer still continues to prejudice the mind of his reader, against the work in question, and after the following manner, before a single extract is made from the work itself:—"If the information, thus laid before the public, had proceeded from any but a professional person, we should have considered it as the effusion of a *discontented mind* or a *distempered imagination*, and, consequently (mark the importance of the reviewer), *have* deemed it unworthy of any other notice, than that of inserting its title, in our *Quarterly list of Publications*: but when a professional man, &c. &c." But this, however, was not sufficient; still the mind of the public was to be poisoned, if possible, against the poor admiral. "His maritime knowledge and experience are those of other times (and so we trust are those of some of the ablest and oldest officers in the service), the short period of four months, in which his flag was flying in the Downs, was by no means sufficient to make him fully acquainted with the *numerous changes*, and improvements, which have taken place in naval discipline and naval tactics, since the commencement of the revolutionary war."

The worthy admiral may not, perhaps, have duly considered the *numerous changes* that have taken place at the board of Admiralty, and its subordinate departments, since the commencement of this war with France; but many of our professional readers may be inclined to think, that he knows rather more of the actual state of our naval discipline, and perhaps an equal knowledge of our present naval tactics, with this said reviewer; who from the general drift of his reasoning, appears to occupy some official situation at either the Admiralty, or one of the public boards, with all the prejudices of a landsman; and as a proof of this, take the following, on which a much esteemed naval officer of rank, and one of great experience, and estimation, has made some marginal comments, which shall be subjoined:—"In the great variety of subjects, says the reviewer, which necessarily *fall under*

our attention, we meet with many strange inconsistencies, and absurd positions, but we never could have imagined it would fall to our lot to encounter, from any quarter, a charge so monstrous and unfounded as that of neglect and contempt of the naval service." Not to mention a variety of other instances, has this reviewer forgotten, that orders had been sent out to recal Rodney, just before he gained such honours for himself and country, in 1782. That previously to this, Admiral Byng had so severely experienced his regretted fate, that Voltaire was induced to declare "The British government, occasionally, shoot an admiral, in order to encourage the rest of the profession;" or that the great Nelson himself, when a post-captain, had nearly left the service, from the neglect and contempt, which, in his opinion, he had received? But to proceed, "We had on the contrary, most confidently persuaded ourselves, before we stumbled on this work, that if there was (*were*) any one feeling more predominant than the rest, throughout the whole nation, in favour of any class of men, or any profession, that feeling leaned most decidedly towards seamen, and the sea service. We would ask the gallant admiral then, on what occasion the naval service has been neglected? Why does he rail, in general terms, against the government for the 'contemptible ideas' it entertains of the navy, without producing a single instance in support of so injurious a charge. 'Oh, Mr. Reviewer,' says our Naval Commentator in the margin, 'he has produced many, though you have not stumbled on them, and many more might be adduced.' What act of gallantry, say you, can he point out, which has been overlooked? Has not, on the contrary, as you add, every encouragement been held out, every honour conferred, every reward bestowed, on the brave defenders of our country?" Our marginal annotator adds, and his long experience is worthy of credit, 'certainly not.' "And have not, continues the reviewer, monuments been erected at the public expense, even to captains of frigates, who have bravely fought and fallen in the moment of victory?" 'Read refused,' says our marginal writer. 'The brave Faulkner would never have gained his, but for the exertions and eloquent appeal of Mr. Fox, and none was ever granted to the gallant Bowen, who perished at Teneriffe, though earnestly desired by the Commander-in-chief?' "Was Lord St. Vincent," says the reviewer, "depressed and disregarded, when he was raised from the station of a private gentleman to an English earldom, with an adequate pension? Were the services of Lord Howe, Lord Duncan, Lord Nelson, and Lord Collingwood, all of private and some of obscure families, disregarded?" *Lord St. Vincent was a knight of the Bath long before the 14th of February, 1797; and Lord Howe, who certainly did not spring from a private family, nor plebeian blood, received no mark of favour for the first of June.*

But in reply to the question which the reviewer asks the admiral, *we would ask then on what occasion the naval service has been neglected?* We subjoin the following answers that have been had from no common authority: 1. *Captain King*, when commanding a frigate, captured two Dutch frigates, in one action; and was never noticed. 2. *Captain Milne*, in the *Seine* frigate, captured the *Vengeance* French frigate, of

superior force, single handed, with another frigate on the coast of France; and was never noticed. 3. *Captain Baker*, in the *Phoenix*, captured a French frigate of superior force; and by skill and perseverance did lead Sir R. Strachan into action with a French squadron: the successful termination of which action was, in some measure, owing to Captain Baker's keeping sight of the enemy, after Sir Richard had lost sight of them; no notice was, however, taken of Captain Baker. 4. *Captain Byam Martin*, captured a French frigate of large force, in the Bristol Channel, and afterwards another French frigate of superior force, off Brest; yet was not noticed. 5. *Captain Bowen*, of the *Terpsichore* (already mentioned), captured a Spanish frigate of superior force, in the Mediterranean, and afterwards a French frigate, off Cadiz; boarded and took possession of another French frigate, under the batteries of Martinique. He saved also the English army, at the evacuation of Guadaloupe; and was, at length, killed at the head of his brave boat's crew, in the act of forcing the gates of Teneriffe, at the time Lord Nelson lost his arm. This officer also was not noticed. Many other naval officers of merit and great enterprise have been equally neglected.

Not to dwell on the great injustice which the reviewer has shewn towards Lord Barham, who is thus spoken of: *We consider his lordship more of a civilian than a seaman*; the very unfair and most extraordinary pages of this self-created critic, must be left to such readers as may approve them; it is, however, our duty, on this occasion, to inform the public, that Lord Barham was chosen by that able statesman, Lord Spencer, for the extensive knowledge which the noble admiral possessed in naval affairs, as Lord Spencer's first sea Lord; and that it was Lord Barham who laid the foundation of Lord Spencer's wise arrangements, which were so much approved.

The smallest reflection, one would think, must convince any man, that when landsmen are placed at the head of the Admiralty, they are necessarily led and guided by sea officers, who are not always of the first class; and that the few, of that high denomination, who are compelled to take subordinate stations at the Admiralty board—sometimes to make room for one of the ministry—and, at others, for such generals as are connected with administration; of these few, there are seldom any who are consulted on cabinet measures. And to what the reviewer observes, respecting Lord St. Vincent and the Stone expedition, we beg leave to add, what is not generally known, *that his lordship was not consulted respecting it.*

It is now time to revert to Admiral Patton's publication. Previously to its appearance, this officer, so far back as the year 1790, had drawn up some *observations on naval mutiny*, which he presented to Earl Spencer in 1795. To these were added, during the months of October or November, in the same year, in which the great mutinies took place, *A Letter to a friend on the State of Discipline in the Navy, at the end of 1797*, to induce ministers not to trust to rigour alone in endeavouring to restore discipline to the navy.

“ At a very early period of my service in the navy (said the admiral in that publication), I began to commit to paper, considerations on the inter-



nal management and conduct of king's ships. During actual service and from practical experience, these considerations were amplified and revised; great attention was also bestowed on the characters, dispositions, and pursuits of the different classes of men of which the companies of ships of war are composed. This application to the interior, at last, extended to a kind of analysis of the mixed mass of which the company of a large ship consists; and by these means, to my mind was always presented something distinct with respect to that body of men, who are, and must be the only real protectors of the independence of an island." To this letter was added, during the peace, in 1802, *Sketch of a Plan for the encouragement of Seamen, and for more speedily and effectually manning his Majesty's Navy, upon any armament, in two Parts.* And to these was subjoined, dated July 30, 1807, *Observations on the importance of an increased Naval Force, during the present exorbitant power of France.* The whole of these communications were afterwards printed together, for private circulation, amongst the admiral's professional friends. And another opportunity may possibly be taken, of making extracts from these documents, for the perusal of such of our readers, as may not before have met with them. Some of these are re-w-modelled and in part incorporated with his recent publication, *THE NATURAL DEFENCE OF AN INSULAR EMPIRE*, which he thus introduced to the notice of the public. He justly observes, "that a constant assiduity in cultivating an acquaintance with any particular subject, affords an opportunity of discussing that subject more perspicuously, than could have been done by superior powers less diligently employed upon it, or whose attention had been bestowed on a wider range of knowledge—no duty is more imperative, than that which commands us to lay any knowledge respecting defence before the government, or before the public. The essential points, and the detail of the maritime defence of an insular empire, is naturally confined to a small number of men. The reason is obvious—The natural defence is on the water, and those practically instructed on that element, can alone afford the necessary information."

[To be continued.]

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### NATURAL PROFILE OF LORD NELSON.

A VERY curious natural phenomenon is said to have been lately discovered at Edinburgh. From a point of Salisbury Crags, and from a place called Miller's Garden, there is visible, in the rock on which the monument to the memory of the illustrious and gallant Lord Nelson is erected, a perfectly correct, though gigantic profile of the Hero's face. It is formed by the rock, and was first discovered by an English family travelling in Scotland; since which, it has been an object of curiosity to all the visitors to the Scots metropolis, as well as to the inhabitants. This extraordinary likeness, it is to be hoped, the magistrates will take care to preserve; thus retaining for Edina the custody of one of the *memorabilia* relating to the life of Britain's highest naval boast,

## PLATE CCCXXXV.

**C**HRIſTIANſTÆD is the principal town of St. Croix, one of the Caribbee Iſlands, in the Weſt Indies. It lies on the north ſide of the iſland, has a fine harbour, and is defended by a fortreſs. Its longitude is  $63^{\circ} 23'$  weſt of Greenwich; latitude  $17^{\circ} 46'$  north.

St. Croix lies about five leagues to the eaſtward of St. Thomas's. It enjoys a good air; but its water is not conſidered wholeſome till it has ſettled awhile in earthen jars. The iſland was diſcovered by Columbus; but it has ſince been ſucceſſively in poſſeſſion of the Engliſh, Dutch, Spaniards, Knights of Malta, French, and Danes. It ſurrendered to the Britiſh, with the other Daniſh poſſeſſions in the Weſt Indies, during the preſent war.

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**TABLE OF THE WEATHER.**


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**T**HE following Table, which has been tranſmitted to us by a naval officer, as the reſult of many year's actual obſervation, is ſaid to be conſtructed from a philoſophical conſideration of the attraction of the Sun and Moon, in their ſeveral poſitions reſpecting the earth.—Its object is, to indicate, on a ſimple inſpection, what ſort of weather is likely to ſucceed, according to the changes of the Moon, either in Summer or Winter. Our Correſpondent informs us, that it is ſo generally correct, as ſeldom to have been known to fail.

| New and Full Moon.                                                                     | Hours.            | Summer.                                | Winter.                                     |
|----------------------------------------------------------------------------------------|-------------------|----------------------------------------|---------------------------------------------|
| If the new or full Moon enters into the firſt or laſt quarter at the hour of the noon. | P.M.              |                                        |                                             |
|                                                                                        | 12 or 2           | Very rainy.                            | Snow and rain.                              |
|                                                                                        | 2 or 4            | Changeable.                            | Fair and mild.                              |
|                                                                                        | 4 or 6            | Fair.                                  | Fair.                                       |
|                                                                                        | 6 or 8            | Fair, if wind at N. W.                 | Fair and froſty, wind N. or N.E.            |
|                                                                                        |                   | Rain, if S. or S.W.                    | Rain or ſnow, if S. or S.W.                 |
|                                                                                        | 8 or 10           | Ditto.                                 | Ditto.                                      |
|                                                                                        | 10 or 12          | Fair.                                  | Fair and froſty.                            |
|                                                                                        | A.M.              |                                        |                                             |
|                                                                                        | 12 or 2           | Ditto.                                 | Hard froſt unleſs the wind is at S. or S.W. |
|                                                                                        | 2 or 4            | Cold, with frequent Showers.           | Snow and ſtormy.                            |
|                                                                                        | 4 or 6            | Rain.                                  | Ditto Ditto                                 |
| 6 or 8                                                                                 | Wind and Rain.    | Stormy weather.                        |                                             |
| 8 or 10                                                                                | Changeable.       | Cold or rain, if wind W. ſnow if Eaſt. |                                             |
| 10 or 12                                                                               | Frequent ſhowers. | Cold, with high wind.                  |                                             |

D. M.

## Fabal Poetry.

The heart's remote recesses to explore,  
And touch its springs, when Prose avail'd no more.

FALCONER.

## THE VOYAGE.

ANONYMOUS.

(From the fourth Part of *Miscellany Poems published by DRYDEN, in 1716.*)

**A**S one that's from a tedious voyage come,  
And safe through thousand storms arriv'd at home,  
Resolves to put to sea no more,  
Or boldly tempt the flatt'ring main,  
How smooth soe'er it lye, or plain;  
But having drawn his broken hull on shore,  
To some kind saint hangs up his consecrated oar;  
I, who a greater sea had past,  
The ocean of rough poesie,  
Where there so many shipwrack'd be,  
Or on the rocks, or on the quicksands cast;  
Recounting what myself had seen,  
And in how many deaths I'd been,  
Where scarce an empty wish, or hope could come between;  
With almost as confirm'd a vow,  
Resolv'd no less to consecrate  
Some votive table, which might show  
The labours I did undergo;  
And at a far more easie rate,  
Give others the delight to view on land my dangerous fate.

## II.

Already was the sacred plank design'd,  
And in it now I first assay'd the deep;  
When thinking only near the shores to keep,  
There rose a sudden and tempestuous wind,  
Which made me leave the unsaluted land behind.  
The sea before was calm and still,  
And gentle airs did with my streamers play,  
Scarce strong enough my half-struck sail to fill,  
And through the yielding crystal force my way.  
Close by did many a vessel ride,  
Whose pilots all with bays were gaily crown'd,  
And to the murmurs of the tide,

Voices and mirth were heard around,  
 Myself made there \* Anacreon's lute resound ;  
 Which sprightly seem'd, and wondrous brave,  
 And its old killing notes to have ;  
 But from the waters more, than those rough touches which I gave-  
 'Twould still of nothing sound but love,  
 Though I the various stops did often prove :  
 Wherefore new † loves I did begin,  
 And intermixt (as parts) my own ;  
 Which took fresh vigour from the string,  
 And o'er the dancing floods were quickly blown.  
 I ‡ Venus sang, and stolen joys,  
 And of his flames who 'scap'd at Troy's.  
 And as the Thracian Orpheus by his skill  
 To ransom his Eurydice, is said,  
 And from the shades brought back the dead ;  
 My song a greater miracle did tell,  
 And thither chain'd in verse alive § Proserpina did lead :

## III.

Such was my song : but when the storm arose,  
 Voices and mirth were heard no more ;  
 But every man fell stoutly to his oar,  
 And to the floods did all their strength oppose,  
 Hoping to reach some harbour, but in vain ;  
 They were with greater fury hurry'd back into the main-  
 Then might one hear, instead of these,  
 The dying shrieks of such as shipwrack'd were ;  
 And those proud galleys, which before at ease  
 Plow'd up the deep, no longer did appear ;  
 But to the waves became a prey :  
 Some downright sank, some broken lay,  
 And by the billows were in triumph born away.  
 My keel so many leaks did spring,  
 That all the hold with water was flow'd o'er ;  
 And a sea no less dangerous rag'd within,  
 Than that which strove abroad the tempest to outroar.  
 || So overboard my lading straight I cast,

---

\* Turn'd Anacreon into English verse.

† Made several love-verses to Cletia and Al.

‡ Translated the fourth Book of Virgil.

§ Claudian's Rapt: Pros.

|| Having had so many crosses, or, which is truer, seeing the little profit, I resolved to make no more verse, except the argument were divine and moral ; and so resumed my old design of paraphrasing the Psalms ; which I began anew, January 31, 1662, and finished the third of June, 1665.

With some faint hopes my barque to save ;  
 But on the wind away they quickly past,  
 And my best safety was no hope to have.  
 Yet by me still the great Jessean lyre I kept,  
     Which from my couch I down did take,  
 Where it neglected long enough had slept,  
 And all its numerous chords I did awake ;  
     Thinking, since I the waves must try,  
 Them, and the sea-gods, with a song to pacife.

## IV.

I play'd, and boldly then plung'd down,  
 Holding my harp still in my hand.  
 My dear companion through those paths unknown ;  
 But hopeless with it e'er to reach the land,  
     When lo, the chaste Jarma, with a throng  
     Of nymphs and tritons waited on,  
     As she by chance there pass'd along,  
     Drave up her chariot by my side,  
 And in requital for my humble song,  
     Invited me with her to ride,  
 And fearless of the way, with them my course to guide.  
     And down she reach'd her snowy hand,  
     And from the floods me gently rais'd,  
     Whilst all the sea-gods on me gaz'd,  
 And waited e'er they further went, some new command.  
     Which straight she gave, and at her word the wind  
 Backward did scowre : Before, as smooth and plain  
     The ocean lay ; storms only rag'd behind :  
     So to my harp I turn'd again,  
     And all its silent fetters did unbind.  
 No longer was I of the deep afraid,  
     But bolder grown, more anthems plaid,  
 And on them put my chains, who theirs upon the waves had laid.  
     Till having many a country past,  
     And coasting the whole earth around,  
     The north-west passage navigable found,  
     I on my native shore was cast,  
 And safely touch'd the British Isle at last.

## V.

This table as in colours 'twas exprest,  
 And which \* Belisa's curious pencil wrought,  
 With ivy garland, and with bays I drest,  
 And to my muse's sacred temple brought ;

---

\* Mrs. Mary Beal.

Hoping it would accepted be,  
 And surely gain my liberty-  
 From future service, and declare me free.  
 But as I waiting in the court did stand,  
 Into a sudden ecstasie I fell;  
 And led by an immortal hand  
 Which entrance for me did command,  
 Approach'd the Fane's most private cell,  
 By none e'er seen before, where awful dread and reverence dwell.  
 'Twas not like those straight lodges here,  
 Which by that name we call,  
 But a magnificent and spacious hall,  
 The roof with paintings garnish'd all;  
 And where in neeches on the wall,  
 There did the lively forms appear,  
 Of such who for their verse the laurel sert did wear.  
 Greece and Old Rome possess the chiefest place,  
 And all the upper end their quarter was:  
 The sides were into several coasts design'd,  
 And by their countries you each name might find;  
 Th' Italian, French, or Spanish band,  
 As they around did with their titles stand:  
 Britain as fair a space as any had;  
 And no less honours were to her, than Rome or Athens paid.

## VI.

Thither I turn'd my eye, and in the throng  
 Of crowned heads translated there,  
 Whose very names to count would be too long,  
 The bright \*Orinda did appear;  
 And though come thither last of all,  
 Made the most beauteous figure on the sacred wall.  
 Aside her, several neeches were prepar'd  
 For those who shall hereafter come,  
 And with her there obtain a room,  
 As with her in the muses service they had shar'd.  
 Already were some names enroll'd,  
 And in fair characters enchas'd;  
 But who they were, must ne'er be told,  
 Till they the fatal stream have past,  
 And after death have here their living statues plac'd.  
 My muse alone these worthies could outshine,  
 As she approach'd me there in shape divine:  
 Her golden hair was all unbound

---

\* Mrs. Kath. Philips died June —64.

With careless art, and wantonly did play,  
 Mov'd by her strings melodious sound,  
 As on her shoulders the loose tresses lay.  
 A wondrous mantle o'er her back was thrown,  
 And her gay mystick vest below  
 In royal state trayl'd all adown ;  
**A lute was in her hand, and on her head a crown.**

## VII.

Amaz'd, I at her feet did fall,  
 And prostrate lay, till up she bid me stand,  
 Saying, for this I thee did never call,  
 But boldly to receive my great command ;  
 Arise, for lo, a better fate  
 Does on thy tuneful numbers wait,  
 Than what thou in the deep hast try'd of late:  
 Not but that all thy labours there,  
 To thine own wish shall amply be repaid.  
 For I by whom enroll'd they are,  
 Second to none but Heaven in that great care,  
 Which if thy verse, and thee I always had,  
**Will look such large allowance for them shall be made,**  
 That all the damage which thou didst sustain,  
 Shall not compare with thy immortal gain.

## VIII.

Witness thy votive table, which I here accept  
 Within my archives a fair room to have,  
 (Worthy for th' hand that did it to be kept)  
 And thy mean name from dark oblivion save,  
 Till to another temple, that's above,  
 Reserv'd for those, who sacred numbers prove,  
 And there at last conclude their love,  
 Thy soul's bright image I hereafter shall remove,  
 Where several whom thou here dost know  
 (Ambitious at their very shrines to bow)  
 Leaving their wanton lays behind,  
 Like thee, and from all base alloy refin'd,  
 More to resemble the eternal mind ;  
 With several who were never here,  
 So God-like all their measures were,  
 (As Jesse's son, whose harp thou erst did bear)  
 In glory with the first great Maker shine,  
 And have for mortal bays a ray divine.

## IX.

But first, my Sylvius, thou again to sea must go,  
 And many towns, and men, and countries know,

In the \* new world of christian poesie,  
 Part of which long since was design'd to be  
 The happy fruits of thy discoverie;  
 Where none of all thy nation has been yet,  
 The way so dangerous, and the task so great.  
 Nor doubt but it shall recompence thy cost;  
 And were it more, that age, they cry, th' ast lost,  
 When to serve me, thou didst the † Bar forsake  
 And for th' long robe, the ivy garland take,  
 As that which would thy name immortal make.

For I have honours to bestow,  
 And regal treasures, though I rarely show  
 The happy country where they grow.  
 And though some wretch the plague endure  
 Of miserable poverty,  
 The fault's his own, and not in me;  
 Not that he is my votary,  
 But under that disguise an enemy:  
 Not I, but they alone who count me so, are poor.

## X.

Try me, this once, and once more tempt the main;  
 Thou shalt not unattended go:  
 For when thou next put'st out to sea again,  
 I'll be thy pilot, and the passage show.  
 Nay wonder not, for 'tis no more  
 Than what I several times have done before,  
 When I my Tasso through those straights did guide,  
 And made my Bartas o'er the surges ride;  
 Those mighty admirals which did extend  
 Their country-bounds beyond the world's wide end:  
 'Twas I conducted them those lands to find,  
 Where each did plant their nations colonies;  
 Both spreading less their sails than victories.  
 And there are yet more lands for thee behind;  
 And all the way, like them, thou shalt rehearse  
 The birth of things, how they from nothing rose,  
 By that Almighty word which shall inspire thy verse,  
 And help thee all its wonders to disclose.  
 No storm upon thy mast shall rest,  
 Or any gales but vernal blow;  
 The sea itself, to my great service prest,  
 In plains of liquid glass shall lye below,  
 And its obedience to my rule in dancing billows only show.

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\* To write of the creation, never attempted by any Englishman, except in version.

† The study of the law.



And when thou home return'd shall be,  
 And of thy native earth once more take hold,  
 Myself thy bark will consecrated see ;  
 And for this new world thus found out by thee,  
 Make it a heavenly sign, near that which sav'd the old.

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## NAVAL HISTORY OF THE PRESENT YEAR, 1811.

(*March—April.*)

### RETROSPECTIVE AND MISCELLANEOUS.

AT length we have the satisfaction of knowing, that, instead of the French having driven the English into the sea, as the *Moniteur* vauntingly threatened should be the issue of the contest, the English have completely driven the French out of Portugal! Excepting spies and prisoners, not a Frenchman now remains in that country.

Massena's retreat from Santarem, and Lord Wellington's consequent pursuit, were announced at page 249. Most warmly was the enemy chased; severely was he harrassed in his retreat; and whenever he endeavoured to make a stand, he was defeated with great loss. The last action, which took place on the 3d of April, near Subugal, is mentioned by Lord Wellington, as one of the most glorious in which British troops were ever engaged.

The conclusion of Lord Wellington's letter, dated March 14, was an admirable answer to those luke-warm patriots, who endeavoured to damp the public joy at the then recent successes of that great officer, and of General Graham; and still pretended to think, that both the Portuguese and Spanish cause should be abandoned by our government.

This is the mode, says Lord Wellington, in which the promises have been performed, and the assurances have been fulfilled, which were held out in the proclamation of the French commander-in-chief: in which he told the inhabitants of Portugal, that he was not come to make war upon them, but with a powerful army of one hundred and ten thousand men, *to drive the English into the sea*. It is to be hoped that the example of what has occurred in this country will teach the people of this and of other nations what value they ought to place on such promises and assurances, and that there is no security for life, or for any thing which renders life valuable, excepting in decided resistance to the enemy.

Massena, in his retreat, or rather flight, inflicted every where the most wanton and horrid barbarities; burning the towns and villages through which he passed, as if the pursuing army could diet on their walls and beams. Such was the conduct of that general, whose master complained through the usual organ of his slanders, the *Moniteur*, that Lord Wellington, in his retreat, drove the cattle, and burned the granaries.

The cruelties of the French are degrading to human nature. It is known that they burned the peasants, men and women, alive, and drew out their sinews to make them confess where money or provisions were concealed. An order was issued by Massena to burn every village, when his rear-guard quitted it, and the order was unfortunately but too punctually executed. From Pombal to Louzao, our army hardly passed a town, village, or farm-house, which was not in flames. All the animals they left on the road had their back sinews divided. A copy of the general order for burning all the towns through which the French retreat, has fallen into our hands, and in it Coimbra is designated for destruction. That fine city was happily saved by the vigour with which Lord Wellington pursued the enemy. Massena, though a wretch, a ruffian, and a demon, is a clever general, for his retreat has been most ably conducted; but, while we allow this, we must not lose sight of the equal, if not superior skill displayed by Lord Wellington when *he* fell back upon the lines of Torres Vedras.

Europe and posterity ought to be made acquainted with the atrocious conduct of a degenerate race, who, like volcanoes, seemed desirous of reducing every thing to primitive chaos. Some disaffected Portuguese, who remained in the country in order to serve the French, contributed most to the ruin of their fellow-citizens. However, the towns on the banks of the Tagus, such as Santarem, Thomar, &c. are already reinhabited and provided; the shops have been opened, and markets for wheat, maize, &c. have been established. The central districts, such as Leiria, which could not be so easily supplied by water, are more behind hand in their organization and provisionment; but the active measures which our government has adopted, the laborious disposition of the Portuguese, the zeal of the clergy, of the medical men, and of all the public functionaries, which ought to be doubled in times of public calamity, excite the most flattering hopes, that the wounds of the country will quickly be healed.

Parliament has voted the sum of 100,000*l.* to be applied for the relief of the suffering Portuguese; and large subscriptions are raising in the metropolis, for the same laudable and benevolent purpose.

General Graham in his letter, dated Isle de Leon, 6th and 10th of March, gave a most modest and admirable account of his glorious victory at Barrosa, or as the French are pleased to style it, the battle of Chiclana. Its name, however, is of no consequence, while the engagement itself is an occurrence so distinguished in the bright annals of British valour. The French account is equally false and absurd. We are therein stated to have been defeated and driven into the Island of Leon; or, in other words driven *through* the French army which we attacked. No mention is made of the French generals killed, wounded, and taken prisoners by us: but seven hundred and sixty men of the allied army are said to have been captured, while General Graham's despatch informs us, that *none* of the English were *missing*.

It is reported, that the oppressive measures of Buonaparte have at last produced a serious revolt in Holland and Flanders. When the accounts left the Dutch coast, all communication between Holland and Walcheren

was said to have been cut off for three days; and it was inferred by the people at the latter place, that the inhabitants had overpowered the military. The Amsterdam post had been stopped in consequence of an insurrection in that city and at Dort.—It is also stated, that the populace had risen upon the garrison of Rotterdam, and had taken possession of the batteries and ports, and that the French troops had been disarmed there and at other places. It is said that these insurrectionary movements have been the cause of the recall of the French guards and other troops from Spain.

French troops are assembling on the shores of the Baltic, for the purpose of forming a cordon, to resist any debarkation that may be attempted from a British fleet.

A French national schooner, with despatches from Buonaparte, was taken at the Isle of France, on the 6th of January. The moment she appeared in sight, the French colours were hoisted on the forts, by which she was decoyed in, instantly taken possession of by the boats of our ships, and her despatches secured. Among other transactions to which they related, General Decaen was informed, that his gracious master had been pleased to supersede him in the command of his valuable possession of the Isle of France; that the *Artemise*, *Nereide*, and *Hortense* frigates, would leave France a fortnight after the schooner, with reinforcements for the island; and that Captain Duperl, of the *Bellone*, had been appointed a member of the legion of honour, for his action with the Portuguese frigate *Minerve*.

The draughtsmen of Plymouth-yard are said to be, in consequence of orders to that effect, engaged in preparing drawings for the inspection of the navy-board, of a first rate ship of four decks, with a circular stern, round which guns will be planted. This vessel will, of course carry an immense number of guns, and will be the largest ever built.—The *Creole*, of 44, and the *Jupiter*, of 50 guns, are to be built on the slips vacant at Plymouth forthwith.

#### THE BRITISH NAVY.

There are at present in commission, 159 ships of the line, 20 from 50 to 44 guns, 108 frigates, 153 sloops of war, 5 fire-ships, 174 armed brigs, 37 cutters, 76 schooners and luggers, making altogether 792 ships of war; besides which there are building, repairing, and in ordinary, as many as make the grand total 1005, of which 256 are of the line.

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### Letters on Service,

*Copied verbatim from the LONDON GAZETTE.*

ADMIRALTY-OFFICE, MARCH 9, 1811.

**A**DMIRAL SIR ROGER CURTIS has transmitted to John Wilson Croker, Esq. a letter, which he had received from Captain Loring,

of H.M.S. Niobe, giving an account of his having, on the 4th instant, captured le Loup Marin, French lugger privateer, of sixteen guns, and sixty-four men; she had sailed the same day from La Hogue, without making any capture.

Captain Hancock, of H.M.S. the Nymph, has transmitted to John Wilson Croker, Esq. a copy of a letter he had addressed to Vice-admiral Sir Edward Pellew, reporting the capture, on the 3d instant, of the Vigilant French lugger privateer, of fourteen guns and fifty men, out one day from Dunkirk, without making any capture.

And also a letter from Captain Godby, of the Prospero sloop, reporting the destruction of a Danish cutter privateer, of two guns and twenty-five men, on the 17th of last month, off Christian-saud.

## MARCH 12.

Admiral Sir Charles Cotton has transmitted to John Wilson Croker, Esq. a letter from Captain Brisbane, of H.M.S. the Belle Poule, giving an account of his having, on the 11th of December last, captured la Carlotta, Italian brig of war, of ten guns and one hundred men, bound from Venice to the island of Corfu.

## MARCH 16.

*Copy of a Letter from Captain Farquhar, of H.M.S. the Desirée, addressed to Vice-admiral Sir Edward Pellew, and transmitted by the latter to John Wilson Croker, Esq.*

*H.M.S. Desirée, off the Texel,  
March 10, 1811.*

SIR,

I have the pleasure to acquaint you, that at two o'clock this morning, in H.M.S. under my command, we recaptured a Danish bark, laden with timber, bound to Sheerness.

And at seven, A.M. we captured, after a chase of an hour, the French cutter privateer Velocifere, of fourteen guns and fifty-seven men, commanded by Jaques Louis Le Due; she is a fine new vessel, on her first cruise from Dunkirk, which she left on the 4th instant, and had only captured the Danish bark above-mentioned.

I have the honour to be, &c.

ARTHUR FARQUHAR.

*Vice-admiral Sir Edward Pellew, Bart. &c.*

## SUPPLEMENT TO THE LONDON GAZETTE EXTRAORDINARY.

## ADMIRALTY OFFICE, MARCH 25.

Captain Carrol arrived at this Office last night with despatches from Sir Richard Goodwin Keats, K. B. rear-admiral of the red, addressed to John Wilson Croker, Esq. of which the following are copies.

SIR,

*Milford, Cadiz-Bay, March 7.*

I have the honour to enclose, for the information of the Lords Commissioners of the Admiralty, copies of my despatches to Admiral Sir Charles Cotton, Bart. of the 20th and 28th of February, and 7th of March.

I have the honour to be, &c.

R. G. KEATS.

SIR,

*Milford, Bay of Cadiz, February 20.*

An Expedition having been determined upon by the Spanish Government, to which Lieutenant General Graham has consented to give his personal assistance, together with that of a considerable portion of the troops under his command, I have felt it my duty, after fully stating in council the uncertainty and risk to which at this season of the year all measures connected with naval operations on the coast are subject, to lend the expedition all the aid and assistance in my power, and a body of troops, exceeding 3000, including cavalry, various military stores and provisions, are at present embarked, either in his Majesty's ships named in the margin\*, in such transports as I could avail myself of, or in Spanish men of war and small transports of our ally: and the whole, together with a numerous fleet of Spanish transports, in which a body of 7000 troops of that nation are embarked, are waiting in this Bay a favourable opportunity to proceed into the Straits, with a view to force a landing between Cape Trafalgar and Cape de Plata at Tariffa, or at Algeiras in failure of the two former places. General La Pena is the commander-in-chief of this expedition, and as the object is to unite the Spanish forces at St. Roche with the troops sent from hence, with a view to make a combined attack on the rear of the enemy's line before Cadiz; at the same time some demonstrations, and an attempt to open a communication with our troops, are to be made from this quarter, which is thought to require my particular attention; I have therefore placed the execution of the British naval part of the expedition under the able command of Captain Brace of the St. Alban's.

I have the honour to be, &amp;c.

R. G. KEATS.

SIR,

*Milford, Bay of Cadiz, February 23.*

I have the honour, in further reference to my letter No. 20, of the 20th instant, to inform you that it being determined to let the troops of the expedition proceed by the earliest opportunity, and it being conceived, from the appearance of the weather, that the Spanish part would be able to get out on the afternoon and night of the 21st, the British naval part, under Captain Brace, put to sea accordingly, and with the exception of one transport, got into the Straits; but it being impracticable to make a landing either in the vicinity of Cape Trafalgar or Tariffa, Captain Brace proceeded to Algeiras, where General Graham and the troops were landed and marched to Tariffa, to which place (the roads being impracticable for carriages), the artillery, provisions, stores, &c. owing, as the General is pleased to express, to the extraordinary exertions of the navy, were conveyed in boats, notwithstanding the unfavourable state of winds and weather. The Spanish part of the expedition, though it twice attempted to get out, was driven back to this bay; and it was the 27th before it was enabled to reach Tariffa.

I have the honour to be, &amp;c.

R. G. KEATS.

*Admiral Sir C. Cotton, Bart.*

SIR,

*Milford, Bay of Cadiz, March 7.*

I have the honour to inform you, that the combined English and Spanish army, under their respective commanders, General La Pena and Lieutenant-General Graham, moved from Tariffa on the 23th ult. towards Barbate, attended by such naval means as circumstances of weather would permit.

\* Saint Alban's, Druid, Comus, Sabine, Tuscan, Ephira, Steady and Rebuff.

Preparations were made by me and our ally, and acted upon, to menace the Trocadero and other points, in order as the army advanced to favour its operations; and arrangements were made for a landing, and real or feigned attacks as circumstances might determine; and to this end the regiment of Toledo was embarked on board his Majesty's ships in the Bay. On the 1st instant General Zayas pushed across the Santi Petri, near the coast, a strong body of Spanish troops, threw a bridge across the river, and formed a tete-du-pont. This post was attacked on the nights of the 3d and 4th with vigour by the enemy, and though he was eventually repulsed, the loss was very considerable on the part of our ally on the 3d. As the weather, from the earliest preparation for the expedition, had been such as to prevent the possibility of landing on the coast or bay, even without great risk, and with no prospect of being able to re-embark, should such a measure become necessary; the apprehension of having a force, which, with such prospects, I could scarcely expect actively to employ, when its services might be positively useful elsewhere, in defending the tete-du-pont, or in opening a communication with the army from the Isla de Leon, induced me to state my sentiments on the subject, and the regiment of Toledo was in consequence disembarked. The sea on the coast having considerably impeded our communications, we were still uncertain whether the advance of the army would be by Medina or Conil, and of its precise situation, until the 5th, when at eleven A. M. I was informed by telegraph from the Isla de Leon, that it was seen advancing from the southward near the coast. But though the Implacable and Standard weighed, the pilots refused to take them to their appointed stations, and in the opinion of the best informed, the weather was of too threatening a cast to venture a landing, and which as the army was engaged by noon, according to the telegraph, would not have favoured its operations. Under such circumstances our measures were necessarily confined to feints, whilst the British troops, led by their gallant and able commander, forgetting on the sight of the enemy their own fatigue and privation, and regardless of advantage in the numbers and situation of the enemy, gained by its determined valour (though not without considerable loss) a victory unclouded by any of the brave achievements of the British armies.

I have the honour to be, &c.

R. G. KEATS.

*Admiral Sir Charles Cotton, Bart. &c.*

SIR, *His Majesty's Ship Milford, Bay of Cadiz, March 7, 1811.*

I have the honour to inform you, that the wind having come off the land, and the sea much abated, two landings were effected, by way of diversion, yesterday morning, between Rota and Catalina, and between that and Santa Maria's, with the Royal Marines, commanded by Captain English of the Implacable. 200 seamen of the squadron, and 80 of the Spanish marine, one division of which was under the direction of Captain Spranger of the Warrior, the other under Captain Kittoe of this ship; at the same time Catalina was bombardd by the Hound and Thunder bombs, and that fort and the batteries on the east sides of the bay were kept in check with much spirit by the gun and mortar boats, under the respective commands of Captains Hall and Fellowes. One redoubt of four guns, near Santa Maria's, was stormed by the marines of this ship, led by Captain Fottrell; a second, to the south of the Guadalete, was taken by Captain Fellowes's division of the flotilla; and the guns of all the sea defences, together with the small fort of Puntilla, from Rota (which the enemy evacuated) to Santa Maria's, with the exception of Catalina, were spiked, and the works dismantled. Preparations were also made to attack the tete-du-pont, and other defences

of the bridge of Santa Maria's, but a strong corps of the enemy, consisting of 2000 cavalry and infantry, rapidly advancing on the road from Port Real, aware that our troops had crossed the Santi Petri into the Isla de Leon, and that the purposes of a diversion had been answered, I ordered the seamen and marines to re-embark, and the boats (which got on board with difficulty) had not put off many minutes before the enemy arrived on the spot. The enemy had one officer and several soldiers killed and wounded, and an officer and 30 prisoners were taken in the redoubt that was stormed, the rest making their escape. Lieutenant W. F. Carrol, whose conduct on all occasions has been conspicuous, having had his gun-boat sunk before Catalina, and thereby sustained a considerable loss. I have given him six weeks leave of absence, and with it duplicates of my despatches. I enclose a list of killed and wounded, and I have the honour to be, &c.

R. G. KEATS.

*To Admiral Sir C. Cotton, Bart. &c.*

*A Return of the Killed and Wounded in an Attack on Santa Maria's, 6th March, 1811.*

*Milford.* Samuel Allen, seaman killed; William Spillar, marine, ditto; John Bayly, lieutenant of marines, wounded; William Nash, serjeant of marines, dangerously wounded (since dead); James Darby, private marine, mortally wounded (since dead); Joseph Peters, private marine, wounded; James Gill, private marine, ditto; William Billings, private marine, ditto.

*Alfred.* John Ingleby, corporal of marines, wounded.

*St. Albans.* John Johnson, seaman killed; Peter Dass, seaman, wounded; William Baldwin, seaman, ditto.

*San Juan.* John Cato, seaman wounded.

*Hound.* John Allen, ordinary seaman, wounded; William M'Donald, able seaman, ditto.

*Diadem Transport.* George Garbutt, seaman, wounded.

Total. 3 killed, 13 wounded.

R. G. KEATS.

MARCH 30.

*Copy of a Letter from the Honourable George Cranfield Berkeley, Admiral of the Blue, &c. to John Wilson Croker, Esq. dated at Lisbon, the 8th of March, 1811.*

SIR,

I have great pleasure in informing their lordships of the evacuation of the strong post which the enemy possessed at Santarem, and that our army are now advancing in pursuit. Lieutenant Claxton, of the *Barfleur*, who commands the gun-boats, in co-operation with the division of the army under Marshal Sir William Beresford, on the south side of the Tagus, yesterday, informed me, that on the evening of the 5th instant, in reconnoitring under Santarem, he perceived the enemy departing; and immediately crossed, with the officer of the British piquet, and gave the intelligence to Lord Wellington. He then went to Santarem, where he found the enemy had left three rough built boats or pontoons, two rafts, and twelve or fourteen of their heavy cannon, the carriages of which had been burnt. The army is now moving on, and the boats are ordered to follow them up the Tagus, the navigation of which is now cleared up to Abrantes.

I am &c.

G. BERKELEY.

*Copy of a Letter from Captain Macnamara, of H.M.S. Berwick, addressed to Admiral Sir Roger Curtis, Bart. transmitted by the latter to John Wilson Croker. Esq.*

*H.M.S. Berwick, off Cherbourg,  
March 25, 1811.*

SIR,

Having sailed from St. Helen's, in H.M.S. under my command, in the afternoon of the 23d instant, I stood over to the French coast under easy sail all night; at day-light the next morning, Barfleur light bearing S.  $\frac{1}{4}$  E. distant about twelve or thirteen miles, I observed a large sail S. by E. running along the shore. I immediately gave chase, and obliged her to haul in for a small rocky bay, about one mile to the westward of Barfleur light-house, where she anchored with the loss of her rudder; at eight, the lee tide making strong, I was under the necessity, to avoid the rocks and shoals which surrounded us, to anchor H.M.S. about two miles to the northward of the enemy, which proved a frigate of the largest class. I had previously called in the Amelia frigate, the Goshawk, and Hawk sloops, and ordered them to anchor, thinking an attack by boats practicable when the weather tide should make.

At noon the Niobe joined from the eastward; the flood making at four P.M. the squadron weighed, and having relinquished the plan of attack by boats, on account of the rapidity of the tides, I ordered the Niobe, by signal, to lead as close to the enemy as the safety of the ships would admit; which was performed with great judgment, the Amelia and Berwick following in succession.

Surrounded by rocks and shoals our fire could only be partial in the act of wearing; at six P.M. I hauled off, and on standing in this morning with the intention of renewing the attack with effect, the enemy set fire to the frigate, and I had the satisfaction of seeing her burn to the water's edge.

The Berwick has one man killed, none wounded; the Amelia, one man killed and one wounded: standing and running rigging much cut.

I am, Sir, &c.

J. MACNAMARA.

*Sir Roger Curtis, Bart. Admiral of the Red,  
&c. Portsmouth.*

APRIL 3:

Admiral Lord Gambier has transmitted to John Wilson Croker, Esq. a letter from Mr. Hallands, master of the Fancy hired armed cutter, giving an account of his having, on the 24th of last month, captured the Getrowed Batavian government schooner, pierced for fourteen guns, but only two mounted, bound from Batavia to Holland with despatches.

And also a letter from Captain Parker, of H.M.S. Amazon, reporting the capture, on the 23d ultimo, of le Cupidon French privateer brig, of fourteen guns and eighty two men, out two days from Bayonne.

APRIL 9.

*Copy of a Letter from Vice-admiral Sir James Saumarez, Bart. and K. B. &c. to John Wilson Croker, Esq. dated in London, the 8th instant.*

SIR,

I have the highest satisfaction in transmitting to you, for the information of the Lords Commissioners of the Admiralty, a letter I have this morning received from Captain Maurice, governor of Anholt, acquainting me of an attack having been made on that island by a formidable military force, supported by eighteen heavy gun-boats and other armed vessels, on the 27th



ultimo; which was defeated in the most gallant manner by governor Maurice and the brave garrison under his orders, with the loss, to the enemy, of their commander and three other officers killed, and sixteen officers and upwards of five hundred rank and file taken prisoners.

I cannot too strongly express to their lordships my high admiration of the very gallant conduct of Governor Maurice, and Major Torrens, senior officer of the royal marines, and the other officers and men composing the brave garrison, and my satisfaction that this brilliant service has been performed with so little loss on our part.

I have also great pleasure in transmitting a letter from Captain Baker, of the Tartar, giving an account of the operations of that ship and his Majesty's sloop Sheldrake, in support of Captain Maurice, and in pursuit of the retreating flotilla of the enemy. Their lordships will, I doubt not, also appreciate the good conduct of Captain Stewart in attacking and defeating so superior a force as that opposed to him, each of the gun-boats carrying heavy metal, and being manned with sixty or seventy men.

Lieutenant Baker, who has brought the despatches, bore, as their lordships will observe, a distinguished part in this gallant affair, and is strongly recommended to their favourable attention.

I have, &c.

JAMES SAUMAREZ.

*Fort Yorke, Island of Anholt,  
27th March, 1811.*

SIR,

I reported to you in my letter of the 10th ultimo, my having received information of an intended attack on this island by the Danes. On the 8th instant, I received corroboration of this intelligence, but as every exertion had been made to complete the works as well as our materials would allow, and as picquets were nightly stationed from one extreme of the island to the other, in order to prevent surprise, I awaited with confidence the meditated attack.

Yesterday H. M. S. Tartar anchored on the north side of the island. The enemy's flotilla and army, consisting in all of nearly four thousand men, have this day, after a close combat of four hours and a half, received a most complete and decisive defeat, and are fled back to their ports, with the loss of three pieces of cannon, and upwards of five hundred prisoners: a number greater by one hundred and fifty men than the garrison I command.

I am now to detail the proceedings of the day. In the morning, just before dawn, the out-picquets on the south side of the island made the signal for the enemy's being in sight. The garrison was immediately put under arms, and I lost not a moment in proceeding with the brigade of howitzers, and two hundred infantry, accompanied by Captain Torrens (who had hitherto acted as major-commandant to the battalion), in order to oppose their landing. On ascending an elevation, for the purpose of reconnoitring, I discovered the landing had already been effected, under the cover of darkness and a fog, and that the enemy were advancing rapidly, and in great numbers.

On both wings the enemy now far outflanked us, and I saw that if we continued to advance, they would get between us and our works; I instantly ordered a retreat, which was effected in good order, and without loss, although the enemy were within pistol-shot of our rear, and seemed determined to enter our batteries by storm: but Fort Yorke and Massareene batteries opened such a well-directed fire of grape and musketry, that the assailants were obliged to fall back and shelter themselves under the sand-hills. As the day lightened, we perceived that the enemy's

flotilla, consisting of eighteen gun-boats, had taken up a position on the south side of the island at point-blank shot. I ordered the signal to be made to the Tartar and Sheldrake, that the enemy had landed, upon which these vessels immediately weighed, and under a heavy press of sail, used every endeavour to beat up the south side, but the extent of shoals threw them out so many miles, that it was some hours before their intention could be accomplished. The gun-boats now opened a very heavy fire on our works, while a column of about six hundred men crossed the island to the westward and took up a position on the northern shore, covered by hillocks of sand, by breaks and inequality of ground. Another column made many attempts to carry the Massarene battery by storm, but were as often repulsed, and compelled to cover themselves under hillocks of sand, which on this island are thrown up by every gale.

The column on the south side had now succeeded in bringing up a field-piece against us, and Captain Holtoway, who had commanded at the advanced post, joined us by water. I had been under great apprehensions that this officer had fallen into the hands of the enemy; but finding after several gallant attempts, that he was cut off from reaching head-quarters by land, he with the coolest judgment, launched a boat, and landed his party under Fort Yorke amidst the acclamations of the garrison. Immediately afterwards Lieutenant H. L. Baker, who, with Lieutenant Turnbull of the royal marines, and some brave volunteers, had, in the Anholt schooner, gone on the daring enterprise of destroying the enemy's flotilla in his ports, bore down along the north side of the island. Things were in this position when the column on the northern shore, which, divided by the sand hills, had approached within fifty paces of our lines, made another desperate effort to carry the Massarene battery by storm; the column to the south-east also pushed on, and the reserve appeared on the hills ready to support them; but while the commanding officer was leading on his men with great gallantry, a musket-ball put a period to his life. Panic-struck by the loss of their chief, the enemy again fell back, and sheltered themselves behind the sand-hills. At this critical moment Lieutenant Baker, with great skill and gallantry, anchored his vessel on their flank, and opened a well-directed fire. The sand-hills being no longer a protection, and finding it impossible either to advance or retreat, the assailants hung out a flag of truce, and offered to surrender upon terms; but I would listen to nothing but an unconditional surrender, which after some deliberation was complied with.

In the mean time the gun-boats on the south side, which had been much galled by the fire of Fort Yorke and Massarene battery, got under weigh, and stood to the westward, and the column of the enemy, which had advanced on the south side, finding their retreat no longer covered by the flotilla, also hung out a flag of truce, and I sent out an officer to meet it, I was asked to surrender; the reply that I returned it is unnecessary to mention. The enemy finding my determination, sought permission to embark without molestation; but I would listen to nothing but an unconditional submission, and I have the pleasure to inform you, that this corps also laid down their arms, and surrendered themselves prisoners of war.

The prisoners, which were now more numerous than my small garrison, were no sooner secured, than operations were commenced against the reserve, which had been seen retreating to the westward of the island.

I took the field with Major Torrens (who, though wounded, insisted on accompanying me), and Lieutenant and Adjutant Steele; but, as our prisoners were so numerous, and as we had no place of security in which to place them, I could only employ, on this occasion, the brigade of howitzers

under Lieutenants R. C. Steele and Bezant, of the royal marine artillery, and part of the light company commanded by Lieutenant Turnbull. When we arrived at the west end of the island, we found that the enemy had formed on the beach, and were protected by fourteen gun-boats, towed close to the shore; to attack such a force, with four howitzers and forty men, seemed a useless sacrifice of brave men's lives; I therefore with the advice of Major Torrens, halted on the hills, while I reluctantly saw the reserve embarked, under cover of the gun-boats, and the flotilla take a final leave of the island.

I am happy to say our loss has not been so considerable as might have been expected, from so desperate an attack, we having only two killed and thirty wounded. The enemy have suffered severely; we have buried between thirty and forty of their dead, and have received in the hospital twenty-three of their wounded, most of them have undergone amputations, three since dead of their wounds, besides a great number which they carried off the field to their boats. Major Melsteat the commandant fell in the field; Captain Borgan, the next in command, wounded in the arm; Captain Prutz, adjutant-general to the commander of the forces in Jutland, lost both his legs; since dead.

The most pleasing part of my duty is to bear testimony to the zeal, energy, and intrepidity of the officers and men I had the honour to command; to particularize would be impossible; the same ardour inspired the whole. To Lieutenant Baker, next in command, who will have the honour of delivering this despatch, and will give you every information you may require, I am much indebted; his merit and zeal as an officer, which I have some years been acquainted with, and his volunteering with me on this service, claim my warmest esteem. Captain Torrens, the senior officer of royal marines, and who acted as commandant of the garrison, bore a conspicuous part on this day, and, although wounded, I did not lose his valuable service and able support. The discipline and state of perfection to which he had brought the battalion is highly creditable to him as an officer. Lieutenant R. C. Steele, senior officer of royal marine artillery, also claims my warmest acknowledgements for the arrangements he made, which enabled us to keep up so heavy and destructive a fire. Captain Steele, Lieutenant and Quarter-master Fischer, senior subaltern, Lieutenant and Adjutant Steele, Lieutenants Stewart, Gray, Ford, Jellico, Atkinson, and Curtayne, all merit my warmest acknowledgements for the assistance they afforded me. Lieutenant Bezant, of the royal marine artillery, deserves every commendation I can give him for his cool and able judgment in the direction of the guns on the Massarene battery. Lieutenant Turnbull, who acted as a captain of the light company, when we pursued the reserve, manifested such zeal and energy, that I have no doubt, had we brought the enemy again to action, he would have borne a very conspicuous part.

I cannot sufficiently express my thanks to Captains Baker and Stewart, of the Tartar and Sheldrake, for their great exertions to get round to the flotilla; and had the wind the least favoured them, they would have destroyed the whole.

I am happy to add that the property belonging to the merchants has been fully protected without meeting with the least loss.

The expedition sailed from the Randers, commanded by Major Melsteat (an officer of great distinction), and consisted of the following corps—  
2d battalion of Jutland sharp shooters.

4th battalion, 2d regiment of Jutland Yagers.

1st regiment Jutland infantry.

With some others, the names of which cannot be ascertained.

I have the honour to enclose the article of surrender, a return of killed

and wounded, and a list of Danish officers killed and taken. Also a return of ordnance stores taken.

I have the honour to be, &c.

J. W. MAURICE, Commandant.

To Vice-admiral Sir James Saumarez,  
Bart. K.B. &c.

The commanding officer of the troops of his Danish majesty, occupied in the attack of Anholt, agrees to surrender prisoner of war at discretion, with all the troops, to the forces of his Britannic majesty; with the reserves that their personal property shall be retained by them, and that, at the convenience of the commander of the island of Anholt, a cartel, with unsealed letters shall be sent to Jutland.

Given at Anholt, the 27th of March, 1811.

BORGEN,

Captain and Commander-in-chief  
of the Danish Troops on Anholt.

J. W. Maurice, Captain Royal Navy,  
Governor and Commandant of the  
Island of Anholt.

A Return of Killed and Wounded at the Garrison of Anholt,  
March 27, 1811.

Killed.

Guestn. Brachio, serjeant; Anthony Lock, private.

Wounded.

Robert Torrens, commandant, slightly; John Easby, corporal, severely; Benjamin Addison, corporal, ditto; Jordan Derby, serjeant-major, slightly; Cornelius Cowen, serjeant, ditto; William Baker, corporal, ditto; Patrick Boyle, corporal, ditto; John Halstend, drummer, ditto; William Shulks, private, severely; John Clark, private, ditto; Thomas Robinson, private, ditto; Daniel Murphy, private, ditto; Joseph Batchelor, private, ditto; John Taylor, private, ditto; John Hammond, private, ditto; John Hillman, private, ditto; Francis Wright, private, ditto; William Fitt, private, slightly; Charles Petty, private, ditto; Abraham Stainshury, private, ditto; Samuel Chapman, private, ditto; James Yeates, private, ditto; James Cowly, private, ditto; Thomas Lloyd, private, ditto; William Arrowsmith, private, ditto; Thomas Mahony, private, ditto.

Royal Marine Artillery.

Sampson Weeks, corporal, slightly; Joseph Lewis, gunner, dangerously; John Parker, gunner, slightly; Isaac Duck, gunner, ditto.

Total killed and wounded—32.

J. W. MAURICE.

An Account of Danish Officers killed and taken in the Attack of the 27th  
March, 1811.

Major Melsteat, commander, killed; Captain Borgen, taken; Captain Major, ditto; Captain Krag, ditto; Captain Rothwith, ditto; Captain Hoest, ditto; Captain Prutz, killed; Premier Lieutenant Von Munck, adjutant, taken; Lieutenant Klee, ditto; Lieutenant Diedrick, ditto; Lieutenant Count Van Plater, adjutant, ditto; Lieutenant Hielmann, ditto; Lieutenant Hagemann, ditto; Lieutenant Boye, ditto; Lieutenant Clausen, ditto; Lieutenant Limberg, ditto; Lieutenant Muller, ditto; Lieutenant Ohel, killed; Lieutenant Leth, taken; Captain Holstein, (marine) killed.  
Killed—1 major, 2 captains, 1 first lieutenant.

Taken—5 captains, 2 adjutants; 9 lieutenants, 504 rank and file, exclusive of wounded belonging to the undermentioned corps:—  
 2d battalion of Jutland sharp-shooters.  
 4th battalion, 2d regiment Jutland Yagers.  
 4th battalion, 1st regiment Jutland infantry.

J. W. MAURICE.

*Return of Ordnance Stores captured from the Enemy in the Attack of the 27th of March, 1811.*

1 brass ordnance field-carriage four-pounder.  
 2 four-inch mortars.  
 484 muskets and bayonets complete.  
 470 swords.  
 16,000 musket-ball cartridges.  
 14 four-inch shells fixed.

R. C. STEELE, First-lieutenant and  
 Commanding Officer Royal Marine Artillery.

*His Majesty's Ship Tartar, off Anholt,  
 March 31, 1811.*

SIR,

I have the honour to acquaint you that the Wrangler and Safeguard not being ready, I proceeded with the Sheldrake, according to your orders, from Yarmouth Roads, on the 20th instant, and anchored off the north side of Anholt on the 26th. On communicating with Captain Maurice, I was happy to learn from him that the garrison were in high health and spirits, and fully prepared to expel any attack which the enemy might meditate against them; and an opportunity very speedily occurred to prove the just foundation on which he reposed his confidence in them; for, at dawn of day on the following morning we observed a heavy firing commence from the batteries round the light-houses, which made it certain that the island was attacked on the south side. I immediately weighed, as also the Sheldrake, and as soon as it was sufficiently light, a telegraphic signal was made from the island, that the enemy had landed, and that the gun-boats kept up a heavy fire. The wind being from the westward, I had the mortifying alternative to run ten or eleven miles to leeward to get round the reef extending from the east end of the island, or beat up a still greater distance to weather that branching out from its north west point. But, considering that the knowledge of the frigate being near to the island (of which they were hitherto ignorant) would make a considerable impression on the enemy, I resolved on going to leeward, round the shoal of the Knobens, as bringing me sooner in their sight, at the same time I made a signal to the Sheldrake to keep on the north side of the island, Captain Maurice having signified, by telegraph, that she would be serviceable there.

As we rounded the reef, the noble and incessant fire kept up from the English batteries, left no doubt, in my mind, as to the result of the affair; and, about ten o'clock, I had the satisfaction to observe a signal made from the light-house, that the enemy's troops, to the number of five or six hundred, had surrendered at discretion.

As I had expected, their flotilla made off the instant the Tartar came in sight, and the wind being light during the fore part of the day, they were enabled to sweep directly to windward; and, as their small draught of water allowed them to go within the western reefs of the island, while we were obliged to beat round it, they were nearly out of sight to leeward before we could bear up after them. The Sheldrake, however, was happily placed in the way of that division of them which endeavoured to escape towards the coast of Sweden.

I beg leave to enclose a copy of Captain Stewart's letter to me, stating the capture of two of them; and I cannot sufficiently praise the intrepidity

and skill with which he attacked a force so superior to his own. Those which I pursued separated in different courses; three of the largest steered for the island of Læsøe, and I followed them; but they had gained so much the start of me, that they were not within reach of my guns when night came on, and we found ourselves in shoal water, on the flat extending to the southward of that island, and were obliged to haul off. I afterwards captured two of their transports, which I had passed during the chase of the gun-boats; one of them had twenty-two soldiers on board, with a considerable quantity of ammunition, shells, &c. the other contained provisions.

The island being greatly encumbered with prisoners, Captain Maurice has sent a flag of truce to Jutland, offering to release them on their parole not to serve until regularly exchanged. If this proposal should be accepted, it is my intention to take them over to Randers in the Tartar and Sheldrake, and, at the same time, to demand the officers and crew of his majesty's late sloop Pandora, wrecked.

The prisoners of war taken in the gun-boats consist of two lieutenants of the Danish navy, and 119 men.

I have directed the Wrangler to proceed to England, with Lieutenant Baker, royal navy, of the island of Anholt, charged with Captain Maurice's despatches, which I hope may meet with your approbation.

I have the honour to be, &c.

Sir James Saumarez, Bart. and K.B.  
Vice-Adm. of the Red, Commander-  
in-Chief, &c.

JOSEPH BAKER, Captain.

SIR,

*H. M. Sloop Sheldrake, Anholt, March 28, 1811.*

In obedience to your signal yesterday to keep on the north side of the island, my attention was particularly occupied in preventing the escape of the enemy's flotilla to leeward, hoping by so doing I anticipated your wishes.

At two P.M. observing the Tartar to windward of the island, and the gun-boats endeavouring to push through the passage inside the reef, I endeavoured to place myself in such a situation as to turn them, or render an action unavoidable. About four P.M. we closed within long range of shot, their force consisting of 16 gun-boats and armed vessels; in close and compact order, formed in line, steering down with the apparent determination of supporting each other; but they, finding us equally determined to bring them to close action, began to disperse just when we were in hopes of placing ourselves in such a situation as must have annihilated the whole of them in a short time. However, as five of them kept in one direction, I kept after them, and have the pleasure to inform you, we brought them to close action at half-past four, when one of them, No. 9, immediately struck; she mounts two long 18-pounders, and four brass howitzers, 65 men, and commanded by a lieutenant of repute in the Danish navy. Immediately the prisoners were on board, we made all sail after the largest lugger, which I am also happy to inform you, we captured about eight P.M. after exchanging a few shot. She proved to be gun-vessel, No. 1, mounting two long 24-pounders, and four brass howitzers, complement of 70 men, only 60 of whom we found on board; from the number of shot she received, I am convinced she must have lost many of her crew; her commander is also a lieutenant in the Danish navy.

I am extremely rejoiced to say we have no person hurt; our sails and rigging being a little cut, and a few grape-shot in the hull, is the extent of our damage.

I feel great pride in being able to inform you, the officers and crew I have the honour to command, behaved so as to meet my warmest praise, and I can assure you, Sir, all on-board were greatly annoyed at the enemy not

allowing us the pleasure of making an example of the so much talked of Danish gun-boats.

Night coming on, and we having on board 40 more prisoners than our own people, I am sorry to say we could not succeed in capturing any more of them, as they separated after the first had struck; but several that escaped were under our fire, and appeared to have suffered much—so much so, that some of the people say one sunk.

I have, &c.

J. P. STEWART.

*Captain Baker, H. M. S. Tartar.*

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### Marine Law.

**L**ATELY a court-martial was held on Captain R. Lawson of the R. M. on a charge preferred against him by Lieutenant Wm. Hendry, of the R. N. for unofficer-like and ungentleman-like conduct while a passenger on board the *Blonde*, from the West Indies. Part of the charges being proved, the court admonished him to be more careful of his conduct for the future.

On the 31st of March, a court martial was also held on Lieutenant Wm. Hendry, late first lieutenant of the *Blonde*, on a charge preferred against him by Captain R. Lawson, of the R. M. for unofficer-like, and ungentleman-like conduct, in having permitted drinking, smoking, and singing, and other irregularities in the gun-room of the said ship while on her passage home. The court fully acquitted the said Lieutenant Hendry; being of opinion, that the charges were unfounded and malicious.

Lately a court-martial was held at Lisbon, on Captain Lord William Fitzroy, of the Macedonian frigate: by which he was dismissed the service for tyranny and oppression, in putting the master of that vessel in irons.

The master was afterwards tried for contempt to Lord William Fitzroy; and the charges being proved, he was dismissed H. M.'s service, and rendered incapable of serving again as an officer.

Two marines were executed on board the *Zealons*, at Lisbon, on the 8th of March, for the murder of a serjeant of marines. Their trial disclosed the following wicked, and in other respects, singular circumstances: the deceased serjeant had been sent with the two prisoners to do duty on board one of the prison ships in the Tagus. In the course of the night they planned to call the serjeant from his cot, under pretence of his being wanted. On his proceeding to the part of the ship requested, they way-laid him and pushed him overboard. It may be supposed that he had made himself obnoxious to them; but this did not appear. On the deceased's being missed, it obtained general belief on board the prison ship that he had jumped overboard; but it was not warranted by the man's general character, for he was a sober discreet man, and a good soldier. The first intimation of his death to his shipmates on board the *Zealous*, was by the sentinel upon deck seeing his hat pass by the ship in the Tagus. The sentinel instantly knew it belonged to him, and inquiry ensued; no suspicion, however, fell upon the prisoners, nor was it necessary for the ends of justice, for their consciences so lacerated them after the first hour they had committed the crime, that, as they confessed to their comrades, they had no rest day or night. Their voluntary confession led to their trial, and they told the court they had not slept since, but were constantly visited by a distempered imagination, of being in the presence of the deceased ghost. Both of them it afterwards appeared were notorious characters. The name of one of them was Brown. They died very penitent.

## Promotions and Appointments.

## Admirals and Captains appointed.

To command in the Baltic:—Vice-admiral Saumarez, in the *Victory*; Rear-admiral Reynolds, in the *St. George*; Rear-admiral Manley Dixon, in the *Vigo*; and Rear-admiral Durham, in the *Hannibal*.

Sir Edward Pellew to command the Mediterranean fleet; Sir Charles Cotton to command the Channel fleet; and Admiral Wm. Young to command the fleet off the Scheldt.

Captains:—Richard Jones to the *Vigo*; Hyde Parker to the *Monmouth*; Charles Napier to the *Thames*; James Richard Dacres to the *Guerriere*; William Bowles to the *Nemesis*; Alexander Milner to the *Gorgon*, hospital ship; Francis Newcombe to the *Wanderer*; Alexander Robert Kerr to the *Acasta*; G. B. Salt to the *Unicorn*; ——— Clavell to the *Royal George*; ——— Fisher to the *Cornwallis*; ——— Lynne to the *Eclipse*; J. Carden to the *Macedonia*; Hon. ——— Dundas to the *Achille*; Hon. ——— Napier to the *Thames*; Thomas Serle to the *Cossack*; Hon. G. Waldegrave to the *Volontaire*; G. M'Kenzie to the *Christian VII.*; ——— Halliday to the *Montague*; Sir John Louis to the *P'Aigle*; George M'Kinley to the *San Josef*; Francis Beaufort to the *Frederickstein*; J. Raper to the *Mars*; Sir Richard King to be captain of the Mediterranean fleet.

Captain A. F. Evans is appointed commissioner of the navy, to be resident at Bermuda. Captain Malbon succeeds Captain Evans, as agent for prisoners of war, at Stapleton dépôt.

Captain Torrens, of the royal marines, is promoted to the brevet rank of major; and Lieutenant Turnbull to the rank of captain; for their brave conduct in the defence of Anholt.

## Lieutenants appointed.

Richard Latham, and John Waller (2) to the *Crane*; George Seward to the *Volcano*; Launcelot Jackson to the *Menelaus*; Matthew Forten to the *Peacock*; Robert E. Hunter to the *Diligence*; Thomas Pike to the *Monmouth*; George Charles Blake to the *Peacock*; Mark Echen to the *Strombolo*; Henry William Scott to the *Crane*; John Irons, and George Rorie, to the *Leopard*; John Lane to the *Partridge*; Edward Stevenson to the *Cretan*; Spalding Mitchell to the *Sceptre*; William Innes to the *Martin*; Percy Grace to the *Semiramis*; Henry Hoskin to the *Cressy*; Francis Ormand to the *Cherokee*; William Parker to the *Hebe*; George Cockledge to the *Gorgon*; William Boxer to the *Appelles*; Edward Towle to the *Beaver*; G. T. L. Watt to the *Shannon*; Thomas Shapeote to the *Reynard*; Thomas Furber to the *Elizabeth*; Samuel Slout to the *Raven*; James Brown (2) to the *Sceptre*; ——— Hartley to the *Colossus*; William Mowatt to the *Leopard*; George King to the *Zephyr*; Patrick Lowe to the *Bermuda*; Henry Leeke to the *Volontaire*; Edrom James John Maxfield, Henry Pine, John Hawkins, (1) and M. Sealy, to the *Royal George*; James Fitzpatrick, (2) and John George Davis, to the *Freya*; Thomas Robbins to the *Cretan*; Thomas England to the *Safeguard*; George C. Stovin to the *Thais*; J. Evans to the *Hero*; J. Moriarty to the *Volcano bomb*; D. Bowker to the *Thais*; ——— Nosworthy to the *Agincourt*; ——— Graham to the *Africaine*; Joshua Kneeshaw to the *Piercer*, gun-brig; Thomas Evans to the *Revenge*; H. F. Beock to the *Victory*; ——— Clifford to command the *Cephalus*; ——— Moseley to command the *Eclair*.

The Hon. Lieutenant Rodney, who came to England in the command of the *Victor* prize; and Lieutenant Baker, who assisted in the defence of



Anholt, and who brought home the despatches, are promoted to the rank of commander.

Lieutenant William Baker, late first of the Unicorn, is appointed to the Venerable, Sir Home Popham.

The Rev. Mr. Sydney to be chaplain of the Ardent.

A list of Midshipmen, who have passed for Lieutenants in March and April.

MARCH.

*Sheerness.* John Tully, John Coleman, Henry John Hall.

*Portsmouth.* James Selby, John H. Seacole, Edward Handfield, James Rumby, George Franks, A. A. Marshall, Henry A. Bates, W. T. Burgis, George D. Dent, Joseph Walker, Benjamin Wathington,

*Plymouth.* Charles Maitland, Ward Evans, Benjamin Aplin, William Moody, William B. Weeks, William Southy, Richard Jones.

APRIL.

*Sheerness.* J. Gape, Hon. G. P. Campbell.

*Portsmouth.* E. C. Erle, Frederick Bullock, R. Fairgrecrew, C. Robinson, William Jerrard, William Stone, William Adams, W. Grant, Samuel Packer, James Whitthorn, Francis Newnham.

*Plymouth.* P. H. Mott, H. Walker, M. Brash, B. Jervis, H. Bloye, E. Townsend, James Wallis, James Harvey, R. Tucker, R. Greening.

Surgeons, &c. appointed.

Hugh M'Peake to the Helder; Joseph Gasquet to the Acasta; William Purdie to the Norge; John Forbes (2) to the Desirée; Robert Chambers to the Christian VII.; Simon Davidson to the Badger; Robert Prideaux to the Cordelia; Robert Cooper to the Swaggerer; James Nesbitt to the America; Charles Linton to the Laurestinus; James Drothie to the Caledon; E. St. Quintin to the Algerene cutter; Andrew Hay to the Dictator; John Enright to the Astrée; William Carroll to the Volontaire.

Assistant Surgeons appointed.

William Burn to the Edinburgh; James Bellarby to the Thais; Samuel Cummins to the Arctusa; David Burnside to the Dolphin; Michael Goodsir to the Ardent; Alexander Adderly to be an hospital mate at Yarmouth; William Bell ditto at Dartmoor; John Campbell, ditto at Norman-cross; David Nicholl, as a supernumerary assistant to the Leeward Islands; David Poole to ditto; Maurice Roberts to ditto; A. Montgomery to the Revenge; Robert M'Coy to the Pompée; John Speer to the Royal William; Frederick Gristock to the Cressy; Daniel Schaw to the Princess Charlotte; Henry Ruxton to the Tickler cutter; William Scott to the Sharpshooter; P. Blaikie to the Royal George; E. T. Dickson to the Fame; Alexander Buchanan to ditto; Samuel Phillips to the Norge; Daniel Calder to the Hero; George Grant to the Plantagenet; Edward Gibson to the Acasta; Hugh Ferguson to the Nuiad; Henry Sanderson to the Dictator; Archibald Campbell to be an hospital mate, at Plymouth; John Johnstone to the Caledonia.

BIRTHS.

At Plymouth, the lady of Captain Sir M. Seymour, Bart. of a daughter.

At Havant, the lady of Captain G. Langford, R.N. of a son.

On the 14th of March, at Kennington, the lady of S. Yarwood, Esq. purser of H. M. S. Dragon, of a daughter.

- April 1. At Chelsea the wife of Captain H. M. Ommaney, R.N. a son.  
 April 2. At Wood-end, near Chichester, the lady of Sir John Gore, of H. M. S. Tonnant, of a daughter.  
 April 13. At Portsca, the lady of Captain Thomas Searle, of H. M. S. Cossack, of a daughter.

## MARRIAGES.

- March 26. Captain Gordon Bremer, R.N. to Mrs. C. Glasse, of Rochester. Lately, Captain Nesbitt, R.N. to Maria, youngest daughter of William Fisher, Esq. of Great Yarmouth.  
 Lieutenant Patterson, of H. M. S. Tartarus, to Miss Blight, of Plymouth.  
 April 3. At Titley, Herefordshire, Sir Isaac Coffin, Bart. vice-admiral of the white, to Elizabeth Greenly, only child of William Greenly, Esq. of Titley-court, in that county. Sir Isaac, previous to his marriage, obtained his Majesty's permission (through the Prince Regent) to take the name and arms of Greenly, in addition to his own name and family arms; so that the admiral's name is now, Sir Isaac Coffin Greenly, Bart.  
 April 7. At Teigngrace church, Captain Dunn, R.N. to Charlotte Frances, youngest daughter of James Temple, Esq. of Stover-house.  
 April 9. At Stoke-church, Plymouth, James Fletcher, Esq. purser of the Lapwing, to Miss Blewett, of East Stonehouse.

## OBITUARY.

- December, 22, 1810, of yellow fever, at English Harbour in the island of Antigua, Mr. Henry Baker, midshipman of H.M.S. Thetis. He was the son of Mr. Baker, of Thames Ditton.  
 25. At Nassau, in New Providence. in the 91st year of her age, the Hon. Anne Louisa Moreton, relict of the Hon. Major Charles Moreton, who was the youngest son of Mathew, the first Lord Ducie, and maternal grandmother of Henry Moreton Dyer, Esq. judge of Vice-admiralty court of the Bahama islands.  
 March 9. At Newfield, county of Stafford, John George, eldest son of Smith Child, Esq. admiral of the Blue.  
 19. At Lough Swilly, Ireland, Captain John Stuart, of H.M.S. Sandauha, second son of the late Hon. General Sir Charles Stuart, K.B. and nephew to the Marquis of Bute, and the Lord Primate of Ireland.  
 23. At Cefnmine, North Wales, in the 70th year of her age, Mrs. Edwards, relict of Captain Edwards, R.N. of Nanoron, Carnarvonshire.  
 23. D. Campbell, surgeon R.N.  
 April 4. Suddenly, at a very advanced age, Lambert Brabazon, Esq. Captain R.N. and who, since the death of Sir Alexander Schomberg, had been commander of H.M. yacht, the Dorset.  
 13. At Exeter, Captain Titus Conyers, of the royal marines.  
 19. At Plymouth, at a very advanced age, Admiral Kiincer.  
 At Yarmouth, the Right Hon. Lady Gardner, wife of Rear-admiral Lord Gardner, and daughter of Lord Carrington.  
 Lately, the Rev. John Llewelin, rector of Lanfannon, near Cowbridge, and chaplain of H.M.S. Implacable.  
 At the house of Admiral Ferguson, in Bugle-street, Southampton, Miss Gordon, niece of the admiral.  
 Lately, Mr. John Gibson, surgeon of the Vigilant.

*Errata.*

- Page 178, line 9, for Sir Francis Laforey, Bart. captain R.N. read Rear-admiral Sir Francis Laforey, Bart. commander-in-chief at the Leeward Islands.  
 Page 188, line 13, for post-captain, read rear-admiral.  
 Page 199, line 15, for Seahorse, read Swiftsure.

MEMOIR OF THE PUBLIC SERVICES

OF THE LATE

CAPTAIN SIR ANDREW SNAPE DOUGLAS, KNT.

COLONEL OF MARINES,

WHO COMMANDED LORD HOWE'S FLAG-SHIP, THE QUEEN CHARLOTTE,  
ON THE FIRST OF JUNE, 1794.

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*And all readers are requested to believe, that he was worthy of a more worthy pen, to have preserved his Memory and commended his Merits to the imitation of Posterity.*

(Isaac Walton, in his Life of Sir H. Wotton.)

**I**T is extraordinary that no biographical memoir of this most excellent officer and man, has yet appeared. We have, therefore, thought it to be our duty to insert the following account in our CHRONICLE, which the reader will perceive is derived from no common sources; and have only to regret, that we cannot oftener gratify our numerous friends, by lives of similar interest and importance. The fault, as we have often repeated, does not originate with us, nor has it arisen from either our want of industry or research, or want of due selection.

Sir Andrew Snape Douglas, who was born on the 8th of August, 1761, was the son of a Scotch gentleman, that had married Sir Andrew Hamond's eldest sister, and who died at Edinburgh in the year 1770. At the time of his father's decease, and when young Douglas was only ten years old; having shewn an inclination for the sea service, his mother sent him up to his uncle in London, after having received some slight education at a school in Edinburgh. Captain A. Hamond had been just appointed to the *Arethusa* frigate, of 32 guns, in which his nephew sailed with him for the coast of North America; and, it being a time of peace, his active commander and relation took the opportunity of making his officers well acquainted with the coast and harbours of that country. In 1773, the *Arethusa* returned to England, and was paid off; but Douglas was sent by his uncle to the West Indies, with the late Lord Gardner, in a twenty-eight gun frigate, and continued on that sta-

tion until the American war broke out in 1775. He then rejoined his uncle, who had the command of the *Roebuck* at Virginia, a new ship of 44 guns, and built on a new plan. In December, 1775, the *Roebuck* arrived at Halifax, and in this ship, whilst on most active and perilous service, Mr. Douglas went through all the gradations of midshipman, third, second, and first lieutenant; until at the siege of Charles Town, Admiral Arbuthnot being commander-in-chief, with his flag on board the *Roebuck*, Lieutenant Douglas was advanced by him master and commander, into the *Germain*.

We shall, at this period of his professional life, introduce Captain Douglas's narrative of his services, as given in a letter which he\* afterwards addressed to his gallant patron and uncle, the present Sir Andrew Hamond, Bart. late comptroller of the navy; and shall subjoin such original letters and anecdotes of Captain Douglas, as may illustrate that interesting manuscript:

"I was made a master and commander on the 15th of February, 1780, and appointed to the command of the *Germain*; but instead of joining her, I commanded the *Saudwich* floating battery, at the siege of Charles-town. At the surrender of which I was made a post captain into the *Providence* American frigate, of 32 guns. On the 15th of May, 1780, (my uncle, Sir Andrew Hamond, captain of the *Roebuck*, being ordered to England with the admiral's despatches and other public business) I was directed to take the command of the *Roebuck* during his absence; and I was succeeded in the *Providence* by Captain Henry.—Through the kindness of my uncle, a confirmation was sent to me from the Admiralty, as captain of the *Roebuck*, in which ship I remained until July, 1781; having during that time been very actively employed, and having taken two frigates—viz. the *Confederacy*, of 36 guns, and the *Protector* of 23, besides several privateers.

"In July, 1781, the *Roebuck* being ordered to England, I was appointed captain of the *Chatham*, of 54 guns; in the command of which ship I continued, during the war, upon the coast of North America. During the first part of the time (about three months) I was employed, from my knowledge of the coast, as conductor of the fleet under Admiral Graves, in a cruise to the Bay of Boston, which was at that time the rendezvous of the French fleet: and during the latter part of the same period, (about two years) I was commander of a squadron of frigates, and senior officer upon the northern coast of North America: having taken or destroyed in the last 20

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\* It is dated from on board the *Queen Charlotte*, when cruising off Ushant, November 23, 1796.

months, 50 sail of vessels from the enemy, one French frigate, of 36 guns, the *Magicienne*, and several stout privateers. Some circumstances, which existed at the time, made this capture of the *Magicienne* of great consequence: for her commander was also commodore upon the same station, and had appointed his squadron (a fifty-gun ship and three frigates) to meet him, on the morning upon which I took him, exactly on the spot where I first engaged his ship: He had steered directly for the harbour of Boston, where the French squadron then lay, and they were actually under way coming out, with their headmost, the *Astrea*, of 40 guns, commanded by Mons. de la Perouse, not more than three or four miles off, when the *Magicienne* struck. Having sent all my ships upon different services, I was alone. The intention of the commander of the *Magicienne*, in ordering his ships to join him off Cape Ann, was, to have attempted the destruction of our mast ships\* in the river of St. John's, bay of Fundy: This capture was, therefore, of the more consequence, as it defeated such an intention in the enemy.

“ When the war ended I went on half pay, and continued so from that period until August, 1736. Having during that interval studied naval architecture at Chatham dock-yard; and made a tour of observation on the Continent, when I embraced the opportunity of rendering myself acquainted with both the French and Italian languages. On my return to England, I was immediately appointed commander of the Southampton frigate, of 32 guns, and was sent to the Mediterranean, where I continued until the year 1737; and was then ordered home, with an account of the state of the French and Spanish fleets; England having thought it necessary to arm, in consequence of some disturbance in Holland. At the end of the Dutch armament, I returned to the Mediterranean, where I continued some time; and afterwards commanded my ship, the Southampton, in the Channel of England, nominally stationed between the South Foreland and Dunnose; but I had private leave to visit Cherbourg, and the ports of France in the Channel.

“ During the latter part of my continuance on this station, I was ordered to put myself under the King's directions at Weymouth; when his Majesty, with the Royal Family, sailed in the Southampton—the first time the King had ever been under way in one of his men of war; and he was pleased to repeat it afterwards between thirty and forty times.—When the Royal Family went to Plymouth by land, I carried the First Lord of the Admiralty there, Lord Chatham, in the Southampton. The Royal Family, with the King and Board of Admiralty, came on board the Southampton in Plymouth Sound, and proceeded to sea to review a squadron of line-of-battle ships, under the command of Commodore Goodall. The Southampton carried the Standard at the main, the Admiralty Flag at the fore, and the Union at the mizen-top-mast head. The Royal Family then returned to Weymouth by land, but Lord Chatham accompanied me thither by sea in the Southampton. After this service, the King was pleased to confer upon

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\* Vessels laden with masts and spars for the British fleet.

me the honour of Knighthood ; and when the Royal Family left Weymouth, I was ordered to Portsmouth.

“ The Southampton was now paid off.—I had commanded her three years and a quarter, and the next day I was appointed to the Goliath, of 74 guns, in which ship I continued six months ; when she was found defective, and I was removed from her, with my officers and ship's company, into the Alcide, of 74 guns, upon the armament then fitted out to check the insolence of Spain, in May, 1790. On that occasion, I sailed as one of a fleet consisting of 31 sail of the line, under the command of the Earl Howe ; who did me the honour of appointing me to lead the centre division or column of the fleet. We continued a month at sea ; and upon our return, the object of the armament having been adjusted without coming to blows, I was put under the command of Lord Hood, who was at the head of a large fleet then intended to act against the Empress of Russia. But at length that design was relinquished, and the Alcide, with other ships, were ordered into Portsmouth harbour ; where I continued the command of her, until the latter part of the year 1792, at which time she was paid off. I had commanded her, and the Goliath, for three years.

“ Afterwards, that is on the breaking out of the present war, in 1793, I was appointed to the Phaeton, of 38 guns, which was the first ship sent out to cruise for the destruction of the enemy, and the protection of our commerce—for which service the merchants of London presented me with a piece of plate. While I commanded the Phaeton, a fortunate accident enabled me to take the French privateer, General Dumourier, and a Spanish galleon, the St. Jago, which she had captured.”

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The following letters from Sir A. S. Douglas to his uncle Sir A. Hamond, so particularly illustrate this part of the above narrative, that they have been here inserted, in preference to reserving them with others for the close of the memoir.

To Sir ANDREW HAMOND, *Bart.* on leaving him the charge of my Wife and Children, when I sailed in the Phaeton for the Mediterranean. Dated February 12, 1793.

“ The uncertainty of human affairs induces me to leave this with my dear friend, that he may be assured of my gratitude to the last, for his fatherly attention to me.—Words are insufficient to express all I wish to say to him upon this occasion.—My heart feels the tenderest affection towards him. If the chance of war should prevent me from returning, I commend to his care a dear and most beloved wife, and my infant family ; and at this moment, it is a source of infinite consolation to me to reflect, that I have so sincere a friend, whose protection they will be sure of.....”

“ Adieu, thou best of friends. Heaven guard you, Lady Hamond, and your children.....Your affectionate and most grateful nephew.”

*From the same to the same, on taking the Spanish Galleon. Dated Phaeton, April 15, 1793. 41° 43' N. lat. 25° W.*

"My dearest Uncle: Yesterday our squadron\* gave chase to two sail in the N.W. I came up with a large Spanish galleon under French colours—dropped a boat on board of her as I passed, leaving her to be taken possession of by Molloy, and stood on in chase of the headmost, which I took two hours afterwards, a French Privateer, coppered, the General Dumourier, of 22 guns, six-pounders, 196 men; having on board 630 cases of silver, each case containing 3,000 dollars. The galleon is from Lima, she had been taken by the French eleven days before. The two prizes are of immense value, exceeding Commodore Auson's. We have had a meeting in the admiral's cabin, and we consider ourselves fully entitled to all and every thing found on board of the General Dumourier; but we imagine we shall only receive the salvage of the galleon, I think it is one half. The admiral sends the Edgar in, with the prizes. If this money had got to France, how it would have operated in their favour! The money, in the privateer, weighs 55 tons—we have put it all into the Edgar. You may easily imagine, as success has a very sensible effect upon the human mind, how much we are elated at this stroke of fortune, and I feel much gratified at having been the principal feature in the picture.... Phaeton sails remarkably well. Ever believe me, my dear uncle, your most grateful and affectionate nephew."

*From the same to the same, dated Portsmouth, July 12, 1793.*

..... "I would not my dearest uncle, have you suppose, that I am at all too sanguine about our Spanish prize; yet I am sure you will agree with me in opinion, that there is great reason to hope much, when one knows, that nothing but the effect of an *ex post facto* law, can, or ought to deprive us of any part of her: Such will be my opinion as long as I live, whatever may be the decision. The Spaniards have been hard at work to stop the channel of communication, relative to their conduct towards our merchant vessels; insomuch, that we have not been able to get an answer from the people at Liverpool, whose vessel was recaptured by a Spanish cruiser. I shall most likely be at sea when the trial comes on; and it is a great satisfaction to me, when I reflect, that I shall have so sincere and affectionate a friend upon the spot as yourself. To say that I am indifferent about the decision, would be an attempt at a sentiment which I do not feel, although, depend upon it, I shall bear it as well as any man; at the same time that I flatter myself in the opinion, of my having every disposition necessary to enable me to make a proper use of whatever may fall to my share of the prizes..... The signal has been made to day to prepare for sailing, and I imagine we shall proceed ere

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\* St. George, Ganges, Edgar, Egmont, and Phaeton. Admiral Lord Hood, commander-in-chief. Admirals—Gell, Cosby, and Sir Hyde Parker. Captains—Molloy, Bertie, Dickson, Foley, and Sir A. Douglas.

long. Have the goodness to do with all my concerns, exactly as if they were your own : and you cannot, my dear uncle, take a more effectual means of making me happy, than by considering every thing between us most perfectly in that point of view. You are and have been a kind and affectionate father to me ; and without your assistance, God only knows what might have been my situation. At present, I can assure you, nothing can be more happy—a continuance of your approbation and affection will always be the means of rendering my situation invariably so. Believe me ever, my dearest friend, your grateful, faithful, and affectionate nephew."

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Sir A. Douglas's narrative then proceeds—

" I continued upon that and other services, until Lord Howe proceeded to sea with the Channel fleet. This happened just at the time I had returned from Lisbon with a small frigate of the enemy, *la Prompte*,\* of 23 guns, and a privateer which I had taken ; and I was then attached to the western fleet by the Admiralty. Lord Howe gave me a distinguishing pendant, and the command of all the frigates of the fleet formed into a separate squadron. This was the first appointment of the kind that had ever taken place ; and, as such, I considered it as a very honourable one, although it was very fatiguing : for it might in some measure be considered in the same light as the flank corps of an army. I continued to serve in that situation, sometimes cruising separately, but in general with the fleet, until the captain of the *Queen Charlotte*, Lord Howe's ship, quitted the command of her, and went to be a Commissioner of the Transport Board : when Lord Howe applied for me to be appointed to succeed him. I was accordingly nominated captain of the *Queen Charlotte*, on the 8th day of April, 1794."

\* Principal dimensions of *la Prompte*, French man of war, captured by his Majesty's ship the *Phaeton*.

|                                      | Feet.              | Inches. |
|--------------------------------------|--------------------|---------|
| Length of the gun-deck .....         | 126                |         |
| Breadth of ditto .....               | 26                 |         |
| Ditto lower deck .....               | 29                 |         |
| Depth of the hold .....              | 7                  | 2       |
| Height between decks under the beams | 4                  | 3       |
| Draft of water } forward.....        | 13                 | 3       |
|                                      | 14                 | 2       |
|                                      | by the stern ..... | 11      |

NARCISSUS PRIVATEER.

|                              |     |    |
|------------------------------|-----|----|
| Length of the gun-deck ..... | 108 | 0  |
| Keel for tonnage .....       | 89  | 9  |
| Breadth extreme .....        | 30  | 0½ |
| Depth in hold .....          | 9   | 8½ |
| Burthen in tons.....         | 430 |    |



As this was a most interesting period in Sir A. Douglas's professional life, his narrative may again be interrupted to introduce the following letters :—

*From Captain Sir A. Douglas, to Sir Andrew Hamond, Bart. Comptroller of the Navy, dated Portsmouth, April 4th, 1794.*

“ My dear Uncle: I am this moment arrived from a cruise between the Casketts and Guernsey, whither I was sent with five frigates to join Admiral M'Bride, for the purpose of relieving the Island of Jersey; which was said to be about to be attacked by a considerable force of the enemy; but this was merely a tale to amuse us, and had not the least foundation in fact: and if ever we are served so again, we shall only have ourselves to blame. However, I cruised against strong winds and tide, without being able to find the admiral . . . . and got in here this morning, after the heaviest gale I ever saw. I fear our line-of-battle ships will have suffered from it. The frigates came up to Spithead, with nothing more than close reefed fore and main-top-sails, reefed fore-sail and mizen-stay-sail.—Poor Phaeton behaved wonderfully well. I send you a copy of my letter to Lord Howe, as that tells you better what we have been doing, than any thing else.

“ I received, upon my arrival, your kind letter; and I have not words to express to you, how happy I am at finding you have determined to keep at the Navy Board . . . . . I am convinced that every day will make you more and more satisfied with the resolution you have taken: your health will be re-established, your mind being at ease; and we shall thereby have the happiness of seeing your life, so dear to us all, prolonged and made comfortable. No man in his senses well out of the active service, and at a certain time of life, would wish to come into it again; for it is made up of envy, hatred, malice, and all uncharitableness.

“ That I will take care of my friend Graham \* as long as I live, you may rest assured; and I flatter myself his going into the Queen Charlotte with me, will be no disadvantage to him in point of education. He is vastly well, and nobody can conduct himself better than he does in every respect. As I hope the Queen Charlotte will not be disadvantageous to my friend Graham, so I hope it may not to me—God knows, I must take my chance, and make the best of it.

“ Thanks a thousand times for your kindness about my master and surgeon—those gentlemen have served well . . . . I have had neither master nor pilot for some time, which has kept me a good deal upon deck. If you have an opportunity of talking to Lord Chatham, for God's sake state the absolute necessity there is, for having something by way of advice-boat continually at Jersey; otherwise we shall always be liable to these alarms,

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\* Sir A. Hamond's son, the present Captain Graham Eden Hamond, well known and deservedly esteemed in the British navy; was made post, November 30th, 1796,

separating our fleet at a time when the ships are wanted to be kept. The island, if we mean to retain it, ought to be put into a proper state of defence, and then there is an end of the matter. I shall only add my best affections to Lady Hannond and your daughter † Caroline; and I am ever to the end of my life, your grateful and affectionate nephew.\*

*From the same to the same, dated Queen Charlotte, Chops of the Channel,  
14th and 15th of May, 1794.*

“ My dearest Uncle : When a man is unwell, and very much left to himself, reflection generally turns upon his past life; and when his mind is weak, any omission that he appears to himself to have been guilty of, strikes him in the most forcible manner, and preys upon his spirits. Such has been my case for some days past—upon recollecting that Lord Chatham, who has been all goodness to me upon every occasion, has great reason to think I have treated him ungratefully, by never paying him the compliment of telling him myself, that I had accepted of Lord Howe’s proposal for me to come into the Queen Charlotte. How this happened I know not. I had no intention to be either ungrateful, or in any degree inattentive to Lord Chatham, for whom I have the highest respect; and the only apology I have to offer, is, that I was enjoined to secrecy so long, that every body knew it, and I then thought it would be ridiculous to write to Lord Chatham about it: yet still, I should certainly not omit doing so, were it to be again, however late it might be. The business of the men, is another thing that has preyed upon my mind more than I can tell you.— The boon I have to beg of you, is, that you will take some opportunity of explaining this matter to Lord Chatham, that I may not suffer in his opinion. Tell him the story fairly as it stands; and I hope he has too much generosity and candour, not to forgive me, when the matter comes to be fairly stated to his Lordship.

“ We have been cruising off, and to the southward of Ushant, which we have been very close in with; and we had a very fine opportunity of sending the frigates to look into Brest, where the French fleet were at anchor about a week ago. Captain Thornborough saw about twenty large looking ships, and a great number of smaller ones; but it is to be recollected, that in an easterly wind there is no judging rightly of any thing you see. We have retaken three English merchantmen. Our weather has been very indifferent for the season. God bless you, my dear uncle, and ever believe me to the end of my life, your most grateful and affectionate nephew.”

The narrative of Sir A. Douglas’s services is thus concluded—

“ In that situation (as captain of the Queen Charlotte) I have remained ever since, with the good fortune of having commanded her in three engagements with the enemy’s fleet: viz. on the memorable 29th of May, and 1st of June, 1794, under the union flag worn by the Earl Howe. And again, on the 23d of June, 1795, when she was a private ship com-

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\* The Honourable Mrs. Hood,

manded by myself, under the flag of Lord Bridport, off L'Orient. I trust I may say, I had it in my power to render my country some service upon those occasions, without incurring the imputation of arrogating to myself what I have no right to.

" I forgot to mention, my having gone over to France \* a second time, (as you may remember I did by your advice) just before I was appointed to the command of the Southampton, for the purpose of visiting the different ports in the Channel upon the French coast; in order to form some judgment of the practicability of the French being able to invade this country suddenly, by their large fishing boats and coasters, without giving us the alarm of a preparation. I did so, and freely confess that I had hopes of sometime or other rendering my visit useful to the public.

" I remember, my dear uncle, your desiring me some time ago to put down in writing the principal occurrences of my life, for your perusal; which I have now done, in the hope, that, as I owe every thing to your fatherly kindness and continued affection towards me, it may enable you, at least to imagine that my life has not been badly spent; and that I have done all in my power, by pursuing a steady course, with unremitting attention to my duty, to second those kind endeavours, on your part, for my welfare. I do not mean to say, that there are not many parts of my public life, which might be altered for the better, if it were to come over again: But I have at the same time, the invaluable consolation of reflecting, that every determination I have taken, in the journey I have now related to you, has been governed by honour and by honesty, and according to the best of my judgment upon the circumstances existing at the moment. I never have for one moment lost sight of the good of the King's service and the welfare of my Country. I have been nearly 27 years in his Majesty's service, upwards of 24 years in actual employ, and nearly 17 years of that time a post captain.

" You may put this by amongst your papers, and it may fall into the hands of your, or my children, when we may be no more; and as it contains the general outline of my public life, it may afford them some satisfaction. Although there is nothing brilliant in it, yet I trust there is nothing that will cause them to blush upon my account; and that upon the whole, I shall have acquired the credit of having been a zealous officer, a steady well-meaning friend to my Country, and a faithful servant of the King.

*A. Douglas.*

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\* This happened in 1785, and his Report having been transmitted to the Duke of Richmond, then Master-general of the Ordnance, may be found amongst his Grace's papers.

When we consider that the hand that traced these lines and the noble mind which indited them, are for ever lost to his King and Country, which he truly served with so much zeal and fidelity ; the following letters that illustrate the most striking parts in his bright career, must possess an additional value and impart a proportionable interest. The first letter, we have thus to notice, was addressed to his uncle, after the victory of the first of June, dated Portsmouth, June 30th, 1794.—

“ I am this moment returned from Southampton, where the Royal Family landed on their way to Windsor ; and I have been so very much occupied ever since there arrival here, that it has been out of my power to write to you. His Majesty presented Lord Howe with a diamond hilted sword on board of the Queen Charlotte. The admirals of the fleet, and the first captain, have had gold chains ; the captains are to have, it is said, gold medals, and Admiral Gardner is created major-general of marines. We all dined with the King yesterday, and I think I have now told you all that has happened. The weather has been remarkably good, and upon the whole every thing has gone off very well. Poor Harvey died yesterday.”

Such was the modest letter of this great sea officer, to his intimate friend and relation ; and it remains to be added, what is far from being generally known, that the glorious victory of what is called June the first, or rather the glorious termination of the battle which commenced on the 28th of May, and did not entirely terminate until the 1st of June, was much indebted to the great and painful exertions, of THE DOUGLAS, as Walter Scott might style this warrior. During the action on the first of June, and at a most critical moment in that memorable contest, a piece of grape shot forcibly struck Sir Andrew Douglas in the forehead, above the right eye. His face was covered with blood, and the pain was intense. Yet did that lamented officer, knowing the importance of the moment, order the tourniquet to be applied to what proved a mortal wound, even with a piece of the shot still remaining in it : and in that state, holding the tourniquet on with one hand, and grasping his speaking trumpet with the other, he instantly returned to the quarter-deck ; where a gloominess and even a despair prevailed, which his activity and unparalleled exertions soon dissipated. Lord Howe, with his usual liberality, afterwards declared, that Sir A. Douglas was a prodigy ; and that his admiral could never, as

commander-in-chief, say enough of Sir Andrew's services during that action.

Some account of the proceedings of the Queen Charlotte and Lord Howe's fleet during the subsequent autumn, may be collected from the following letter of Sir A. Douglas to his uncle, dated September 22, 1794 :—

“ Having had no sort of communication with any thing to afford us intelligence since we sailed from St. Helens, I have nothing to tell you of, but our arrival, after a cruise which cannot be called a very pleasant one ; for no one very interesting incident has happened since our sailing. We have been twice close to Ushant, with but little wind ; and that suddenly shifting to the N.W. obliged us to recall our ships that had been sent to look into Brest, when they were nearly as far in as the Black Rocks : however, the second time we were off there, we took and destroyed a corvette cutter, by which we learned, that the fleet of France was then (about ten days ago) in port ; but there is no believing their reports as to its strength. Since that time we have been cruising in the Chops of the Channel, about 50 leagues to the westward of Scilly. The last four or five days we have had a sort of gale of wind, which has damaged some of the ships in our fleet.....As to myself, I am quite well ; but my head is still troublesome, and there is a small piece of iron, or bone, to come away, which will take time ; for it cannot be moved by the probe. The beds supplied to the ship's company have only one blanket, which is quite enough for the general purpose of the service in different climates, and in the different seasons of the year : but as many of the people have colder berths than others on board, why may not the pursers be supplied with a quantity of blankets alone ?—If a man loses a blanket, as they are now supplied, he must buy another bed before he can remedy the deficiency.”

If the services of Sir A. S. Douglas had been great, whilst he continued in Lord Howe's fleet during the year 1794, they were equally pre-eminent, and have certainly been much too unnoticed, in the memorable action which Lord Bridport\* had with the French fleet, on the 23d of June, 1795. The following narrative is given from some remarks by two of Sir A. S. Douglas's officers, on board the Queen Charlotte ; beginning with the proceedings of Lord Bridport's fleet, from Friday, June 12th, 1795.—

“ Sailed from Spithead with a fresh breeze at east, the Sans Pareil. (the Prince joined the day following) with Colossus, Queen, London, Orion,

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\* See Vol. I. page 300, where a view of this gallant enterprise is engraved, from a design of Mr. Pocock.

Royal George, Queen Charlotte, Russel, Prince George, Valiant, Prince of Wales, Barfleur, and Irresistible, of the line, Frigates—Thalia, Aquilon, Revolutionaire, and Astrea.—La Babet, of 20 guns, Charon, hospital ship, Incendiary and Megaera fire-ships, with two cutters and two luggers. On Tuesday, June 16, after the clearing away of a thick fog, we saw a squadron under Sir John Warren, of three sail of the line, and six frigates, with several gun-boats and transports, consisting of about forty-five sail, and containing 5 or 6,000 French emigrants, with arms, provisions, and stores, to be landed in Quiberon Bay. On the 17th of June we saw Ushant, S.W. by W. four leagues. Spoke an American, who informed us that she had passed through the French fleet off the Penmarks, two days before, consisting of 27 sail.

“(1795.) Thursday, June 18th. At noon the Saints bore E. by S. three leagues. The wind N.N.E. We stood off to N.W. losing sight of Sir John Warren's fleet far to leeward standing to the eastward. By this it appeared, that the news obtained from the American had not been believed, or otherwise they would not have been thus exposed to the risque of being captured. On the next day, Friday, June 19th, the wind became violent from the N.E. At the dawn of day, a tender from Sir John Warren spoke the Admiral—bore down, and soon after his fleet were in sight, bearing S.E. by S. and making the best of their way to rejoin; they seemed as if chased by an enemy. The admiral made the signal to prepare for battle. The Galatea came from Sir John, and sent a boat to the Royal George. The Artois hailed; and gave us to understand that she had seen the enemy's fleet. The next day, Saturday, June 20th, Sir John's fleet was in company, but much shattered by the gale.

“Sunday, June 21st, began with strong gales from the N.E. The Nymph joined the fleet from to leeward; and one of the luggers sent us a boat, by which we were informed, that at the same time when the Nymph saw the English to windward, she saw the French fleet to leeward.

“Monday, June 22, we had light variable airs and clear weather. At 25 minutes past 3 A.M. the Astrea made the signal for a fleet in the S.E. At 30 minutes past 3, saw them in that quarter from the Queen Charlotte, and Sir John Warren's fleet in the N.W. At 19 minutes past 4, the Nymph made the signal, that the strangers were enemies; and at 40 minutes, the admiral threw out the same signal.—During the night, the English fleet had been kept under very low sail; which, with the shift of wind, brought the French to windward.

“The English fleet being on the larboard tacks, with a light air from E. by N. and their heads S.E. by S.—At 55 minutes past 5, the admiral made the signal to tack in succession. At 6, the Queen Charlotte tacked; and at half-past 6, the admiral made the signal for the Sais Pareil, Orion, Colossus, Irresistible, Valiant, and Russel, to chase to the eastward. At 45 minutes, the signal was out for a general chase in the same quarter. The body of the enemy bore at 8, E.S.E. 4 leagues. At noon they bore nearly the same, but not so distant. (Lat. 47° 17' N. long. 4° 11' W. Belleisle east, 16 leagues.)

"Tuesday, June 23. Light airs, changing from E. by S. to south, S.W. by S. and back to S. by W. with smooth water. Continued in chase with every sail set that could prove of the least advantage. Gained fast ahead of all the English fleet, except the Sans Pareil, Orion, and Irresistible, and kept way with them. At the beginning of the chase, the Royal George was some distance ahead of the Queen Charlotte. At 15 minutes past 6 P.M. the admiral made the signal to keep sight of the enemy, and lead the fleet up to them. At half-past 6, the Nymph, which, with the Astrea, were close to the enemy's rear, signified that the French fleet consisted of 13 sail of the line, and 11 frigates. At 7 P.M. the admiral made the signal to attack or harrass the enemy's rear.—At 25 minutes past 7, to engage as arriving up in succession. At midnight, the enemy were not more than 5 or 6 miles ahead of the Queen Charlotte. At 50 minutes past 3 A.M. the London, and Nymph, made the signal for land, N.N.E. At 4, we had light airs from S.W. by S. with the enemy about two miles ahead. The ship's head was E. by S. varying afterwards occasionally."

(1795.) During the whole night, that preceded the morning of the 23d of June, Sir A. S. Douglas never left the deck; thus taking immediate advantage of every flaw of wind, and by his presence imparting additional promptness and energy to his judicious orders.

"By watching every breath of wind," (adds one of his officers) "that blew from the Heavens, and trimming incessantly to give it with the best advantage to the sails, Sir Andrew Douglas, soon after the morning broke on the 23d, had the satisfaction to find himself within two miles of the enemy's rear. Undismayed by the fire which they soon poured upon the Queen Charlotte, and the slender prospect of an essential support, he appeared willing, if necessary, to sacrifice his ship for the public benefit. She was seen to approach the enemy with a silent intrepidity, that at least deserved a pointed notice; and with even royals and steering sails set, she dashed amidst the thickest of the enemy. Sir A. Douglas thus received the broadsides of 5 or 6 of their ships, and the stern chasers of 3 of them at the same time; but closing with the nearest, four of them were brought into one point, by which the effect of their guns was greatly diminished.

"Close as the French were to the shelter of their own coasts, it was only on such a display of gallantry that the British admiral could build a hope of checking their retreat: a gallantry that seldom failed to distinguish those officers, who have been led on under the auspices of an Howe. In this instance, however, it has scarcely been given to the discrimination of the public;\* and little or no distinction was afterwards made in the repre-

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\* Lord Bridport's commendation certainly appears to have been restrained, and palsied, towards Sir A. S. Douglas.

sentation to the Admiralty, between those who boldly arrested the flight of the enemy, and others who were unable to mix in the battle.

“ The Queen Charlotte had only a chance of support, from the Orion, Irresistible, Sans Pareil, Russel, and Colossus, and that not immediately from the three latter.—The London, Queen, and Prince George, appeared to be three miles astern, and the Royal George certainly not less than four; and the Valiant, Prince of Wales, Barfleur, and Prince, considerably astern of her. One distant ship might certainly have been taken for another, but such was in truth the general disposition: and these were the 14 sail of the line that composed the squadron, for three under the command of Sir John Warren, were too remote to be at all in question.

“ Let us now return to the Queen Charlotte, THE DOUGLAS of the battle. A little before six o'clock, the guns of this ship were opened from the starboard side, and their influence was such as is generally given to a cool reserve. At 20 minutes after 6 o'clock, the Formidable, which had received the greatest share of their effects, was disabled and on fire, and had surrendered. Le Peuple, formerly le Montaigne, became the next object: her shot were but ill directed, and soon feeling the warmth of her situation, she hauled her wind, sheered off, and was attacked by the Sans Pareil, and afterwards the Colossus or Russel. In the mean time le Tigre, supported by her friends, became the nearest in opposition; and sustained the contest until 14 minutes past seven.

“ Galled by the Alexander on the larboard side, the Queen Charlotte then bore a little away, to close with and silence her: le Tigre drew ahead, but the Alexander struck her colours. The freshening breeze had brought the London near enough to try a distant fire, and the rest of the squadron began to approach. At twenty minutes past seven, the main and foremasts being much wounded, fore-top-mast and bowsprit injured, part of the standing and all the running rigging cut, the sails full of holes, and rendered for a time totally useless, the Queen Charlotte lost her way, and ceased firing. Two or three minutes before eight o'clock, the Royal George passed her.”

In another journal, Lord Bridport's ship, the Royal George is thus noticed—

“ At 25 minutes past 7, the admiral made the Russel's signal to engage closer. At 55 minutes, the signal for the ships having charge of the convey to proceed. The Royal George soon after this passed on the starboard side in pursuit of the enemy, taking in her steering sails as she came abreast of the Queen Charlotte. At 30 minutes past 8, she made the San Pareil's and Colossus' signals to discontinue the engagement; the first was now on the larboard, the second on the starboard bows of the Queen Charlotte, distant about a mile and a half. About this period, the Royal George began her fire.”

“ The Queen Charlotte having knotted her ropes as well as the time would allow, hauled on board her fore and main tacks, in order to follow and give Lord Bridport the best support her state would admit. Twenty



minutes after this, the Royal George bore up, and began by discharging her starboard guns at le Peuple, almost without any retort; and at half-past 8, she attacked le Tigre, now the lee ship, exhausted by the Sans Pareil, and latterly approached and fired at by the Queen and London: this ship had struck her colours, but unperceived by the Royal George.

We have also the following additional information, in another journal:—

“ At 35 minutes past 8, observed one of the enemy's ships with which the Queen Charlotte had been engaged strike, and which had drawn ahead when it became necessary to attack the Alexander.\*—The Royal George, Queen, Sans Pareil, and London, being then near her. At 37 minutes past 8, the Royal George wearing, stood out, as did the rest of the fleet. The west point of the Isle of Groiax then bearing S.E. distant about two miles. The wind having drawn round to nearly that point in the course of the action, rendered it impossible for the enemy to get far enough to windward: they could not therefore obtain shelter between the island and the entrance of Port Louis, without making several tacks; for they did not stem higher than the mouth of the river Quimperlay: And as many of the English ships could weather the body of their Fleet, and had not been in Action, the French might effectually have been cut off from their harbour, had it been judged right. But probably the risk was thought too great, and the Isle of Groiax might have been fortified. The first ship that surrendered proved to be le Formidable, the second the Alexander, and the third le Tigre.”

As the Squadron under Sir John Warren rendered most essential service to Lord Bridport, on this occasion, by the information he thus received; and as probably no action would at that time have taken place, if Sir J. Warren had not passed by as he did; it is our duty in the next place to state his operations more amply than has hitherto been done.—The orders for the embarkation of the emigrant troops under Sir J. B. Warren, had been given on the 8th of June, (1795) and on the 11th, the whole were on board; having been completed under the direction of Captain Keates, and every despatch having been made that was possible.—On the 13th of the same month, June, the squadron and convoy had proceeded through the Needles; and on the 14th, the Galatea, Captain Keates, having been despatched to order a

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\* At 16 minutes past seven the Alexander struck her colours; but firing two guns afterwards, orders were given to renew the action; on doing which she came round to, with her head to the southward. The London prior to this had arrived up, and had brought her guns to bear on the Alexander; but it did not appear that any return except from the stern chasers was made.

chasse marée out of Weymouth Road, and likewise another vessel of the same class, from Cawsand Bay, with the Standard, of 64 guns, and la Concorde—the ships and convoy had stood across the Channel in company with Lord Bridport's Fleet, with whom they had continued until the 17th. When, having lost sight of them, the enemy's squadron were seen about 11 A.M. on the 18th, by the Arethusa, which ship Sir John Warren had sent in chase; whilst the Anson, which he had likewise stationed between her and the convoy, had repeated the signals of the enemy's force, amounting to 15 sail of the line, and seven frigates. Sir John Warren immediately made the signal to tack, and for the men of war to form in the rear of the merchantmen, and the Concorde to lead. He likewise sent the Experiment lugger, and also the Thunderer, to make signals to Lord Bridport's Fleet.

(1795.) On the next day, Captain Keates, in the Galatea, who had been directed to proceed into Quiberon Bay, with one of the chasse marées, joined Sir John Warren, and confirmed the account. Captain Keates had sent a chasse marée express, to find Lord Bridport's Fleet. The next morning his Lordship appeared; and Sir John was then ordered to send down the three line-of-battle ships that were with him, which was done.

After the action of the 23d of June, and when the enemy's ships had got between the Isle of Groaix and the main, Sir John Warren, having left his convoy to windward under charge of a frigate, proceeded within a mile and a half of the S.E. point of that Island, to reconnoitre the position of the enemy. A large French frigate having been seen coming out of the eastern passage, most probably with the same view, the Pomone engaged her 25 minutes, in the expectation of cutting away some of her masts: the frigate, however, having lost her main-yard, veered and returned into port, it not being possible to intercept her.—We have certainly heard it very strongly reported, that signals were made by some of Sir John Warren's Squadron, that the remainder of the enemy were at anchor under Groaix, and had not entered the port of L'Orient. In Lord Bridport's official letter,\* these services of Sir John Warren appear to have been unnoticed.

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\* The reader will find this letter in our IIIrd Volume, page 344.

We now return to the more immediate object of this biographical memoir. Sir A. Douglas, on going to the Admiral's ship, after the action, was received by Lord Bridport at the gangway, and thanked by him publicly for bringing the French fleet to action, and thereby retarding their design of getting into L'Orient. And these sentiments of Lord Bridport, were afterwards supported by Captain Domet, on his arrival in town, who expressed in very strong terms his Admiral's sense of Sir A. Douglas's services, of which he assured his friends, he could not say enough. Much as we respect Lord Bridport, we must candidly own, with some of the first officers in the service, that the tenor of his subsequent public letter, after all this, seems at variance with the general liberality of his conduct. It were surely sounder policy for a British seaman to commend a brother officer as he deserved, than to apprehend with cautious coldness, any jealousy which such liberality might produce. Public praise is food for professional valour, and when so justly merited, ought not to have been withheld. But let us observe what some of the leading characters in the service thought in this respect.

*Admiral Earl Howe, to Captain Sir A. Douglas, dated Porter's Lodge,  
June 30, 1795.*

" I most cordially partake, my dear Douglas, of the pleasure your friends receive, in the additional honour you have gained with your companions in service ; and the credit acquired to your ship, as well as reputation to the country at large, by your late action with the Brest Squadron.

" The commendations given you in private, have not yet found their way, that I have learnt, to the public ear. But be that as it may, I trust you will not need any other recommendation to the object of your late pursuits, than you will have derived from the events of the 23d.—I don't imagine those occurrences will be productive to Bowen of more immediate advancement, than to the rank he had reason previously to expect ; nor consequently that Somerville will derive similar benefit, so speedily, as both their merits entitle them to, independent of other necessary considerations : though I hope of them, as well as others of their associates in the ship, that their commendable behaviour will tell in the estimate of their pretensions, at a later period.

" I lament most sensibly, the sufferings of those of our brave fellows lost and maimed in the action. You have perfectly met my ideas, in the application of all which my apartments and store-room could furnish, for the accommodation and comfort of the wounded : and it would be highly grateful to me, to be assured, that Mr. Coutts's injury may terminate

more favourably than was apprehended at the writing of your letter. Provision, I understand, is making for the relief of some of the ships which have suffered the most in their masts, &c. and I conclude, therefore, that our ship will be of that number.

“ Though your officers and men stand not in need of my commendation in testimony of their meritorious conduct, I cannot refrain from the desire of having them informed, how truly I respect them for their behaviour : though with some regret, that I do not profit again, by a share in their deserved estimation.

“ I need not assure you, I trust, how truly all my family unite in the sentiments with which I am entirely yours,

“ HOWE.”

“ P. S. I understand that both of your lower masts must be shifted : what think you of having six feet added to the body of each of them, and three feet to the head, for the better security of the topmast ? And having two feet reduced in the hoist of these last, when they are necessary to be changed, and having that quantity added to their heads, for security of the top-gallant-masts ? ”

(1795.) A brother officer of Sir A. Douglas, in writing to him on the 8th of July, thus expressed himself :—

“ Observing that from Lord Bridport’s public letter, Lord Howe could form no idea of the distinguished part taken by the Queen Charlotte in the late action ; and considering that you were in a great measure precluded from saying much upon the subject, I have taken the opportunity to let him know my sentiments : which without flattery are, that the Queen Charlotte was conducted on that day with a degree of gallantry and skill, not to be surpassed. I know not whether you will be displeased, or otherwise, at what I have done ; but I thought it only common justice.”

Nor was this all : another officer, of high and eminent merit, finding that the mind of the first Lord, Earl Spencer, had been warped in some degree respecting the conduct of particular ships, went at once to that Nobleman, with an integrity that vied with his own ; finding that Sir A. Douglas could not obtain leave to come to town, to make his own part good. By the home questions that were put to him, by Lord Spencer, about batteries, wind, &c. and his asking why they did not weather them, or work inside the island with them ? it clearly appeared as if ministers had understood, that the enemy had fetched directly into Port Louis ; or that no part of their fleet but those that were cut off, could have been weathered. Lord Spencer was thus informed—That the enemy had taken their own time in working up inside the island,

and that many supposed, the want of pilots must have been the reason why we did not do the same.

*Sir A. S. Douglas to Sir Andrew Hamond, Comptroller of the Navy, dated Queen Charlotte, August 19, 1795.*

“ ..... I am sorry, my dear Uncle, you should have perceived, that my spirits have flagged, for I really did not mean that it should appear, even to you. However, rest assured, that although such may have been the case, I have now entirely got the better of it by reasoning with myself. It has cost me a little struggle, I confess, but I feel comfort in having been able to determine to hide my chagrin from the world.— When I last sailed, I had the hope of meeting the enemy's fleet, certainly for the sake of my country : yet I was not so much divested of self, as not to hope that some good might arise to me, if I conducted myself properly. Now, (as it is impossible that I can ever be placed in a more honourable, situation, nor that I can be more handsomely\* commended by a commander-in-chief) that pleasing hope is entirely removed ; and, as a captain, I am to understand, that nothing can entitle me even to the commendation of the Admiralty. I will not draw comparisons, for I envy no man, even his good fortune, nor had I any intention of saying so much as this. But in justice to myself I wish to convince you, that I do not feel without some cause.”

*From the same, to the same, dated Portsmouth, August 25, 1795.*

“ My dear Uncle : As we are likely to sail to-morrow, if the wind be fair, I shall bid you adieu for the present, wishing you all manner of happiness and prosperity ; and I trust it will not be very long, e'er I have the pleasure of seeing you again..... As Admiral Harvey's orders are sealed, I can say nothing of our destination, which of course you are in the knowledge of ; but if it is to the coast of France, I may say freely to you, that I have no hope of success : however, time will prove how far I am right, and therefore I will say no more upon the subject.

“ It is not to be conceived how imperfectly the service is carried on, for want of a proper communication between the different public boards : inso-much, that although we are upon the point of sailing, neither the admiral, general, nor the agent of transports, know the exact force which is to go with us ; and there are two emigrant corps at Spithead, about whom no order has yet been given ; *de Tresor* is one, I forget the name of the other. Admiral Harvey has taken infinite pains, and he really is a clever man, and a good officer ; clear in his ideas, and straight forward in his conduct. General Doyle was to have had 4,000 infantry, instead of which the drafts intended for that purpose, only make his force amount to 2,000, and about 3 or 400. The town is filled with emigrants of the first distinction ; and their situation has caused me sensations which I never before

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\* Sir A. Douglas here seems to allude to the public praise he received from Lord Bridport, on board his flag-ship after the action.

felt: the mind naturally inclines toward people in distress, and I have on that account become more acquainted with them, than one ought to be, if one's own comfort were the only thing to be studied. I fancy I shall have several of them with me in the Charlotte.

"Amongst the people who were at *Quiberon*, in the late unfortunate affair, was the regiment of the *Comte de Hector*, entirely composed of officers of the navy. Upwards of eighty of them were made prisoners, and they have all been executed, that is shot; amongst them were about 14 admirals. In confidence I may say to you, that I do not think the emigrants themselves are very sanguine; and I have my fears that the failure at *Quiberon*\* has very much damped their ardour: however, it does not appear outwardly, and Monsieur seems to be very sanguine.—The property of most of the people of consequence is so involved, as to make it difficult for them to know which way to turn, as I conceive—because they all have property in the West India Islands in our possession, and they appear to be desirous of securing that, as the only thing they look upon as certain. Many of them are deep politicians, and they watch the motions of their country very narrowly. As I am in a subordinate situation, I have only to obey, which I always do most cheerfully; but when I am writing to my friend and father, I impart my ideas without reserve.

"The re-establishment of the monarchy in France, is the only means of procuring the general tranquillity of Europe. But whether that is to be brought about by the continuance of the war, or by the internal commotions of France, is not in the power of mortals to divine. If the former mode is to be pursued, we ought to be most vigorous in our exertions. *Le Comte de Serraud* is gone to London express, to know whether we are to wait for two regiments of French cavalry, who are in the Downs. We expect him early in the morning, and upon that depends our departure. Ever believe me, your faithful, grateful, and affectionate nephew."

It had long been the wish of Sir A. Douglas's friends, and had formed a hope which he sometimes indulged in; that as he had been captain of the *Queen Charlotte*, Lord Howe's flag-ship, in the battle of the 1st of June, and had rendered such great and known service in Lord Bridport's action, of June 23, 1795; government would extend the rank of mere knighthood, (too often

\* Which unfortunate event took place in consequence of the treachery of the men in D'Hervilly's regiment, after he was wounded, and the arrangement that had been made between them and General Hoche. The whole piquet guard of that corps having gone over with the parole and countersign of the emigrants, and after being introduced into the fort, fired upon the loyal part of the troops, and their own officers. This proceeded from a system which the French, since the Revolution, have practised upon all occasions in every country in Europe; and by this mode, and large sums of money, they have succeeded on most occasions, more than by military skill, or native valour. A truth that is not yet sufficiently known, or believed, even in this country. We begin, however, thank God, to open our eyes a little in this respect.

given indiscriminately to be valued as it ought) to that of a baronet. A reference to the list of baronets, will shew some names that were created at that time, whose claims were certainly not superior to that of an eminent naval officer, already knighted by his Sovereign, and standing deservedly high in his Majesty's opinion. The tide did not, however, lead on to this distinction; and although Lord Spencer, as first Lord of the Admiralty, declared himself to be of that opinion; he thus concluded the letter\* which he felt it to be his duty to write on this subject to the Comptroller of the Navy: "I shall say no more about it at present, except repeating, That I have so high an opinion of your nephew's merit, that whenever an opportunity offers, when I can with propriety press for any thing in his favour, it will give me a great deal of pleasure, to contribute towards the gratification of any wish he may have formed of distinction or advancement."

The following is the answer which this great and lamented officer wrote in consequence to Sir A. Hamond, dated *Portsmouth, June 14th, 1796*:—

"My dear Uncle: I must begin my letter, by thanking you most sincerely for your kind conduct towards me, just as much as if you had succeeded, by inducing Lord Spencer to confer upon me the distinction of a baronet; and the sensation I feel for your having done so, is indescribably grateful to my mind. I have said so much already upon the subject of my pretensions, that I will say no more of that kind, but have done with it for ever; feeling, however, perfectly satisfied in my own mind, that what I have looked for, and what you had the kindness to ask for me, could not have been considered as a *Prostitution* ('tis a word of my own) of the favours of government. And I am also certain, I could convince the whole world, by an explanation, that I have been treated extremely ill by all those people who pretended to be my friends.—Now then I have done, and never again will mention the subject. Assuring you, that I have too much of the spirit of a man, to let it affect me for a moment; on the contrary, I shall really go to sea in better spirits; as I am more perfectly convinced, that true happiness is only to be derived from the state of one's own mind. I could add a great deal more, but to say the truth, I am in much pain, and it is taking up your time. There is a promise that you must make me, in the first place, as the greatest favour you can possibly confer. Never to mention this subject again to Lord Spencer, nor to suffer yourself to be drawn into conversation upon it—I beg this particularly: And, in the next place, that you will not in the slightest manner allow it to interfere

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\* Dated Bath, June 12th, 1796.

with the good understanding and harmony that ought to subsist between you both, and which, for your own comfort, I trust and hope you will not fail to cultivate—for I cannot bear the idea of your feeling all that you have done, for some time past. You will naturally give your opinion upon the public service, as you always have done, like an honest man: if your advice is not followed, you should not for that make yourself uneasy, and if it is not asked, you have the less to answer for. A truce for the future with honours and distinctions. And now let me tell you, what you will be sorry to hear—I have been extremely ill: all apprehension, however, is removed, and I am now getting better very fast—the pain will leave me to day, and then I shall be as well as ever. Our love and affection to you and yours. Keep your mind at ease, and continue to go right forward.”

(1796.) Somewhat previous to the date of this letter, Sir A. Douglas had received intimation from Lord Howe, that the Admiralty, on the 6th of June, had informed him, he was no longer to consider the Queen Charlotte as under his lordship's command.

“ It will give you, dear Sir Andrew,” added the noble admiral, “ an opportunity of trying your ship after the alteration in her masts; and I shall have much pleasure in receiving an advantageous report of her proficiency. Farther gratifications to the credit of your exertions are hardly to be expected: That is to say, that little opportunity for more brilliant services is likely to happen on such occasions. Yours, ever,

“ HOWE.”

During the summer of 1796, Sir A. S. Douglas endeavoured to restore his jaded health, and to alleviate the continued pain in his head, from the wound which he had received on the 1st of June, by occasional visits to an intimate friend, Mr. Lindegreen, who lived at Widley, near Portsmouth; and from his house the following valuable letters are dated, which contain the sentiments of Sir A. S. Douglas, respecting the best mode of securing this country from INVASION BY THE FRENCH.

*To Sir A. Hamond, Bart. Comptroller of the Navy, dated August 26, 1796.*

“ ..... It is impossible to form an exact plan for the defence of this country, placed as I am here, without an effectual list of ships, and all the various circumstances necessary to be known, in order to form a check for every place, whence the enemy may be likely to attack you. But furnished with these, I really think the mode of defence very practicable. However, there are so many things to be taken into consideration, that it is impossible to speak properly upon the subject in a letter; for by doing so, one cannot help committing oneself, so as to have one's judgment called in question. When you return to town, I will take a run up to you, if may



ship does not arrive in the mean time; and then, with all the circumstances before me, a much better opinion may be given, and I will turn the matter over in my mind. My knowledge of the Channel will certainly be of use in the formation of my judgment. I like your plan very much; for we must not wait at home, but go and take the enemy by the beard. Our all is at stake, and he that will not play deep for that, deserves to lose it. We must make a frigate equal to a ship of the line, or at least fancy her so; and by strong unanimity, and God's assistance, I have little apprehension.

"I wish I could convince Lord Spencer, how very strongly desirous I am of being made useful in these arduous times. My ambition soars far above the simple command of a live-of-battle ship; and as I have turned my thoughts a good deal towards my profession, I have vanity enough to think I could be of real use, from the experience I have had, if an opportunity were given me to become so. In short, I care not how I am employed, so that I can be useful.

"I will take all the efficient ships, and place them as I think they ought to be; and you shall hear from me again, when I have satisfied myself....

....I mean just to shew myself once more to Lord Spencer, before I resume the command of the Charlotte. God bless you, my dear Uncle.—P.S. In the present instance, I should begin by assembling every line-of-battle ship, except the North Sea ships, at Spithead and Plymouth—perhaps indeed all at the former, and every ship fit to carry guns, ought to be put into commission. Gun-boats are nonsense upon our coast; they swallow up your men and are of no service. Does Lord Howe come forth again?

*From the same to the same.*

"I approve entirely of your plan as far as it goes: but there are so many circumstances necessary to be attended to in the distribution of our force for the defence of the country, that I confess myself at a loss to arrange my ideas properly, without knowing the extent of the means so to be employed: for in forming this plan, great attention must be had to the quantum of land forces in the country, able to make a stand against the enemy upon different parts of the coast, where we are most vulnerable. The prevalent winds must also be taken into consideration, and the state of the enemy's posts opposite to us (those you know in the Channel I visited with an eye to the very thing that is now likely to happen) and how far they are capable of containing a sufficient number of vessels, to carry men enough to make a descent. Upon the whole I am inclined to imagine, that if they do make an attempt, Ireland will be their object, for many reasons; and that makes it the more difficult to form a plan of defence: for, if you attend to Ireland by sea, you will leave this country open; and we are not to suppose, that the enemy will collect their troops all in one place—at least we ought to be prepared against a different conduct. One maxim in war, is to distract your opponent as much as possible: And, with that idea, they will collect, perhaps at Brest, a large body of men, for the purpose of drawing your attention that way, when their force may sail from one of the ports in the Bay: for they have so many troops, that it

would be a very easy thing for them to collect a body in three or four places, by way of dividing our attention. If, therefore, an invasion by the French be seriously thought of in this country, we ought to be as serious in our preparation to meet it, and that with all possible despatch.

“The first and greatest object, ought to be the collecting as large and respectable a fleet, as possible, immediately; and that fleet, when collected, must be used with infinite caution—not be sent to sea but upon the best intelligence, and be always kept perfectly ready, with every person on board, to proceed in a moment. For it is to be recollected, that if you cannot muster two fleets, each equal to the one with which the enemy mean to cover their landing, an advantage will in all probability be taken, of the return of your fleet into port.

“After this fleet is collected, if the movements of the enemy make it necessary to be detached, you can do so: Its station should not be fixed, but it should move occasionally from Portsmouth to Torbay, and Plymouth; but it never should be sent out of the Channel, except for a good reason. A chain of frigates should be also formed along the enemy’s coast for a look-out, under the *strongest injunctions to continue upon their stations until relieved, unless absolutely obliged to do otherwise.*

“When the wind is easterly, then send your fleet off Brest, if the enemy’s ships are there; but let it always return immediately as soon as the wind changes. Yet beware of remaining in Torbay, until caught by an easterly wind, for make an occasional anchoring place of it you must; if you do thus remain there, the enemy may come out, and act as they please.

“This is the general disposition I would make of our naval force, varying it as occasion might require. Large magazines of provisions ought to be collected at Plymouth, Torbay, and Portsmouth, for the fleet; and in addition to the military force necessary for the place, I would have a flying camp of 5,000 men each, at Plymouth, and at Portsmouth; for the purpose of being embarked instantly, and transported to any part of the coast in frigates, in order to save a tedious march, and to be a speedy means of augmenting our land force wherever the enemy might menace an invasion: and these two camps should be always ready for embarkation. With these precautions, *taking care to keep your fleet superior*, the enemy might perhaps get a few men on shore somewhere; but you would always be so close upon their heels, as to prevent any reinforcement or artillery getting to them.

“There are many other things that would possibly occur, if I had the plans and state of our force, with maps and descriptions of the two countries before me. But I have given you the general outline of my ideas, as an honest man; and I have so much faith in the success that would attend it, as to pledge my life upon the event, which I am sure would be the safety of the country.

“I would besides recommend many fire-vessels to be prepared and distributed upon different parts of our coast, ready to be sent wherever they might be wanted; and such of them, as were fast sailing vessels,

should cruise with our frigates on the enemy's coast. Upon such an occasion, we cannot stand on trifles, and ships that are cruising must not come into port for every slight accident. We all know, that three months stores may serve for twelve, with care and attention, unless a ship be dismasted, or some other unforeseen accident should happen to her. The officers of a fleet on which so much depends, must show great examples of conduct to the seamen. We should let the world see, that our energy increases with our danger; and that, by God's help, we will prove ourselves at sea equal to at least double our numbers.

"All Frenchmen should be sent from the sea coast to some inland situation, and the utmost vigilance must be exerted in the care of our dock-yards.

*From the same, to the same.*

"In addition to what I sent you, my dear Uncle, just now, there are some things that have struck me, which I wished to reserve for a separate letter.—Have we not, for the present, lost all our Mediterranean trade; and shall we not, whenever a peace takes place, be on a footing respecting that commerce, with other nations? If so, why do we keep possession of Corsica, at the expense of such a fleet as we have there? I should not hesitate in ordering it to be abandoned—strengthen the garrison of Gibraltar with the troops, and let the fleet come home. We could then keep the enemy off, and secure our foreign possessions, which we cannot so decidedly do at present.—I have only proposed a means of defence for *this* country: but suppose if the Spaniards, who have just sailed, should be gone to Jamaica—you cannot in your present state, detach any force after them: And what good do we obtain by keeping possession of Corsica? It is of no use to our commerce, because the French by the ascendancy they have, can shut all the Italian and Spanish ports against us.

"I have only to repeat to you, how much I regret, in this age of enterprise, that I am only able to be of service to my country, as a private captain—it really lies heavy on my mind. You see I do not hesitate to tell you all I think, and all I wish; because I know you will not imagine that I mean to be importunate. I open my whole heart without reserve: but I really cannot bear to be of so little use at this time. I am ready to undertake any thing upon the enemy's coast, I care not what, that may be thought advisable.—I have done, as you know, all in my power; and must sit down as easy as I can, under my disappointment, at not being able to do more."

*From the same, to the same, dated Widley, Sunday, August 23<sup>th</sup>, 1796.*

"My dear Uncle: By writing to you so often, I do not mean to oppress you with business, or to take up your time unnecessarily: You are therefore, in these letters, only to fancy that I am conversing with you; and that you need not reply, unless you should find yourself so inclined, and have nothing else to do.—My mind is a little anxious for the welfare of my

country, just at this moment, and I sincerely pray, That the Almighty God will allow wisdom to guide our councils, and that he will strengthen our arms to meet our enemies.

“ I am keeping myself in readiness to join my ship upon her arrival. A journey to Plymouth will not be very convenient, but necessity has no law. I have, I hope, at all times been zealous ; but, at this moment, I feel a degree of enthusiastic zeal, which I hope will fill the mind of every Englishman—and the limited use that can be made of it by me, in a single ship, shall not be wanting.

“ The more I reflect upon the plan I sent you for the defence of this country, the more I am convinced it is the only one that can insure our safety, and also insure our commerce ; which may still be carried on, and the nature of our country will not admit of its being stopped. But we ought to have good sense enough to concentrate our force abroad, as well as at home ; to secure those foreign possessions which are necessary ; and immediately to get rid of those that are good for nothing, but in appearance ; and which, by dividing our force, prevent it from being any where respectable.

“ I may be wrong ; but I cannot help thinking that the task of providing for our security, is not difficult, if we proceed with vigour and with wisdom. Don't laugh at me for having presumption enough to say, that if I were left to myself, 48 hours should not elapse without a plan being formed, upon which we might say to the enemy, *If you will not make peace with us upon just and honourable terms, we will die by the determination we have made ; and, by God's help, we defy you.*”

Notwithstanding the energy and vigour of this great seaman's mind, as apparent in these extracts from his private and confidential letters, he was at that time suffering the most acute and increasing pain in his head, from the wound he had received on the 1st of June, 1794 ; and his days in consequence of it began to draw towards a close. The effects of this wound long baffled the experience and solicitude of the medical men who attended him ; and like all complaints, whose latent cause cannot be discovered by the imperfect ken of human penetration, the general term of nervous had too hastily been given to the mortal effects, which the severe contusion had produced. Yet neither himself, nor any of his friends, imagined for a long time any immediate danger. “ Let me assure you,” said he, in writing from Widley to Lady Hamond, “ let me assure you, upon my faith, that there is not the smallest occasion to be under any apprehension about my speedy and most perfect recovery ; and I do not speak in the least more favourably than I ought to do. My constitution has undergone, as it appears

to me, a perfect revolution, and I have not the smallest doubt of enjoying better health than I have ever done. For God's sake take care of my Uncle—I hope in a very few days to report myself fit for service. I am as retired here as a hermit, and in all respects am very comfortably situated.—P.S. To say the truth, I had not an idea that I was so far down the hill, as I found to be the case when I came on shore: but then you are to recollect, that I had been very ill three weeks before that, and perhaps the crisis of the disorder happened at St. Helen's."

With these delusive ideas of the state of his health, this resolute and zealous servant of his King and Country, was induced to return to the command of his old ship, the Queen Charlotte; which at the close of the year appears to have been attached to the flag of Admiral Thompson. We remember him, in the month of November, 1796, at Plymouth, adding to the sociable circle of naval officers who often met at the house of Admiral Creyke,\* the worthy governor of the naval hospital at that port. Many of Sir Andrew's friends then appeared to think, that his recovery from the painful effects of his wound was impossible.

On the 20th of January, in the ensuing year, 1797, Mr. White, surgeon of the Royal William, at Spithead, reported the declining state of Sir Andrew Douglas's health to his Uncle, and recommended change of scene; with every caution to be observed, to avoid any thing that might agitate a mind too susceptible of slight impressions, and a constitution already in much too irritable a state.—He in consequence of this was removed to a villa of Sir Andrew Hamond's, at Fulham. Where, after the severest sufferings, which he bore with all the fortitude and resignation of a christian, he expired on the 4th day of June, 1797. Having just outlived the third anniversary of a proud day for his country, and also for the enemy.—Since amongst those brave Englishmen who were then mortally wounded, they can emblazon to our lasting regret, the revered and regretted name of Sir Andrew Snape Douglas. He was buried in a tomb† in the church-yard at

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\* This officer was a midshipman with Byron, in his voyage round the world, and has a son in the service, who is a post captain.

† See Frontispiece to our XIIth Volume.

Fulham, remarkable for its simplicity and beauty; as if it were to display more fully the character of the warrior whose ashes it contains.

“ Remembrance oft shall haunt the shore,  
When THAMES in summer wreaths is drest,  
And oft suspend the dashing oar,  
To bid his gentle spirit rest.”——COLLINS.

Previous to its sepulture, the body had been opened; when the following report was made by the attending physician and surgeons, June 6th, 1797.—

“ There was found in the brain, between what anatomists call the *Cerebrum* and *Cerebellum*, towards the back part of the head, and a little towards the right side, a tumor of a firm consistence, and of the shape and size of a nutmeg. It was placed where the pineal gland naturally lies. There were about three ounces of water found in the ventricles of the brain, which is considerably more than what is found in the sound and natural state. The skull was preternaturally thick and hard.—We consider the tumor as the original and principal cause of the severe pains felt in the head, and finally of his death. The other diseased appearances most probably proceeded from this.—Some portions of the lungs were in an unsound state, and might in time have proved the source of disease.

(Signed)

“ J. HUNTER.

GIL. BLANE.

JAMES EARLE.”

Dr. Blanc added in a private letter—

“ You may remember I mentioned all the appearances we saw, as likely to be found, except the tumor, which is a very rare occurrence.”

*Admiral Earl Howe, K.G. to Sir Andrew Hamond, Bart. dated Grafton-street, June 5th, 1797.*

“ Dear Sir: The information you gave me, when you last did me the favour to call, had prepared me for the so much to be lamented event, communicated in your letter received this morning. You regret your friend's decease, as a relation, as well as for those qualities which render him a great public loss: The relationship excepted, our sensations are very similar; and I wish it was in my power to mitigate the sufferings of his nearest connections. I will only add, that I trust the distinguished good sense, amiable character, and exemplary conduct of Lady Douglas,\*

\* Sir A. S. Douglas married in 1782, Miss Ann Burgess, of New York, still living, by whom he had two daughters and a son. 1. Ann Hamond Douglas, married to Sir George Bowyer, of Rudley, Berkshire. 2. Harriet, unmarried. 3. Andrew Snape Douglas, now Secretary of Legation at the Court of Palermo. An excellent portrait of Sir Andrew is in the possession of his amiable wife, whose conduct since her lamented husband's death, has well supported the trust, which the veteran Earl Howe reposed on her amiable character.

whilst she continued to be a wife, will operate equally to her own honour, and benefit of her children, as a mother.

“ I am, Sir, your most faithful servant,

“ HOWE.”

In addition to the inscription on the tomb in Fulham church-yard, which appeared in our XIIth Volume, (page 481) written by Mr. George Rose, then Secretary of the Treasury ; we have now to subjoin an affectionate testimony which correctly traces the public and private character of Sir A. S. Douglas. It appeared in the Morning Herald, and was composed by an old post captain, said to be Captain Hay :—

“ On Sunday, June 4, 1797, after an agonizing illness, which he bore with a fortitude that exemplified an unshaken confidence in his God, died in the 35th year of his age, Sir Andrew Snape Douglas, nephew to Sir Andrew Snape Hamond, Bart.—He was late captain of H.M.S. Queen Charlotte, and Colonel of Marines. As an officer in his Majesty’s navy, few have ever equalled him ; and for activity and courage none have surpassed him. His career of glory was therefore brilliant, though his life was short. No name stands higher in the list of fame—no name has been more justly celebrated for acts of heroism on the memorable first of June. Severely wounded on that day in the head, he scorned to leave his station beyond the moment that was necessary to stop the flow of blood : but he exerted nature almost beyond her powers.

“ On the victorious twenty-third of June, 1795, when no ships were in a situation to support him, but the Irresistible and Orion ; undaunted by the heavy fire of nine sail of the enemy’s fleet, he boldly arrested their flight, at the very mouth of L’Orient : and to his intrepidity, and perseverance, England stands chiefly indebted for the capture of threeships of the line.

“ His benevolence as a man equalled his gallantry as an officer, and he proved on all occasions, a father to those whom he commanded. He was a true christian, a dutiful son, an affectionate brother, a tender and faithful husband, a most indulgent parent, and a warm, generous, and firm friend.—As a patriot and a public character, his death, particularly at this momentous crisis,\* is a loss which cannot but be painfully regretted.

“ But who can speak the deep and lasting sorrows to which his family and friends are now devoted ! Here, alas, words are useless. Draw then the mournful veil, and, ‘ LET EXPRESSIVE SILENCE MUSE HIS PRAISE.’ ”

\* \* \* Mr. William Douglas, father to Sir Andrew, was distantly related to the Marquis Douglas, and bore the same arms.—The regard which the King retained for the memory of this lamented

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\* During his painful illness the mutiny in the fleet broke out.

officer, is exemplified by the following anecdote: His Majesty having often inquired, whether it were possible for him to have a bust of Sir A. S. Douglas, his Uncle carried one to the Queen's House, and placed it on a Sunday, in one of the rooms through which the Royal Family were to pass, on their return from the Chapel. The King immediately recognized the well known features of his faithful servant, and in a manner that did the highest honour to his feelings. Having shewn the bust to all his family, his Majesty then took it in his own hands, and placed it over one of his book cases, where it still remains.

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## NAVAL ANECDOTES, COMMERCIAL HINTS, RECOLLECTIONS, &c.

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NANTES IN GURGITE VASTO.

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### NELSON'S MONUMENT IN GUILDHALL.

**T**HIS splendid tribute of the British metropolis, which was originally intended to be opened on the Lord Mayor's day of 1810, was not exhibited to the public view, till Saturday, the 27th of April, 1811.

The entire monument is executed in marble, by a young and hitherto unknown artist, of the name of SMITH; who, having given in his model, at the time when the other artists vied with each other to produce specimens of their genius, was surprised to find, that his unpatronised merit was thus nobly rewarded and preferred. This effort of sculptorial art is so placed as to correspond with the monument of Lord Chatham; and as the inscription on the latter was composed by Mr. Burke, the City applied to Mr. Sheridan, then Treasurer of the Navy, to write that which now commemorates the exploits and character of Nelson.

The group consists of three figures—Britannia weeping over a Bust of NELSON—the City recording his brilliant Victories—and Neptune leaning on a Dolphin. The base contains in *basso relievo* the battle of Trafalgar, with Lord COLLINGWOOD's ship in the state it remained after the action. A seaman is placed at full length on each side the base, displaying the implements of war and navigation.

At the top of a pyramid, or obelisk, the name of Nelson is inscribed within a wreath of oak, allusive to his patriotism: beneath, the names of his most famous achievements are recorded by the City of London, who, with the mural crown on her head, has just put the last letter to the word "TRAFALGAR." On the left hand of the beholder, Britannia, surrounded with her usual attributes, is represented sitting, and mournfully musing



upon a medallion, bearing the likeness and name of the departed hero. On the foreground, a gigantic figure of Neptune, lying down, the right hand elevated, and in the attitude of sudden astonishment, seems to witness, at a distance, the glorious, but dearly bought, victory, which closed the wonderful career of Nelson. On the base of the Cenotaph, between two small niches, each containing, in *demi-relievo*, the figure of a sailor, as aforesaid, of excellent workmanship; is a tablet ready to receive the inscription; and beneath, in a bold and well-executed *bas relief*, the Battle of Trafalgar. The accompaniments are so aptly disposed, and so appropriate, that the whole can justly boast of a noble and elegant appearance.

The reclining statue of Neptune is beautifully and classically executed; his attitude easy, and truly expressive of surprise and deeply-felt concern: it breathes the *antique* throughout—grace, simplicity, and strength, unite in the anatomical composition of the body; and the sullen majesty of his brows recalls to our mind the *Ποσειδάων ἐνοσίγθων* of Homer, and the “*spirantia signa*” of Virgil. Yet, after all, this figure remains unconnected with the rest, and, as if placed there merely for a temporary exhibition, seems to await the order of its removal. Britannia, and her noble Lion, do great credit to the artist, for truth and purity of execution; but her attitude offers nothing new—nothing striking. The attitude of the City of London is stiff and awkward, and the position ill-conceived and ill-chosen. She stands erect, on tiptoe, to reach the last letter of “Trafalgar.” How did she, then, write the words above? However, this is trifling, but the most objectionable point is, the similarity of this figure with that on the monument on the other side. In both it is the same allegory; both figures stand on the same side of the group, and both turn, uncivilly, their long backs to the spectators.

The inscription, from the classical pen of Sheridan, as already mentioned, is as follows:—

TO

HORATIO, VISCOUNT AND BARON NELSON,

*Vice-admiral of the White, and Knight of the Most Honourable Order of the Bath.*

A MAN amongst the few, who appear,  
At different periods, to have been created  
To promote the grandeur, and add to the security of nations;  
Inciting by their high example their fellow-mortals,  
Through all succeeding times, to pursue the course  
That leads to the exaltation of our imperfect nature.

PROVIDENCE,

That implanted in Nelson's breast an ardent passion for renown,  
As bounteously endowed him with the transcendant talents  
Necessary to the great purposes  
He was destined to accomplish.

At an early period of life  
 He entered into the Naval Service of his Country ;  
 And early were the instances which marked  
 The fearless nature and enterprise of his character ;  
 Uniting to the loftiest spirit, and the justest title to self-confidence ,  
 A strict and humble obedience to  
 The sovereign rule of discipline and subordination.

Rising by due gradation to command,  
 He infused into the bosoms of those he led  
 The valorous ardour and enthusiastic zeal  
 For the Service of his King and Country  
 Which animated his own ;  
 And while He acquired the love of all,  
 By the sweetness and moderation of his temper,  
 He inspired a universal confidence  
 In the never-failing resources of his capacious mind.

It will be for History to relate  
 The many great exploits, through which,  
 Solicitous of peril, and regardless of wounds,  
 He became the Glory of his Profession :  
 But it belongs to this brief record of his illustrious career  
 To say, that he commanded and conquered  
 At the Battles of the NILE and COPENHAGEN :  
 Victories never before equalled,  
 Yet afterwards surpassed by his own last achievement,  
 The BATTLE of TRAFALGAR !

Fought on the 21st of October, in the year 1805.  
 ON THAT DAY, before the conclusion of the Action,  
 He fell, mortally wounded ;  
 But the sources of life and sense failed not until it was known to him,  
 That the destruction of the enemy being completed,  
 The glory of his country and his own had attained their summit.  
 Then, laying his hand on his brave heart,  
 With a look of exalted resignation to the will  
 Of the Supreme Disposer of the Fate of Man and Nations,  
 HE EXPIRED.

The LORD MAYOR, ALDERMEN, and COMMON COUNCIL of the CITY of  
 LONDON,

Have caused this Monument to be erected ;  
 Not in the presumptuous hope of sustaining the departed Hero's Memory,  
 But to manifest their estimation of the Man,  
 And their admiration of his deeds.  
 This testimony of their gratitude,  
 They trust, will remain as long  
 As their own renowned City shall exist.

The period to  
 NELSON'S FAME  
 Can only be  
 THE END OF TIME !

## AFFAIR OF HONOUR.

*Portsmouth, March 15, 1811.*

A MEETING took place this morning, between Captain Clarkson and Mr. Grant, in consequence of Mr. Grant's having as soon as possible after his arrival at Spithead, demanded satisfaction of Captain C. for the contradiction published under Captain C.'s name, in the Hampshire Telegraph of the 9th of March, to Mr. G.'s statement of the conversation which passed between Captain C. and him. After exchanging four shots each without effect, on the interference of the seconds, it was their opinion, as well as that both of Captain C. and Mr. G. that a *mutual* misunderstanding must have taken place relative to the conversation which took place between Captain C. and Mr. G. in July last (1810.)

(Signed)

JOHN GRANT.  
ROBERT CLARKSON.  
THO. JOHNSON.  
J. W. SINCLAIR.

## HIGH TIDES.

THE tide rose higher at Swansea on the 25th of March last, than has been known for many years: a boy and girl were washed off the pier, but neither received any material injury. The majestic rolling of the sea attracted crowds upon the beach. On the same day the tide rose to an unusual height at Bristol, and many of the low lands were completely flooded. In the neighbourhood of Purton, Gloucestershire, considerable damage was done to the wheat by the overflow of the water.

## HYDRAULIC ARCHITECTURE.

*Ayr, April 4.*

THE Trustees on the Act of Parliament for the harbour of Saltcoats, have contracted with builders to extend the breadth of the breast leading to the pier, by taking back the long sea wall 50 feet, and also that of the pier 20 feet, to be finished this summer. This, together with deepening and extending the bounds belonging to the harbour, which the Act empowers them to do, will make it a spacious harbour, not only for the vessels in the coal trade, but also for ships in other branches of home and foreign trade, from its well known safety of entrance, and sailing from; being situated upon a projecting point into the sea, that vessels with ease can warp out to the warping anchor, and set sail upon either tack with the wind in shore, if so moderate that they can carry sail.

## ACCIDENT ON BOARD THE PARTHIAN.

WHILE H. M.'s brig Parthian, Captain Hon. Henry Dawson, was cruising last summer off the island of Heligoland, Captain Dawson one day gave orders to beat to quarters, and afterwards to overhaul the priming of the

guns, which had been run in and secured, fore and aft, as is usual in the service, when in expectation of bad weather. One of the officers was standing on the aftermost gun, in the execution of his duty; when, unfortunately, in leaping from it, his leg was entangled in the lanyard of the lock; in consequence of which, that gun, and the others on the same side, went off, and killed the boatswain, serjeant of marines, and one man; and wounded the purser, and two others, besides damaging the brig so considerably, as to oblige her to return into port. Fortunately, the men had been ordered to the opposite side the instant before, or the execution would have been still more dreadful.

#### CAPTAIN BAGNOLD'S NEW GUN AND CARRIAGE.

THE Society for the Encouragement of Arts have voted an honorary medal to Captain T. M. Bagnold, of the royal marines, for his invention of a gun and carriage, for the purpose of clearing the enemy's tops of marksmen in close action.

#### ILLNESS OF THE ST. GEORGE'S CREW.

HIS Majesty's ship *Dolphin* having lately arrived at Portsmouth, from Lisbon, with French prisoners, a party of hands were sent from H.M.S. *St. George*, to assist in getting her up the harbour.—On the same day, nearly one hundred of the *St. George's* ship's company were taken ill with a violent fever; in consequence of which the *Alceste* hulk was cleared for their reception; and the sick, which by this time had increased to an alarming degree, were removed.—Through the persevering attention and salutary measures which were adopted by Doctor Hughes, of that ship, they were speedily restored to convalescence.

What renders this circumstance worthy of remark, is, that not one of the party who were sent on board the *Dolphin* was in the least affected.

#### COMMODORE HAMELIN'S DESCENT ON TAPPANOOLY.

THE subjoined article, copied from a Bombay newspaper, of December, 1809, throws some additional light upon the French Commodore Hamelin's descent upon Tappanooly, alluded to at page 198:—

“The arrival of a small vessel from the west coast of Sumatra has at length brought us some correct information relative to the descent on Tappanooly. We have received various, and very ample documents on the subject; but our limited time will permit us to present our readers with a part only of their contents, in this day's publication.—We are concerned to say, that they fully confirm every circumstance stated in our first advices, with aggravations, which, were they not substantiated by the most unquestionable authority, we should have been slow to credit, and that they prove the contrary assertions propagated at Madras by the people of the Creole, to have been utterly false.

“It was by this very corvette, the Creole, that all the mischief was effected. She was sent in by M. Hamelin, commodore of the French

squadron, to plunder Tappanooly; and landed her people on the island, on the 11th of October. They remained there until the 21st; and, during the interval, destroyed every vestige of property, whether public or private, at the settlement. The house of Mr. Prince, the Resident, and every thing valuable belonging to him, (not excepting his books and papers) they committed to the flames. They destroyed the fort and guns, burned the town,—and, in short, did not leave a single hut standing on the island.

“ Mr. Prince himself happened at this time to be at Fort Marlborough; and received the first intelligence of the destruction of his property, while at Padang, on his return to Tappanooly. His assistant, Mr. Hayes, who had been left in charge of the Residency, was treated by the Frenchmen with the most brutal inhumanity, and has been carried away in one of the frigates, as a prisoner of war, to the Isle of France. It appears, that the enemy had conceived an idea, that the place contained a prodigious treasure, in gold and other specie; and nothing that could be said or done, would convince them to the contrary. They accused Mr. Hayes of having secreted this property; and made the accusation a pretext for the tyranny of their subsequent conduct. For five days together, while they were ransacking the settlement, he was detained on board in close confinement; not permitted to go to the office, in order to arrange or preserve the papers; denied the use of clean clothes; and kept even under apprehensions for his life,—which they actually threatened to take away, on the first alarm that might be excited by the Malays.

“ At Tappanooly, the French found a vessel named the *Friendship*, (the property, we believe, of a gentleman at Sumatra) laden with a valuable and select cargo from the coast. She had arrived there on the 2d instant, and fell, with the settlement, into the hands of the enemy. The block and cargo of the *Friendship* are insured, we believe, in Calcutta, for 32,000 rupees.

“ After completing their work of destruction, the frigates stood away from the coast to the northward; having first put their prisoners on board a small captured vessel, (the *Lady William Bentinck*) and sent her with them to Padang.

“ Besides the *Lady Bentinck*, (which belongs, we believe, to Madras) the *Orient* of this port, chartered by government for the public service, together with a small vessel named the *Minto*, had previously been captured off the west coast by the same squadron. The brig *Favourite*, Captain Gillespie, reached Tappanooly, from hence, on the 1st of November; fortunately, a week too late for the fate which she must otherwise have met. She proceeded from thence to Pauang, where she was left all well on the 17th of the same month.”

#### BUONAPARTE'S LUCKY ESCAPE.

LAST summer, a story was generally circulated throughout the North Sea fleet, that Buonaparte, with several of his general officers, and the commander of the fleet at Antwerp, had nearly been captured, when on an

aquatic excursion near Flushing, with the Empress, by H. M. S. *Nymphen*, Captain Maxwell. The *Nymphen*, it was stated, fired several shot at the yacht in which Buonaparte had embarked.

The King of Denmark had also a narrow escape from us. The sloop in which he was taking a passage to Keil, in Holstein, where her Majesty the Queen resides, was boarded by an English man of war, in the Belt; but esteeming her of no value, she was allowed to pass. His Majesty concealed himself below, where, unfortunately, the lieutenant did not go.— This story is related on the credit of a Correspondent.

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## CORRESPONDENCE.

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MR. EDITOR,

AS one of your old friends and correspondents, I have much pleasure in forwarding to you the enclosed documents, which, I flatter myself, will be regarded as an acceptable communication, amongst your "*Letters on Service*," which, from caprice, or other motives, may not have been published in the *London Gazette*. The naval profession is already much indebted for your exertions in this department; to which, in immediate justice to the parties concerned, and for the aid of the future historian, I conceive it to be the duty of every one, who has it in his power, to contribute.

The first of the subjoined papers is a letter from Commodore Owen to Admiral Douglas, recording the particulars of an action with a part of the Boulogne flotilla, in the year 1805. Its insertion will render an act of justice to a gallant and deserving officer, (Captain Keith Maxwell) *lately withdrawn from active service*,\* who evidently had the honour of bearing a distinguished part in the action. You will perceive the handsome notice with which the commodore honoured this officer's ship (the *Arab*); and it may not be amiss to add, as a circumstance highly flattering to the *Arab's* conduct, in the action, that, on the following day, she received three cheers from the commodore's ship, after the ceremony of burying their dead, which was performed by the *Immortalité* and herself, standing out to sea for that purpose.—Commodore Owen's letter also very handsomely com-

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\* Captain Maxwell (then a lieutenant) is particularly known as the officer who cut the French national ship, *la Chevrette*, out of Camaret Bay, on the 22d of July, 1801. (*Vide NAVAL CHRONICLE*, Vol. VII. pages 216 and 319). For his extraordinary skill and gallantry, displayed upon this occasion, Earl St. Vincent, as soon as he became acquainted with the facts, promoted Lieutenant Maxwell to the rank of master and commander.

communicates the fall of a brave and excellent officer (Lieutenant Marshal) who fell close to the Arab.

The succeeding papers consist of a letter from Captain Maxwell, to the Patriotic Fund, stating the good conduct of Mr. Mansel and three seamen, who, at the imminent risk of their lives, threw a shell overboard, which fell into the Arab during the engagement; of a letter from the Secretary of the Patriotic Fund, in answer to the preceding; and of another letter, from the same, inclosing certain resolutions of the Fund, for rewards to the men who were wounded in the action.—The affair of the shell may be regarded as a strong proof of the good discipline and management of the Arab.

I am, Sir, &c.

T. H.

*Copy of a public letter from Commodore Owen, to Rear-admiral Douglas, Commander-in-chief off Boulogne, descriptive of an engagement with the enemy's flotilla, in the afternoon of the 18th of July, 1805.*

*H. M. S. Immortalité, off Boulogne,  
18th July, 1805.*

SIR,

In consequence of the information brought me by the Bruizer, which I had the honour to communicate to you this morning, I moved agreeable to your directions (with the detachment under my orders) to windward of Cape Gregory, in readiness for attacking the enemy's vessels, should they give opportunity, by pursuing their course towards Boulogne.

About half-past three I perceived their flotilla steering along shore: our Cales squadron was then standing for them, and opened their fire about half-past four P.M. abreast of Cape Blackness. The force of the enemy consisted of three praams, ships under French, and twenty-two large schooners, under Dutch colours. These latter had drawn themselves into a line, and were about half a mile ahead of the praams. I therefore made a signal for the brigs of my detachment to attack this part of their force, which was done about five o'clock, most handsomely, by the Watchful, Pincher, Sparkler, and Arab; the latter pushing in-shore with the brigs, whilst he found water barely to keep his ship afloat. They were also joined by the Jackall, and two other brigs of the Cales squadron, whose names I do not know, which were previously engaged with them, and the other brigs of my detachment pushed in as they came up, being to leeward.

The junction of the Cales squadron about this time brought our ships, of which a great number had collected, very close together; and as we had already a force fully sufficient engaged with the enemy, I hauled out, making the signal for open order, and calling off the Hebe, Utile, and Diligence; at the same time directing the brigs to chase and engage the enemy close. In consequence of this signal, the Arab and gun-brigs pressed close upon the enemy's schooners. In passing Cape Griezness, three of them had already grounded, and struck on the Bank Deloin. Two others ran ashore between Cape Griezness and St. John, to keep

themselves from sinking, and several others seemed cut up in their rigging, and thrown into great confusion.

The three praams having at length cleared the Channel, they were passing within the Bank. I stood for them, and at half-past six brought them to a tolerable close action, which continued with some little intermission (occasioned by the difficulty of keeping astern with them) till half-past seven, when we were abreast of Ambleteuse, where the praams anchored with the schooners which had already arrived. We were followed in this attack by the Hebe and Diligence, who availed themselves of every opportunity to join in it. I cannot particularize the number of ships which joined and occasionally fired upon the enemy; but the commander of that squadron will of course make his report to Vice-admiral Holloway.

Of the detachment under me, I feel it my duty to report my most perfect satisfaction: all were anxious and eager to seize every opportunity which presented itself for closing with the enemy. The situation of Captain Maxwell, of the Arab, and Lieutenants Marshal and Aberdne, of the Watchful and Pincher, enabled them to do this most conspicuously; and I am sure with the greatest effect. Nothing could excel the Arab, whose draught of water made her closing with them still more difficult.

Of the conduct of Lieutenant Marshal on former occasions I have had to speak, and you, Sir, know full well the high opinion I had of this most estimable officer. It was his fate to fall; and none could fall more admired, or more regretted. I can say nothing which will do justice to my feeling of his merit; his vessel was still conducted well by the sub-lieutenant.

My own ship's company and officers acted fully up to every good opinion I had formed of them; they were cool and steady. I have so frequently spoken of Lieutenant Payne's merits, that it is needless to say more than that I had his assistance: he and every officer was what I have always found them. Mr. Taper, the master, merits my warmest approbation, for the coolness and steadiness with which he directed the ship's course along shore.

Of the enemy's loss in such an action it is impossible to judge; but from the direction of the shot, and every thing of which I could form a supposition, it must have been very great. I have the honour to be, Sir,

Your most obedient humble servant,  
(Signed) E. W. C. R. OWEN.

To B. Douglas, Esq. Rear-admiral of  
the White, &c.

*Letter from Captain Maxwell, of H. M.'s S. Arab, to the Secretary of the Patriotic Fund, stating the gallant conduct of Mr. W. Mansell, master's mate, and three seamen, in throwing a shell overboard, which had fallen on board while in action with the enemy's flotilla off Boulogne, on the 13th of July, 1805.*

SIR,

*H. M. S. Arab, Downs, 24th July, 1805.*

From the well known liberality and inclination of the Patriotic Fund to



reward extraordinary acts of gallantry, and my own experience of the excellent effects derived therefrom, I am induced to lay before your committee a case, not only in my own opinion, but in that of the admiral and every officer of the squadron, coming under that denomination; and to which I cannot but feel indebted for the lives of a great part of the crew of H.M.S. Arab, under my command.

On the 13th instant, during our skirmish with the flotilla off Boulogne, a shell of very considerable dimensions fell on board; having first struck the main-mast head, carrying away the top cross-trees, &c. and every thing that came in its way; striking one of the knees in the inside of the ship, and finally brought up by one of the beams on the gun-deck, on which it rested. A sailor, called Clorento, with the most admirable coolness, instantly endeavoured to extract or extinguish the fuse, which Mr. Mansell, master's mate, one of the officers whose quarters happened to be nearest the spot, observing, and being more aware of the danger of a moment's delay in proceeding with it, instantly, with the assistance of three seamen, named in the enclosed list, got it out of the port; the fuse burning while in their hands. A few seconds after which the carpenters and people quartered below in the well and wings were alarmed with the idea of the ship having struck on a rock; so great were the effects and concussion from its explosion in the water.

I further beg to state, wishing to do all justice to such praise worthy presence of mind and coolness, qualities so desirable and necessary to be inculcated in time of action; that the accident did not for one moment interrupt the fire, not even of the two guns between which the shell fell; nor was any one acquainted with the danger they escaped, by the intrepidity of three of their shipmates, till some time afterwards, except those quartered nearest the spot; as the violent shock the ship received from the arrival of the shell in her then situation, could be imputed to various other different causes. I am induced to be more minute than perhaps is necessary, in the relation of this circumstance, being anxious duly to appreciate, and feeling highly sensible of the great benefit derived from the gallant coolness and conduct of the officer and men in question; as from the situation of the above-mentioned destructive implement, however its explosion might have injured the ship herself, its effects could not have failed of being disastrous in the extreme, in respect to the lives and limbs of nearly 150, which I could not but deem very fine fellows, in the middle of whom it had alighted; and who had been employed the two preceding hours pretty closely in amusing the enemy's batteries and flotilla; and I flatter myself giving the latter a specimen, and pretty good idea of what they had to expect, whenever they ventured beyond the limits of the protection of the former.

I am, Sir,

Your most obedient humble servant,

*John Parr Wellsford, Esq. Secretary*  
*Patriotic Fund.*

KEITH MAXWELL.

*From the Secretary of the Patriotic Fund, in answer to the above*

*Patriotic Fund, Lloyd's, London,  
30th July, 1805.*

SIR,

Your letter, mentioning the cool courage, prompt action, and successful efforts of Mr. Edward W. Mansell, master's mate, and Clorento, Grover, and Hunter, the three able seamen, who had saved the lives of so many of their shipmates, by throwing the shell overboard from H. M.'s S. Arab, was read this day at the Committee, with those feelings which such conduct is calculated to excite.

The Committee immediately voted to Mr. Mansell the sum of 50l. and 20l. to each of the seamen, to be paid in money if preferred; or part of it to be appropriated to such distinctions as may best promote his Majesty's service, by exciting similar exertions from others in the moments of danger.

On this subject, the Committee would be glad to have your ideas; not feeling quite *au fait*, whether any, and what badges of distinction would be proper to any below a rank bearing his Majesty's commission.

I have the honour to be, Sir,

Your most obedient humble servant,

J. J. ANGERSTEIN, Chairman.

*Captain Maxwell, H. M. S. Arab.*

*Patriotic Fund, Lloyd's, London,  
14th August, 1805.*

SIR,

I beg leave to enclose you the resolutions of the Committee, in answer to your letter relative to the men wounded in the action off Boulogne, on the 18th of July; and I have to request, on the convalescence of the respective parties, you would have the goodness to draw for the sums voted, at three days' sight, on Sir Francis Baring, Bart. chairman of the Patriotic Fund, at Lloyd's, when the same shall be duly honoured. I am, Sir,

Your most obedient humble servant,

J. J. WELSFORD, Secretary.

*Captain Maxwell, H. M. S. Arab.*

*Lloyd's, 30th July, 1805.*

A general meeting of the Committee for managing the Patriotic Fund, held this day, J. J. Angerstein in the chair—

Read a letter from Captain Maxwell, of H. M. S. Arab, enclosing a list of the killed and wounded on board that ship, in action with the enemy off Boulogne, on the 18th of July.

Resolved,

That the following sums be given—

- 40l. to William Thomson, Seaman.
- 20l. to Mathew Holmes, ditto.
- 20l. to William Bloss, ditto.
- 20l. to George Woodcock, ditto.

- 10l. to Benjamin Elliot, seaman.  
 5l. to William Robins, ditto.  
 5l. to Alexander M'Grigor, ditto.  
 5l. to Isaac Carter, marine.

Extract from the minutes,

J. J. WELSFORD, Secretary.

MR. EDITOR,

**A**S, in consequence of the relations subsisting between this country and the Spanish colonies, a considerable part of the English capital must necessarily be directed to that quarter, I think the following extract from "Walton's present State of the Spanish Colonies," newly published, can hardly fail to be acceptable to many of your readers:—

DIRECTIONS TO TRADERS TO SOUTH AMERICA.

"To make quick and profitable sales of goods in any part of the Spanish possessions in America, depends on the selection of the cargo destined for those markets. It is for want of these proper assortments, that so many enterprising merchants and adventurers have been injured, as also from not proportioning the shipments to the consumption of the country. The real wants of the Spaniard are few, his prejudices many; he does not like innovations, and his luxuries are also confined. The Spanish taste varies from our own at home; the customs, as well as the climate, are different. It ought to be the object of the trader to select such goods as will bear an equal proportionate advance and profit in all their parts.

"All piece goods, in whatever kind or description of package, ought to be accompanied with bale cards, in order to avoid opening the same, and ought to correspond perfectly. It will be adviseable also to sell by the package, as the shopkeepers would cull your goods, and leave many of little or no value, or at least choose the most saleable.

"All trunks, cases, and packages, ought to be good; the trunks sell for their original value, and are more handy than cases: all fine goods ought to be packed in them. Each matted and well covered, marked in plain letters, and numbered in two places, to avoid the trouble of lifting, and mistakes in shipping, landing, &c. and delivering to the purchaser.

"It is to be observed, that goods intended for the Spanish market, in their respective kinds, are required to be light, shewy, thin, and low priced; and on a different principle of strength and good wear to those which are intended for sale and consumption in Great Britain. They require the article to be dressy, not to last long; cheap and pretty, is their corresponding proverb."

It may be added, that the long residence of Mr. Walton in South America, must qualify him in a particular manner to speak on these sub-

jects. I regret that the minute specification of a cargo suited on a general scale for the Spanish settlements, which accompanies the above directions, is too long to admit of being introduced into this letter. S.

MR. EDITOR,

Royal Naval Hospital, Deal, 9th May, 1811.

**I**N looking over the NAVAL CHRONICLE for February last, we find Lieutenant Tryon, whose death is noticed in the Obituary, therein stated, "to have been removed to London, from the hospital at Deal, for medical advice."

The statement is not founded in fact—Mr. Tryon was recommended by us to retire into the country, for the benefit of a change of air; the situation of this hospital being close upon the beach, and exposed to the cutting easterly winds, is, of all others, the most unfavourable to affections of the lungs.

We therefore request the insertion of this letter in your publication,

And are, Sir, your obedient servants,

J. MAGENNIS, Physician.

A. S. HUTCHISON, M.D. Surgeon.

MR. EDITOR,

**I**HAVE often lamented, when examining the books which many of our naval officers are now in the habit of taking to sea, that they are generally deficient in works of English History. The library of a British seaman should be rich in the historians of his own country, and in such memoirs, letters, and collections of historical papers, as tend to elucidate so interesting a subject. Amidst the variety that present themselves to my recollection, I beg leave particularly to recommend to professional men, *Henry's History of England*, which the late professor of modern history at Cambridge, Dr. Symonds, preferred to any other; and also that valuable work by Dr. Granger, which he justly styled, "*A Biographical History of England, from Egbert the Great to the Revolution.*"

There are many curious anecdotes preserved by Dr. Granger, respecting naval men in the early periods of our history; and as these may be new to some of your readers, and may possibly induce them to refer to the work itself, I have selected a few for insertion in your CHRONICLE. Granger, as a naval historian, is but little known.

"Sir John Hawkins, who was one of the most renowned seamen and bravest officers in Europe, was rear-admiral of the fleet sent out against the armada; in destroying which he had a principal share. He signalized himself in several expeditions to the West Indies, and died in that against the Isthmus of Darien. He was buried in the element where he acquired his fame, 1595.

When mentioning Sir Richard Greenvile, who was vice-admiral under Lord Thomas Howard, son to the Duke of Norfolk, and of whose gallant death an excellent account is given, in either the second or third Volume of the CHRONICLE, Mr. Granger thus expresses himself:—"He continued fighting (1591) till he was covered with blood and wounds, and nothing remained of his ship but a battered hulk. He died on board the Spanish fleet three days after, expressing the highest satisfaction in the article of death, at his having acted as a true soldier ought to have done. This was that enthusiasm, or rather madness of courage, which some will have to be the highest perfection in a sea officer. It was a maxim of Admiral Howard, who lived in the reign of Henry VIII. that a degree of frenzy was necessary to qualify a man for that station. Sir Richard was grandfather of the famous Sir Bevil Greenvile."

Cavendish, who sailed round the globe in a very short period, having left England on the 21st of July, 1586, and returned to Plymouth September 15, 1588, is thus noticed:—"Thomas Cavendish was a gentleman adventurer, who soon after the commencement of hostilities between England and Spain, undertook to annoy the Spaniards in the West Indies, and carried fire and sword into their remotest territories. He burnt and destroyed nineteen of their ships, and took the Admiral of the South Seas, valued at 48,800*l*. In this expedition he encompassed the globe, and returned in triumph to England. His soldiers and sailors were clothed in silk, his sails were damask, and his topmast covered with cloth of gold. In his second expedition, (1591) he suffered almost all the miseries that could attend a disastrous voyage. His men mutinied, and he was thought to have died of a broken heart in America, 1592."

When speaking of Mark Ridley, who was physician to the English merchants in Russia, Granger notices the following work:—"He was author of a treatise of Magnetical Bodies, in which he intimates, that longitudes might be rectified by the nautic needle."

"Henry Percy, Earl of Northumberland," says Granger, "was one of the gallant young noblemen, who, when the kingdom was threatened with an invasion, hired ships at their own expense, and joined the grand fleet under the lord high admiral. He was afterwards one of the volunteers at the famous siege of Ostend. In the reign of James, he fell under a suspicion of being a party in the gunpowder plot, and though innocent, suffered a tedious imprisonment of fifteen years. Died 5th November, 1632."

"The title of Marlborough became extinct in the family of Sir James Ley, of Tessont, in Wiltshire, by the death of James Ley, who was an admiral in the reign of Charles II. He was killed by a cannon ball in 1665, as he was bravely fighting against the Dutch, in the ship called the Old James."

"Edmund, Earl of Mulgrave, (created February 7, 1625) was knighted by Admiral Howard, for his bravery in the memorable engagement with the Spanish fleet, in 1588, and was, by Elizabeth, made governor of the Brill in Holland. He was by James I. constituted Lord President of the North,

and on the accession of Charles, created Earl of Mulgrave. Died 1646, aged 80."

"Jerome, son of Richard Weston, Earl of Portland, Lord Treasurer in this reign, (Charles I.) was a man of good abilities, of various learning, and genteel accomplishments; which enabled him to speak pertinently and gracefully upon every occasion. He was a good statesman, and had the reputation of being well skilled in naval affairs, in the reign of Charles II. He died, according to Heylin, the 16th or 18th of March, 1662. According to Lloyd, 1663-4. His son Charles, a young nobleman of great expectation, voluntarily entered himself into the sea service under the Duke of York. He was killed in an engagement with the Dutch, the third of June, 1665."

"Sir Kenelm Digby, by his eager pursuit of knowledge, seemed to be born only for contemplation. But he was thought to be so well qualified for action, that, in 1628, he was appointed commander of a squadron sent into the Mediterranean, to chastise the Algerine pirates, and the Venetian fleet. The former had committed frequent depredations on the vessels of our merchants, and the latter had obstructed their trade. He exerted himself with all the spirit and conduct of a brave and experienced officer; and having brought the Venetians to reason, made reprisals on the Algerines, and set at liberty a great number of English slaves; he returned home with credit to his country, and honour to himself."

"Captain Charles Saltostall was author of 'The Navigator, or the theoretic and practic Principles, &c. of the Art of Navigation.' London, 1642, 4to."

"Admiral William Penn, advanced from a common man to the rank of an admiral, by Cromwell, had all those qualifications of a sea officer, which natural courage and experience can give a man of a very moderate capacity. He was well qualified to act an under part, in executing with alacrity and vigour, what had been planned by his superiors in command. He was vice-admiral under Monck and Dean, in the famous sea fight with the Dutch, that continued three days, and in which the gallant Tromp was defeated. He was, without declaration of war, sent to take St. Domingo from the Spaniards. The design was well laid by Cromwell, and would have been executed with great facility by a Blake; but it exceeded the capacity of Penn. In this expedition he took Jamaica, a colony which cost a great deal of blood and treasure; but which, in process of time, proved advantageous to the nation. He was father of a much greater man than himself, who is well known among the Quakers as a preacher and a writer; and throughout the world, as the founder and legislator of the colony of Pennsylvania. There is a characteristic account of Admiral Penn in the 'Continuation of Lord Clarendon's life,' page 478.

Granger, when speaking of Sir W. Paston, of Oxmead, in Norfolk, during the Interregnum, says, that he was descended from Sir Clement Paston, an eminent sea captain, who signalized himself in the reign of Henry VIII. by taking the Baron of Blancard, admiral of France, prisoner, and bringing

him into England. He was the first, adds he, as Lloyd informs us (Worthies, 8vo. first edit. page 202) *That made the English Navy terrible.*

“ Edward Earl of Sandwich, of clear, as well as fervid courage, created July 12, 1660; who shone in his public character, as the general, the admiral, and the statesman, was in private amongst his friends, the open, the candid, and benevolent man. He served Oliver, whom he looked upon as his Sovereign, with the same fidelity as he served Charles II. But he could not transfer his allegiance to Richard, who, he knew, was born for a much humbler station than that of governor of a kingdom. He commanded the fleet that brought over the King at the Restoration, and was his proxy when he married the Infanta. His councils did honour to the cabinet, which he never disgraced but once; and that was by advising the Dutch war, in which he lost his life. One of the greatest battles ever fought with the Dutch, or any other enemy, was on the 3d of June, 1665; when this gallant officer bore with his squadron into the centre of the Dutch fleet, and presently threw it into that confusion which ended in victory. He was not only a man of merit in himself, but had also much of that kind of merit which endeared him to the sailors, who after the death of the Duke of Albemarle, loved and revered him as their father and protector. In the battle of Southwold bay, after he had, by his conduct, rescued a great part of the fleet from the most imminent danger, and given at the same time the most astonishing proofs of his bravery, his ship was surrounded with flames. He thereupon leaped into the sea, where he unfortunately perished, on the 28th of May, 1672. Several of his letters and negotiations are in print: There is a portrait of him by Lely, at Chiswick.” (Vol. II. pages 143, and 276.

“ James, Duke of York, Lord High Admiral, gained the highest reputation by his courage on board the fleet, in the first Dutch war. He understood naval affairs: and his conduct with respect to the navy, after he ascended the throne, ought to be remembered to his honour. He, in this reign, invented the signals used at sea.—Charles II. never attended to any business, but that of the navy, which he perfectly understood. It is well known that the naval history of that Prince is the most shining part of the annals of his reign.”—It is to be wished, Mr. Editor, that your excellent Correspondent, A. F. Y. would take a glance at this part of our history under that monarch, as much information and excellent remark might thus be deduced by him. Dr. Granger, towards the close of his second Vol. part 2, (James II.) when speaking of Mr. Samuel Pepys, secretary to the Admiralty, after noticing his portrait by Kneller, and the engraving of it by B. White, adds—“ Pepys was, in the early part of his life, introduced into the service of the state by his kinsman, the famous Earl of Sandwich. It is well known, that the business of the navy was conducted with the utmost regularity and prudence, under Charles and James, by this worthy and judicious person. He first reduced the affairs of the Admiralty to order and method; and that method was so just, as to have been a standing model to his successors in his important office. His memoirs relating to the navy is a well written piece; and his copious collection of MSS. now

remaining, with the rest of his library at Magdalen College, in Cambridge, is an invaluable treasure of naval knowledge."

"George Monk, Duke of Albemarle, who had acquired a great reputation, as a sea officer, before the restoration, signalized his courage in an astonishing manner, in the memorable engagement with the Dutch, which began the first of June, 1666, and continued four days. He was very near being overpowered by numbers, when he was joined on the third day by Prince Rupert, who ravished the victory from the enemy's hands. The last display of his courage, which was equal at least to any other act of his life, was exposing himself to the cannon shot of the Dutch, when they burnt the English ships at Chatham. This effort of valour, which looked like rashness, was then absolutely necessary to encourage others to do their duty. The love which the seamen had for him, had as great an influence on board the fleet, as his personal bravery. They frequently called him, Honest George Monk."

"Sir Thomas Allen, admiral, 1666, as represented in a mezzotinto print, with a truncheon in his hand. This brave and expert officer was the first that entered upon hostilities against the Dutch, in 1665, by attacking their Smyrna fleet. The squadron that he commanded consisted but of eight ships; but what he wanted in force, he supplied by courage and conduct. He killed their commodore, Brackel, took four merchantmen, richly laden, and drove the rest into the bay of Cadiz. On the 25th of July, 1666, he, at the head of the white squadron, fell upon the Dutch van, entirely defeated it, and killed the three admirals who commanded that division. The victory of this day, in which he had a principal hand, was indisputably on the side of the English. Then it was that De Ruyter exclaimed, *My God, what a wretch am I! among so many thousand bullets, is there not one to put me out of my pain?*"

"Sir Christopher Minnes, or Mingh, admiral, 1666, was son of an honest shoemaker in London, from whom he inherited nothing but a good constitution. He was remarkable, early in life, for a spirit of adventure; and had gained an estate in the West Indies, before he became an officer of rank in the navy. He was a man of good understanding, which he discovered both in speaking and acting. Though he was affable and familiar with the seamen, no man knew better how to maintain his authority. The men under his inspection were well paid and fed, and had always justice done them in the distribution of prizes. Hence it was, that he was both honoured and beloved. He had, in the course of his life, often manifested his active and passive courage; but never in a more extraordinary degree, than at the approach of death: on the fourth day of the famous battle that began the first of June, he received a shot in the neck: after which, though he was in exquisite pain, he continued in his command, holding his wound with both his hands, for above an hour. At length another shot pierced his throat, and laid him for ever at rest, June 4th, 1666."

I have extended my extracts, Sir, to some length, as these naval characters are drawn by Granger in so excellent and concise a manner.



They may probably induce some of your readers to attempt the delineation of such as have come under their knowledge; and will also serve to recal to memory some great names, that may have been too much forgotten amidst the heroes of the present reign.

I remain, Sir, yours, &c.

TIM. WEATHERSIDE.

## CORRECT RELATION OF SHIPWRECKS.

### PO. XLIX.

Again the dismal prospect opens round,  
The wreck, the shore, the dying, and the drown'd.

FALCONER.

### THE PANDORA:

**T**HE following particulars of the loss of H. M. S. Pandora, Captain Ferguson, off the Scaw, are extracted from a letter received by T. Aldridge, Esq. of Yarmouth:—

“ On the night of the 13th of February, (1811) the Pandora struck on the Scaw reef, a shoal off the coast of Jutland. In less than five minutes she lost her rudder, in consequence of repeatedly striking the ground with great force in a heavy sea, and in an hour's time, she was nearly filled with water; previously to which, the crew cut away the masts in order to lighten the vessel; but the wind being extremely high, the sea broke over her with great fury, and every moment threatened to be their last. The wind was piercingly cold, and the men had the miserable prospect before them of being either washed overboard or frozen to death. In this state part of the crew perished from the inclemency of the weather; and next morning some of the survivors contrived to cut a hole in the weather side of the deck, which was above water, and by that they were enabled to get down below, one by one, out of the severe and boisterous weather. About three in the afternoon of the 14th some boats were observed coming off from the shore to their assistance, but the sea running very high, they durst not approach the wreck. The surviving crew were so reduced as to be unable to launch their own boats, which were covered with ice, and bore the appearance of marble of immense thickness. However, in the course of the night the wind abated, and the next morning being quite calm, a number of boats came off, and took the men from the wreck. The crew were of course made prisoners; but the Danes have treated them with all possible hospitality. Twenty-nine sailors were lost from the severity of the weather.”

## THE GOBITEN.

**T**HE following melancholy detail has been cast ashore, enclosed in a box, near Roseheart, Scotland, and directed "To the Finder." We fear there is no hope of the vessel having escaped. Perhaps a greater instance of presence of mind than that evinced, under such circumstances, by the writer, was scarcely ever known:—

*"North Sea, April 18, 1811.—On board the Gobiten, from Gesle.*

"In distress, being near to sink, as the brig has sprung a leak two days ago, and the water always increasing, notwithstanding all our attempts to prevent it, we have now come very near the last moments of our lives, wherefore we beg him or her, who may find this letter, to inform the public of our misfortune. The brig Gobiten, Captain Aberg, went from Hull the 14th instant, in order to seek for Gottenburg, but having come at the middle of Dogger, the wind, which previously was fair, went easterly, when the brig got the leak, notwithstanding the sails were shortened in a proper manner. We have been obliged to cut the masts, but all seems in vain. Except Charles John Shelberg, a passenger, the crew consists of the following, viz. Lindquist, from Gesle; Schlee, Sjosburg, Holtz, all three from the Swedish Pomeranias; Asoluud, from Sundswall; Hellberg, from Calmar."

## THE CECILIA.

*Admiralty-Office, May 17.*

**P**URSUANT to an Act of Parliament, passed in the 26th year of his late Majesty's reign, this is to give notice to those whom it may concern, that information has been received at this Office, that the ship Cecilia, belonging to Appledore, in the port of Barustaple, of the burthen of about 180 tons, whereof John Tetherly was master, bound from Waterford to London, with a cargo of provisions, struck on a reef of rocks, within the port of Plymouth, on the morning of the 5th instant, stove in her starboard bow, and immediately filled with water; soon after which she fell over and became a total wreck; that the master and seven persons were washed off the said wreck and drowned, and that Wm. Barnard, mate, and Wm. Marshal, mariner, were the only persons saved of the whole crew.

J. W. CROKER.

## PLATE CCCXXXVI.

**O**N presenting a portrait of the veteran Rodney, we take the opportunity of inserting what will be considered as a valuable *addendum* to the life of that officer, in the first volume of the NAVAL CHRONICLE.\*

\* Vide page 349, et seq.



Page 561

GE. BRYDGES



LORD RODNEY K. I.

Admiral of the White and Rear Admiral of  
England.



In consequence of the representations of Mr. Clerk, in his *Naval Tactics*,\* the prevalent belief was, that Admiral Rodney had been indebted to that gentleman for his plan of breaking the enemy's line, by which he achieved his victory over De Grasse, on the 12th of April, 1782. We have long had reason to doubt the accuracy of this opinion. In our XVth Volume,† is a very curious passage, extracted from the *Memoirs of Richard Cumberland*, then recently published, in which the writer (Cumberland) relates the circumstance of his dining with Admiral Rodney, at Lord George Germain's, when the thought seemed first to occur to the admiral, of passing through the enemy's line. After dinner, Rodney, then unemployed, displayed his intended manœuvre upon the table, by the arrangement of two hostile squadrons of cherry stones; swearing that, by the execution of such a plan, he would lay the French admiral's flag at his Sovereign's feet.

This anecdote, related on the credit of such a man as Cumberland, was nearly decisive, as to the plan having originated with Rodney; but, in the subjoined letter, which appeared in the Vth Volume of *The Athenæum*, the proof is so incontestible, as to set the question at rest for ever.

“ To the Editor of the *Athenæum*.

SIR,

“ February 19, 1809.

“ For several years past the periodical publications have been full of panegyrics on Mr. Clerk, of Eldin, on account of his having been the supposed inventor of the successful practice of breaking an enemy's line-of-battle in naval engagements. There is a communication to this effect in your last number;‡ nor is Mr. Clerk himself sparing in assertions of this kind, very methodically arranged, and, doubtless, arising from his own perfect conviction of their truth.

“ I am, myself, Sir, a physician, somewhat declining into the vale of years, long in habits of close intimacy with Lord Rodney, who first practised that manœuvre, and with whom I have so often conversed on this very subject, that I think myself tolerably well qualified to discuss it with Mr. Clerk: and whatever merit in point of originality that ingenious gentleman may himself possess, I am much mistaken if I shall not be able to shew that his representations are defective, inaccurate, and highly derogatory to the well-earned fame of the noble Admiral, whose bold and ardent mind achieved success, which those who envied him thought they depreciated, when they bestowed on him the title of Fortune.

\* NAVAL CHRONICLE, Vol. I. page 390.—At page 394, of the same Volume, is a view (by Pocock) of the position of the British and French fleets, at noon, on the 12th of April, 1782, accompanied by a descriptive account.

† Page 396.

‡ This alludes to the presentation of a piece of plate to Mr. Clerk, in the year 1803, commemorative of the invention of breaking the enemy's line.—*Vide* ATHENÆUM, Vol. V. page 123.

“ Mr. Clerk, in the preface to the second edition of his work on Naval Tactics, page 7, tells us,

“ 1st. That Lord Rodney’s knowledge of this principle was obtained from a communication made to him by himself, through Mr. Richard Atkinson, in the month of January, 1789; and afterwards, page 8.

“ 2dly. That what Lord Rodney had first learned, he most strangely omitted to practice on the first subsequent opportunity, and therefore did not break the French line, in order to cut off a part of their fleet, in his engagement with Mons. Guichen, off Martinique, on the 17th of April following.

“ On the contrary, I think I shall demonstrate,

“ 1st. That Lord Rodney did actually, with this view, break the French line on that day; and,

“ 2dly. That he could not possibly have been induced to attempt this manœuvre by any information received from Mr. Clerk in the preceding January.

“ With regard to the first point, I must here premise, that Lord Rodney’s letter, as it appears in the Gazette, is a most mutilated and imperfect account of this extraordinary action. It is, in fact, only styled the ‘ Extract of a letter ;’ and its implied censures of his captains are such as to have induced Lord George Gordon to move the House of Commons ‘ That a copy of the *whole* letter should be laid before the House.’ This motion was supported by Mr. Fox, Admiral Keppel, and others, but negatived, on a division, by a majority of 161 to 60; Lord North having declared, ‘ That it would be improper to publish the *whole* of the letter; and that, if the House were acquainted with the contents, he was confident they would agree with him in opinion.’ From this source alone, defective as it is, Mr. Clerk professes himself competent to decide as to the intentions of the British commander. Now, Sir, while I adduce other indisputable authority to refute Mr. Clerk, I shall also be able to confirm my deductions by the very Gazette on which he relies.

“ Lord Rodney himself at various times informed me, that, two days before the action, he did, either by oral or written communication, acquaint each captain in his fleet, that it was his intention to attack that of the enemy; not their entire fleet of 23 sail with his inferior one of 20, but a part of their’s, as, for example, 15 or 16, with his whole fleet. He added, that a most happy opportunity offered of effecting the purpose; M. Guichen’s line on the 17th of April extending four leagues in length, ‘ as if,’ said Lord Rodney, ‘ he thought we meant to run away from him.’ Agreeably to this intention, thus clearly expressed, ‘ I made,’ says he in the Gazette, ‘ the signal for the line a-head, at two cables length distance;’ and soon afterwards, ‘ I gave notice by public signal, that my intention was to attack the enemy’s rear with my whole force; which signal was answered by every ship in the fleet.’—“ At 7 A.M. perceiving the fleet too much extended, I made the signal for a line-of-battle at one cable’s length asunder only. At 30 minutes after 8 A.M. I made a signal for a line-of-

battle abreast, and bore down upon the enemy.' So far Mr. Clerk acknowledges that Lord Rodney's design was clear, and conformable to his own.

"The Gazette proceeds. 'This signal was penetrated by them, who discovered my intention, wore, and formed a line-of-battle on the other tack. I immediately made the signal to haul the wind, and form the line-of-battle a-head. At 9 A.M. made a signal for a line-of-battle a-head, at two cable's length on the larboard tack. At 11 A.M. I made the signal to prepare for battle; to convince the whole fleet I was determined to bring the enemy to an engagement. At 50 minutes after 11 A.M. I made the signal for every ship to bear down and steer for her opposite in the enemy's line, agreeable to the 21st article in the additional fighting instructions.'

"It is this last signal which Mr. Clerk more especially quotes as an abandonment of Lord Rodney's purpose, which he had before admitted, of 'attacking the enemy's rear with his whole force.' He conceives it to have been meant by Lord Rodney, that his headmost ship should attack the headmost of the enemy, and so on in succession throughout his fleet: and if we may judge of the opinion of the captains ahead of him by their conduct, this interpretation was also their's. But though his officers misunderstood him, he certainly did not misunderstand himself. This, however, he must have done, if Mr. Clerk's opinion were just; for, in that case, reckoning from the headmost ship of the enemy, he ought to have attacked that immediately a-head of the Couronne, whereas it appears from the Gazette that the Sandwich, before she engaged the Couronne, "had beaten three ships out of their line of battle, had entirely broke it, and was to *leeward* of the wake of the French admiral.' This fact is totally misstated by Mr. Clerk, whose plan, plate x, part 1, figures 4 and 5, represents the three French ships driven out of the line, and also the Triomphant or Fendant, as being all four a-head of the French admiral in the Couronne, and the Sandwich as being to *windward* of the wake of the French Admiral.

"Mr. Clerk also in the same plate, figure 4, represents our two headmost ships as beginning the engagement with the two headmost of the enemy. Now this could not have been the case; because from the position of the English line somewhat astern of that of the French, as drawn by Mr. Clerk himself, our headmost ships, bearing down somewhat diagonally on a widely-spread and more numerous fleet, must have required much more time to reach the enemy's van, than the Sandwich to reach even their centre; whereas we are on the contrary positively told, that only a few minutes took place between the first firing of our headmost ships and that of the Sandwich. 'A few minutes before 1, one of our headmost ships began the action, and at 1 the Sandwich, in the centre, after having received several fires from the enemy, began to engage.'

"The fact was this:—Lord Rodney meaning to 'attack the enemy's rear with his whole force' (as every ship in his fleet had separately shewn him they understood) ordered each ship to bear down and engage the enemy's ship then opposite to him, a signal having been previously made

‘ to form the line-of-battle at two cable’s length asunder;’ and afterwards another ‘ to engage close, and of course the admiral’s ship to be the example.’ It was, therefore, manifestly his intention that they should reckon from him; notwithstanding which, all the ships a-head of the admiral, engaging as they came up, and passing along the enemy’s line, successively exposed themselves to their fire, and left the admiral to himself. All this was, doubtless, explained in Lord Rodney’s letter to the Admiralty, who, in the words of Lord North, ‘ thought it would be improper to publish the whole of the letter.’

“ That the fact was as I have stated it, I was not only informed by Lord Rodney himself, but by an officer of marines on board the Cornwall, the ship immediately a-head of the admiral in the English line. That gentleman told me, that during the action, as the smoke cleared away, seeing the Sandwich at a great distance, he remarked to one of the lieutenants, ‘ We have made a great mistake here. There is a signal flying for a close action at two cable’s length asunder, and we are a league a-head of the admiral. Pray tell the captain.’ To which the lieutenant bluntly replied, ‘ No, damn him; let him find it out himself.’ If this mistake happened with regard to his van and half his centre, it was not less the case with regard to his rear, which followed the flying rear of the French to such a distance, that it was absolutely two days before they again came in sight of their admiral; and, when they first saw him, knew not for a while whether he was a friend or an enemy. These points are, indeed, admitted, though most cautiously worded in the Gazette. ‘ Such was the distance of the van and rear from the centre, &c. that it was impossible to pursue the enemy that night without the greatest disadvantage.’ I appeal to Mr. Clerk himself, whether it could, consistently with common sense, have been the wish of Lord Rodney, that his fleet, dividing itself into squadrons, in direct disobedience of his signals, should leave him with a few ships to fight the battle with half the enemy’s fleet? The mortification which the gallant commander felt on this occasion no words can express. Of his victory on the 12th of April, 1782, I know that he thought little. He had a contemptuous opinion of the naval character of De Grasse, but always spoke in the highest terms of that of Guichen, whom he considered as the best officer in the French service: and he looked on this opportunity of beating such an officer with an inferior fleet as one by which, but for the disobedience of his captains, he might have gained immortal renown. Under this impression it was, that, without adverting in his letter to the behaviour of a single officer in his whole line, he indulged in the bitter sarcasm, that the ‘ French admiral had the honour to be nobly supported during the whole action.’ Under this impression, three or four days after the battle, he gave his surviving officers a severe reprimand on board his own ship; and was about to try several of them in the West Indies, or send them home under arrest to England. Under this impression, he changed his order of battle, placing the Montagu and Ajax on each side of him in the line, as commanded by officers who would pay him prompt obedience; and, lastly, under the same impression, he threatened that, in his next action, he would



station himself in a frigate, that he might better observe the conduct of all his captains, and on the spot degrade any individual who should disobey him.

“ Why did Lord Rodney entertain these feelings? Did he doubt the courage of his officers? No: he expressly asserted the contrary. He spoke in the highest terms of their bravery; but he said that they were influenced by a spirit of party, and that there was ‘not a captain on board his fleet who did not think himself capable of being prime minister of Great Britain.’ His conduct with regard to the Cornwall was a sufficient proof of the opinion which he formed, and the motives which influenced him. This ship, carrying only 64 guns, lost in the engagement one man more than the Sandwich, of 90 guns; and yet Lord Rodney, in his second arrangement, placed her at a distance from him in the line, evidently because she had disobeyed his signals, and frustrated his designs.

“ From all circumstances, it is evident, that Lord Rodney did actually himself break the enemy’s line, and that he intended his own conduct to be an example to his fleet; who, however, defeated his purpose by a total want of co-operation.

“ Having thus, I think, proved the design of Lord Rodney, I am next to examine Mr. Clerk’s assertion, that it was prompted by him. His claim is contained in the following words:—‘In January, 1780, when I was in London, being fully impressed with the importance of the naval ideas which had long been working in my imagination, and in consequence of the strictures on Lord Keppel’s engagement sent the year before, some appointments, for the purpose of farther communications on this subject, were made by my friends. Among the first of these was an appointment with Mr. Richard Atkinson, the particular friend of Sir George Rodney, who was then in London. At this meeting I communicated to Mr. Atkinson the theories of attack both from the windward and the leeward, &c. All this Mr. Atkinson undertook to communicate to Sir George Rodney, which he could have no difficulty in doing. From the best authority I have been informed, that Lord Rodney himself at all times acknowledged the communication; and having from the first approved of my system, declared, even before he left London, that he would strictly adhere to it in fighting the enemy.’ Preface, pages 7 and 8.

“ Sir, I want words to express the emotions which I feel while I am copying this romance. What will be those of your readers when they are informed, and may if they please, convince themselves, by an appeal to all the newspapers of the day, and to the testimony of a hundred officers now living, that so far was this scene from the possibility of having occurred in London in the month of January, 1780, that Admiral Rodney sailed from St. Helen’s, with his whole fleet, on Saturday, the 25th of December, 1779?

“ With Mr. Clerk I have now done, truly sorry that the indiscretion of himself or his friends should in any degree tend to lessen the estimation of a work in many respects highly valuable. That he might have conceived this manœuvre without any communication from Lord Rodney, I by no

means deny; but I have often been assured by that brave officer himself, that it first occurred to him a considerable time before in France, during a conversation at the table of a Maréchal de Biron,

“ I am, Sir, your obedient Servant,

“ SCRUTATOR.”

“ P.S I do not wish to have my name publicly mentioned; but I believe that neither my opportunities of accurate information, nor my veracity, will admit of any question with you.”

\*.\* Many of our readers, we apprehend, will be of opinion, with us, that the above letter bears strong internal evidence of having been written by Dr. G. B\*\*\*, M.D. Ed.

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## NAVAL STATE PAPERS.

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### SWEDISH PROCLAMATION OF WAR.

**W**E, Charles, by the Grace of God King of Sweden, of the Goths and Vandals, &c. &c. Heir to Norway, Duke of Schleswig, Holstein, &c. &c. make known. Whereas, in order completely to do away the doubts which have been expressed concerning the situation of our kingdom with respect to England, and in order, in a more effectual manner, to confirm the ties of amity and confidence that exist between us and his Majesty the Emperor of the French and King of Italy; as also, in order, on our part, to contribute to the common object of the powers of the Continent, namely, the conclusion of a general and speedy peace; we have been induced hereby to declare war against the United Kingdom of Great Britain and Ireland. We do therefore graciously order and enjoin, that all navigation, trade, and intercourse by the mail, and by all other correspondence by letter, under what name soever it may be, from and to all the ports, cities, and places, situate in the United Kingdom of Great Britain and Ireland, and the dependencies thereof, shall, under penalty, according to the laws and decrees in that behalf made, entirely cease from this day. Accordingly, our gracious will and pleasure is, that our field-m Marshals, lord governors, commanding generals, admirals, lords lieutenants, and all other of our commanders; by land and sea, shall each, in their several districts and departments, together with the officers under their command, not only adopt measures for the due and prompt publication of this our gracious order, for the information of the public, but also for the due and strict adherence thereto. And all those concerned, are obediently to regulate themselves accordingly.

In further testimony whereof we have personally signed these presents, and caused the same to be affirmed by our Royal Seal. Palace of Stockholm, 17th November, 1810.

(Signed)

CHARLES. (L.S.)  
J. A. BORTZELL.

## DECLARATION.

SWEDEN, in breaking its alliance with England, and adopting its former political relations as much through inclination as recollection of events, has learned to understand by her own experience, the results of the exclusive system which she has hitherto pursued.

The calamities which she has suffered, the multiplied losses which she has experienced, were the inevitable consequences of an impolitic and unequal war in which she engaged. Her interest and wants point out the course she ought in future to adopt.

Sweden, desiring nothing but the establishing in peace the forces that she still possesses, may hope to preserve a good understanding with every power, without being forced to make such war, which the recent loss of a third part of her territories, would render still more bitter.

The treaties of peace concluded with France, Russia, and Denmark, who have adhered to the Continental System, had, it is true, placed Sweden on equal terms with those powers; but these treaties did not insist on her entirely abandoning that system of neutrality which she desired to maintain.

Nevertheless, Sweden has found herself, from that period, always the mark for calumny, which has perhaps excited envy and hatred against her. She has been accused of not having punctually fulfilled the engagements which good faith, as well as the high character of the king, demanded. All the abuses which took place in the Baltic, to the advantage of English commerce, were imputed to her; and it was pretended Sweden, by these circumstances, had thrown many obstacles in the way of the conclusion of a general peace.

His Majesty the Emperor of the French and King of Italy, has considered it his duty to make some observations to the King, to do away his doubts which remained for resolving upon the true relations which ought to subsist between Sweden and Great Britain.

The King, who, under these circumstances, has before his eyes but the sentiments of consideration and attachment which he has vowed to his Imperial Majesty, and who even acknowledges that some actions relative to commercial engagements may have given reason for well-founded complaints, convinced that it is his duty to declare, that the accumulated accusations against Sweden are false, has resolved to give new guarantees of his intentions, and of the fundamental principles upon which he will act for the future. His Majesty has in consequence declared war against England, and has ordered an immediate sequestration to be laid on all English ships, which, contrary to appearances, may be found in the ports of Sweden, in order to do away every accusation of having a secret understanding with England, or infidelity in not observing the importation of colonial products upon the continent. He has renewed his severe decrees, formerly issued against introducing into Sweden goods of English manufacture, as well as colonial produce, of whatever kind it may be, without regard to the flag which may convey it, and to declare that he will not permit, under any

pretext, the exportation of colonial merchandise, or those of English manufacture to the Continent.

His Majesty will give the necessary orders for making the strictest inquiries respecting colonial products, or goods of English manufacture, which have been imported into Sweden, no matter under what flag, since the 24th of April last, and that according to law they shall be placed at the disposition of the King.

The King in making these sacrifices, of which experience will manifest the importance, has always proposed not only to express by it the attachment which he has promised to the person of his Majesty the Emperor of the French, but also to satisfy the desire which he has to contribute to the success of the Continental system, which has latterly had for its object a maritime peace.

His Majesty, in uniting his efforts to those of the other powers of the Continent, to accelerate this epoch, so interesting to humanity, will justify to his subjects the causes of the considerable losses which circumstances have made them suffer, and prove to all Europe, that the establishing of peace upon the sea, and restoring commerce to its natural independence, has never depended on him. In consequence of this, the formal declaration of war against England shall be published in our periodical papers, and the most strict measures adopted to seize and confiscate colonial products or goods of English manufacture.—*From the Supplement to the Abeille du Nord, Dec. 4.*

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#### SUPPLEMENTARY PROCLAMATION.

“ WE Charles the XIIIth, &c. &c. make known; Whereas in order to maintain our relations with his Majesty the Emperor of the French, &c. &c. we have been induced to declare war, and to break off all commerce and other communication between our Kingdom and the United Kingdom of Great Britain and Ireland: we have accordingly ordered, as we do hereby order and enjoin, that in case, contrary to our expectation, any English vessel or vessels should be at present in any of the ports of our Kingdom, such vessel or vessels shall immediately be detained. And, with a due observance of whatever has been enacted in the decrees already issued in this respect, we do order, that no English ships of war, merchant ships, and, without exception, all vessels coming from Great Britain, her Colonies, and the States under her immediate government, or carrying goods being of the produce or manufacture of, or belonging to the Crown of Great Britain and her subjects, shall not, under the severest responsibility, be permitted to enter any Swedish port.

“ And conformable to the measures adopted in other States on the Continent against the importation of English colonial goods, we are graciously pleased to order, that such goods must not, from any town or place in our Kingdom, after this our gracious decree shall have been duly made known there, be exported to foreign places on the Continent.

“ Accordingly, and as the stock of colonial goods now in the kingdom is

sufficient for some time for the want of our subjects, we have thought it necessary to prohibit all importation into the kingdom, of such goods, or colonial goods of whatever origin the same may be, or under whatever flag they may arrive.

“ And, therefore, after the publication of this decree, no vessel whatever, laden with colonial goods, shall be permitted to put into any Swedish harbour. For the rest we shall separately order a due and careful investigation to be made, in order to ascertain whether, and to what extent, English or colonial goods, after the 23d of April, have, under any flag whatever, been illegally imported into the kingdom; and we will then order how, and in what manner the said goods shall be legally disposed of. And the concerned high and low officers and servants are to pay due attention that what has thus been ordered with respect to the first and second article be carried into execution.—Given in the Palace of Stockholm, 19th November, 1810.

(Signed)

“ CHARLES.”

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PLATE CCCXXXVII.

**T**HE Island of Capri, which belongs to the province of Lovoro, in the kingdom of Naples, is thus described by Professor Martyn:—

“ In fine weather it is a pleasant voyage to the island of Capri, antiently Capreae,\* 18 miles south from Naples, at the entrance of the gulf. Tiberius Cæsar spent ten years here in beastly debaucheries. Where the island is not rock, the soil is very rich; and every spot that will admit it, is industriously tilled. They catch annually from 12 to 60 thousand quails; and one year 160 thousand were netted. The accommodations at the inns are bad; the island however unites such a variety of beauties, the scenery is so charming, the climate so fine, the fruits so excellent, that it is well worth the attention of a traveller.”†

The island, it may be added, is about four miles long, and one broad. Its soil, according to Pinkerton, is calcareous.—What chiefly recommended Capri to Tiberius, was its temperate, healthful air, which is warm in winter and cool in summer; and the nature of its coast, which is so very steep, that a small number of men may defend it against a large army. The surface of the island, when occupied by Tiberius, was cut into easy ascents,

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\* ————“ *Teleboam Capreas cum regna teneret*

*Jam senior.*”

VIRG. ÆN. vii. 735.

“ While pleasing Capreae own'd his father's sway,  
And the Teleboan realms his nod obey.”

PITT.

† Vide “ A TOUR THROUGH ITALY, by Thomas Martyn, B. D. F. R. S.” London, 1791, pp. 312, 480.

adorned with imperial and other palaces, and laid out in a variety of groves and gardens. The rocks beneath were cut into highways, grottos, galleries, bagnios, and different subterraneous retirements; most of which were afterwards defaced or demolished by the Romans. The principal ruins and remains of antiquity, for which Capri is celebrated, are at the extremity of the eastern promontory.

There are several springs of fresh water in the island; and, in a delightful valley, between the mountains, at the two extremities, stands the town or city of Capri, which is the see of a bishop, suffragan of Amalfi. His revenue arises chiefly from the prodigious flights of quails, noticed by Professor Martyn, which appear at certain seasons; particularly in March, when they are caught and sent to Naples for sale. On this account, the bishopric is sometimes jocosely styled the bishopric of quails.

The inhabitants of Capri, estimated at about 1500, are exempt from all taxes.\*

To the foregoing particulars, gleaned from various authorities, we find ourselves, by the aid of a friendly contribution, enabled to add an original description of the most recent visit to Capri by our countrymen, extracted from the correspondence of a gentleman embarked in a civil situation on board H. M. S. *Pompee*, during the summer of 1806. This extract, besides an animated narrative of local events more particularly appertaining to the subject of the annexed plate, incidentally serves in some degree to fill a chasm in the naval history of that year, left by the paucity of information from official authority. It is indeed high time the fact should be recorded, that the co-operation of the squadron was decisive towards the success of that campaign in Calabria, of which the most brilliant operation has been somewhat too ostentatiously denominated the *BATTLE of Maida*; which the *NAVAL CHRONICLE* hereby asserts, and challenges contradiction, would not have been even fought without the navy.

"On 9th May, we left Gaëta† and cruised for a day in the bay of Naples;‡ On the 11th the Admiral (Sir Sidney Smith§) sent a summons to the French commander on the island of Capri, requiring him to surrender; which being refused, the marines of the squadron landed about 8 o'clock in the evening: the *Eagle* having cleared the beach by repeated broadsides of grape and caunister shot; in which service that ship had one man killed by a musquet ball from the shore. After a contest which lasted until half past 11 o'clock, attended by the loss of one private

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\* The reader who may wish to be more particularly informed respecting the history of Capri, during its occupation by Tiberius, is referred to Tacitus, Suetonius, &c. and, for its more modern history, to Brydone, and Swinburne.

† "Tu quoque litoribus nostris, *Æneia* nutrix,

*Æternam moriens, famam, Gaieta, dedisti.*"—VIRG. *ÆNEID*. viii.

"You too Gaieta, whose indulgent cares  
Nurs'd the great chief, and form'd his tender years,  
Expiring here, (an ever honor'd name)  
Adorn Hesperia with immortal fame."

PITT.

‡ A view of Naples bay and Mount Vesuvius is in Vol. X. page 51.

§ A biographical memoir and portrait of this officer are in Vol. IV. Also for

marine on our side, while the enemy lost about 10 soldiers and their commander, who was shot hand to hand by Captain Stannus of the Royal Marines belonging to the *Athénienne*,\* the French capitulated, upon the ground of an offer in the letter written by the Admiral, that if they surrendered before midnight they should not become prisoners of war. It is very well they did, for their position was not only one of the strongest possible, but almost inaccessible; the Eagle's broadside however damped the martial spirit of the heroes of Lodi. It so happened, that owing to a relief having arrived two days before our attack, and the old detachment not having departed, there was a double garrison, amounting to 200 men; we landed about 250; but the circumstance of night, and the opportune fall of the commandant, gave us possession of what (in the day-time) I think four times the number of the besieged would not prevail against. On the succeeding day, Sir Sidney Smith having intelligence that the enemy had a couple of 24-pounders in a vessel lying at Massa, on the main-land, sent the boats to take them which was done in the usual style of our operations; and they are now mounted on the landing place at Capri. We were able only to furnish a temporary garrison of about 90 marines; but the General [Sir John Stuart] is to send 300 troops.

"Capri is an eligible rendezvous for a squadron upon this station, particularly when, as under existing circumstances, the opposite coast is hostile, there being a very good watering place. It is moreover (in marine phraseology) a good "bear up" for gun-boats, and such small craft, who in case of bad weather had no place of refuge nearer than Gaëta. The approaches to the military post on the island are very difficult, and defensible by a few men; terror, as I have already remarked, was our grand ally upon this occasion. The island produces palatable wine and also oil: there are several curious objects of antiquity on it; buildings, fortifications, &c. I picked up a few copper medals of the Roman Emperors. It was to this place that Tiberius used to retire and revel in debauchery; the ruins of his palaces are still discernible. Colonel \*\*\*\*\* and myself remained three days on shore for the amusement of shooting quails, which are abundant; and we availed ourselves of that sojourn to see every thing worthy of remark. Contrary to general opinion, or rather to received prejudice, we found in a convent of Carthusian friars, some liberal enlightened men. I quite coveted some antique alabaster vases of exquisite beauty in their collection. One in particular I made a remark was like the vessel, I had only seen represented in classical prints, and called in latin *diota*: to this one of our hosts assented; but the monk jocularly added that they did not trust their *quadrimum* in such brittle ware, quoting.†

*Deprome quadrimum Sabinā  
O Thaliarche! merum diotā.*

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the official report of the operations in question, see Gazette letter, Vol. XVI. page 163.

\* This ship was not many months afterwards wrecked upon the Eskirkes; see Vol. XVI; page 493. And for the hydrographic description of those shoals, consult page 294 of the present volume.

† Horace, book i. ode 9, literally, "Draw forth O Thaliarch! the more generous wine of four years from the Sabine jar." Scholiasts are not agreed whether *Thaliarchus* here means the proper name of an individual, or is a fictitious synonym for the poet's landlord, borrowed from the Greek for the sake of giving elevation to style,

This, as Sterne\* would have said, was touching the string of my affections—I felt myself at home in the monastery from that moment.

“ On 18th May, we sailed from Capri, coasting along Calabria; during the calms we amused ourselves as follows; on the 20th we cut a *polacre* brig out of Salerno bay; on the 23d, having intelligence that the French possessed two 36-pounders at a place called Scalea, we landed and brought them away; dispersing the fellows, (about a dozen) who were placed to guard them; besides the guns we got 30 barrels of powder, with a proportionate quantity of shot. On 27th May arrived at Messina.†

“ The evening of our arrival, after the customary and mutual salutes, we were additionally greeted by an earthquake which shook the whole town of Messina; indeed during our stay (till 9th June) I think there were no less than six slight shocks. The philosophers account for these *phenomena* by electrical or chemical principles.—The bigots attribute this visitation to the landing of our 78th regiment (Highlanders), explaining that the modesty of the blessed virgin has been outraged in her “peculiar city” by the apparition of the brawny buttocks of these Caledonian heroes. Their arrival certainly has created a curious sensation in Messina, which nobody but Sterne could give a good idea of; and there have been some ridiculous, but ineffectual, remonstrances against the kilt. The Sicilians could not at first believe, nor do they now completely understand that these highlanders are native troops; they take them for foreign or Indian auxiliaries.

“ On 3d June and the two preceding days there have been magnificent processions in honor of the Virgin Mary, who it seems wrote a letter to the Messinians, dated “Jrusalem 3d June,” wherein she takes the city under her divine protection; the original is unfortunately lost; but an undoubted copy is preserved in the cathedral. Hence the festival is styled *La Virgine della lettera*, and is according to usage celebrated by walking, singing, and wax-candles (which last, above all, form the essence of a Sicilian solemnity). On the 4th of June it was our turn to exhibit. Accordingly we began by a thundering royal salute; Sir Sidney entertained a grand party at dinner; and Sir John Stuart gave a *festino*, which notwithstanding the temperature of an assembly of 500 persons, was kept up till 3 o'clock in the morning. Heavens! what a squeeze.

“ The poor highlanders seem doomed to be always obnoxious to Sicilian delicacy. On this occasion, the General's guard, which was stationed in the entry, to the number of 50 or 60, overcome by long watching, and bottled ale, had yielded to sleep in various attitudes.—Sicily abounds with fleas—famous pasture—no obstacle from clothes—hop, step, and jump—there they are perched—dodged by Scotch fingers used to pursue the nimble enemy.—The Fillybeg became displaced—*Poveretti!* said the Messinian ladies, with a look of—compassion as they passed between the double ranks. 9th June, sailed, in a violent storm of thunder and lightning; and arrived at Palermo on the 12th.”

The reader will perhaps not be displeased to compare the poetic version of the same passage by Francis:

“ Now melt away the winter's cold,  
And larger pile the cheerful fire;  
Bringing down the vintage four-year-old  
Whose mellow'd heat can mirth inspire.”

\* See Slawkenbergius's Tale of Noses. Tristram Shandy, Vol. III. chap. xii.

† For descriptions and views of Messina, vide NAVAL CHRONICLE, Vol. XVII, page 309; and Vol. XXIV. pages 128 and 400.



## HYDROGRAPHY.

## SOUTHERN OCEAN.

**P**ROBLEMATICAL as is trans-atlantic authority, particularly on subjects of science, it may nevertheless be proper to record, in the hydrographic section of the NAVAL CHRONICLE, that an American newspaper pretends to observe an error in the European charts, [*qu.* which] relative to Cape Frio, on the coast of Brazil: it is said to be laid down in latitude  $22^{\circ} 34'$  S. while it is in fact  $23^{\circ}$ . In Vol. XIV. 243, it is marked  $22^{\circ} 54'$ . In Vol. XXI. 43, it is stated by a correspondent (*Tim. Weather-side*) upon the authority of Arrowsmith, to be  $23^{\circ} 2'$ . It is time that this discordance in the determination of a position so interesting to southern navigation should be settled: ships bound for Rio de Janeiro, must make Cape Frio, and according to the American hydrographer, would run no small risk, not to say commit fatal error, in trusting to the received estimation for approaching the land. It would be desirable that the perusal of this article might prompt the officers of any of H. M. ships employed in the southern seas, or the masters of the Post Office packets, who make voyages in rotation with the Brazil mails, to contribute their observations of this promontory to the NAVAL CHRONICLE. S.

## NAVAL LITERATURE.

*The Life of Admiral Lord NELSON, K.B. from his Lordship's MSS. by the Rev. JAMES STANIER CLARKE, F.R.S. Librarian to the Prince, and Chaplain of his Royal Highness's Household; and JOHN M'ARTHUR, Esq. LL.D. late Secretary to Admiral Lord Viscount Hood. Two Volumes, imperial quarto. Dedicated, by permission, to his Royal Highness, the Prince. Cadell and Davies.*

[Continued from Vol. XXIV. page 409.]

**I**T is impossible for us to notice this important and valuable biographical naval history, in the regular succession we had at first intended, without too much neglecting other important articles, which the variety and press of naval papers, &c. have lately accumulated. This *Life*, as we expected, continues to support a high character not only amongst naval men, but also with those statesmen who can best appreciate its candour, veracity, and interesting information, not only as regarding our lamented Nelson, but also the present leading officers in the British navy.

The Battle of the Nile, at which we left off in our preceding notice of the

Life, is, for the first time, in this work described according to real facts. The reader is now at length informed, what Admiral Nelson's real plan of attack was, had time and opportunity admitted of it: and, that when, in order to bring on a prompt and immediate action, he actually gave up his own original intentions of giving battle to the enemy, in order to avoid confusion or delay; he then, with his usual liberality and greatness of mind, gave its whole powers, to improve and support the idea of lending between the French line and the Egyptian shore, which Captain Foley, the first ship who reached the French fleet, had thought it right from existing circumstances to adopt. The following is therefore a most important fact, which had never before been presented to the public; and which must consequently have given the biographer considerable trouble to investigate and ascertain.

(Vol. II. page 79.) "The original plan of attack which he (Sir H. Nelson) had intended to have adopted, if Captain Foley had not judged it expedient to lead within the French line, was to have kept entirely on its outer side; and to have stationed his ships, as far as he was able, one on the outer bow and another on the outer quarter of each of the enemy. This would certainly have produced a most destructive fire, and would have caused our shot to have crossed clear of our own ships."

Mr. Clarke's account of this memorable battle extends throughout fourteen large and closely printed pages: and in them he appears to have anxiously given to every ship, and her brave commander, the respective attention and praise which their exertions merited. One of the noblest facts in this battle, had been previously too much lost in the blaze of glory which surrounded the heroic commander. It is thus related:—

(Vol. II. page 80.) "His ship (the Culloden) served as a beacon to the Alexander, Captain A. Ball, and the Swiftsure, Captain B. Hallowell; which from having been detached, were late before they could get into action. The gallant manner in which they at last entered the Bay of Aboukir and took their stations, notwithstanding the darkness that prevailed, and their utter ignorance of the situation of the other ships of their squadron, is still spoken of with admiration by their brother officers. It formed a most brilliant event in the Battle of the Nile. It was eight o'clock before they reached the scene of action; when the darkness, which was only interrupted by the flashing of the guns, rendered it extremely difficult to distinguish their own squadron."

A proper and impartial attention, having been in the same manner given to the different captains of the squadron, and the respective stations in which their ships were anchored by the stern; the reader is then gratified, with the following hitherto neglected circumstances of the battle, when Sir Horatio was wounded; and of the situation in which he imagined himself to be, when he wrote the first sentence of his celebrated official letter.

(Vol. II. page 83.) "During the heat of the battle, and when Nelson had received his severe wound in the head from a piece of langridge shot, some circumstances occurred which marked his character and disposition,

On being wounded, he had been assisted in going below; where, desiring that he might wait until his turn came, it was some time before he was discovered by the surgeon. The pain was intense, and Nelson felt convinced that his wound was mortal. A large piece of the skin of his forehead, which had been cut to the bone, hung down over his eye, and not having any sight from the other, he was left perfectly blind. Mr. Jefferson assured him, on probing the wound, that there was no immediate danger. He would not, however, indulge any hope; and having desired Mr. Comyn, his chaplain, to convey his dying remembrance to Lady Nelson, he ordered the Minotaur to be hailed, that he might thank her brave and gallant captain, Louis, for coming up so nobly to the support of the Vanguard. The interview affected all who beheld it.

“ Mr. Jefferson having bound up and dressed the wound, requested the admiral to remain quiet in the bread room; but nothing could repress his anxious and enthusiastic disposition. He immediately ordered his secretary, Mr. Campbell, to attend him in the bread room, that no time might be lost in writing to the Admiralty. This gentleman, who is since dead, had been himself wounded; and beholding the blind and suffering state of the admiral, became so much affected that he could not write. The chaplain was then summoned; but the eagerness and impatience of Nelson increasing, he took the pen himself, and contrived to trace some words which marked at that awful moment his devout sense of the success he had then obtained. He was after this left alone: when, suddenly, the news of the French admiral's ship *l'Orient*, being on fire, re-echoed throughout the decks of the Vanguard. Unassisted and unnoticed amidst the general confusion, Nelson contrived to find his way up the ladders, and to the astonishment of every one, appeared again on the quarter-deck. He immediately gave orders that his first lieutenant, Gahway, should be sent in the only boat which the Vanguard had saved, with others from his squadron, to the relief of the enemy. After the dreadful explosion of *l'Orient* he was persuaded, though with some difficulty, to go to bed; but still continuing restless, he got up and signed Captain T. M. Hardy's commission for the Vanguard, as Captain Berry was to go home with the despatches, and Captain Capel's\* for the *Matine*.”

We shall give two more selections from this Life, and if possible, in the present Volume.

[To be continued.]

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\* The Hon. Captain Capel, who had been signal lieutenant in the Vanguard, during the battle.

## Nabal Poetry.

The heart's remote recesses to explore,  
And touch its springs, when Prose avail'd no more.

FALCONER.

## ELEGIAC STANZAS,

ON THE DEATH OF WM. HANCOCK KELLY, ESQ. VICE-ADMIRAL OF THE  
BLUE SQUADRON,

*Who died at Kelly, near Plymouth; 2d May, 1811:*

*" Linqüenda tellus, et domus, et placens  
Uxor; neque harum quas colis arborum,  
Te, præter inuisas cupressos,  
Ulla brevem dominum sequetur." ——— HOR.*

**T**HIS past.—At length the silent tomb contains  
The faithful friend, kind spouse, and tender sire;  
Whose loss demands the sorrowing poet's strains,  
The warmest tribute of his mournful lyre.

Yes, Chief rever'd! though private friendship ne'er  
Bound thee to him in life's uncertain road,  
Shall he refuse to drop the manly tear,  
For one whose breast was charity's abode?

For one,\* who, far from England's sea-girt shore;  
So firmly stood when faction hemm'd him round,  
And, though success his efforts crown'd, forbore  
To punish crimes which true repentance found?

Forbid it Heaven!—th' involuntary sigh  
Will rise, where generous feeling bears control;  
And tears will dim the lustre of the eye,  
When sorrow's shafts are rankling in the soul.

\* This gallant officer, when a captain, commanded a line-of-battle ship on a foreign station, the crew of which mutinied in consequence of their being ordered to proceed to the East Indies. His conduct on that occasion was so remarkably cool and spirited, that he completely succeeded in quelling the mutiny, which was, at one time, likely to injure the best interests of his country.—But such was the natural benignity of his heart, that he omitted to punish the ringleaders, being thoroughly convinced of their sincere sorrow for the past; and seeing that nothing but death could be the result of a court martial on them. For this omission he failed not to incur censure *at the moment*; but his death-bed reflections must have been of a most consolatory nature.

Peace to thy manes!—Cease\* fair maid to weep;  
 Thy father rests with honor:—but if still  
 Thy tears must flow; this consolation keep,  
 He only *sleeps*, remov'd from every ill.

And ye,† adopted children of his heart,  
 Ye orphan sisters! 'mid your grief sincere  
 Reflect—'tis only for a time you part;  
 Again you'll meet him in a happier sphere.

THE severe conflict that led to the recent capture of the *Bellona*,‡ and another of the French squadron of frigates in the Adriatic, call to recollection the pointed

### EPIGRAM,

*Written in 1758, on the Engagement between the BELLONA French, and VESTAL English, Frigates,*

“**I**N vain Bellona mounts the Gallic gun,  
 To hurl destruction on the British nun;  
 Chaste as she lives, so chastely she'll expire;  
 There's no extinguishing a Vestal's fire.”

### THE SLAVE BROKER.

(From MONTGOMERY'S *Poem, entitled The West Indies.*)

**L**IVES there a savage ruder than the slave?  
 —Cruel as death, insatiate as the grave,  
 False as the winds that round his vessel blow,  
 Remorseless as the gulf that yawns below  
 Is he who toils upon the wasting flood,  
 A Christian broker in the trade of blood;  
 Boisterous in speech, in action prompt and bold,  
 He buys, he sells—he steels—he kills, for gold.

\* The grief of Miss Kelly, the admiral's only daughter, for the death of her father, was so extreme, that it was with the greatest difficulty she could be prevailed on to quit the body.

† The worthy admiral's affection for his nieces (the orphan daughters of the late Captain Robertson, of the royal navy, who was killed in battle) has been so manifest in the truly kind protection he has afforded them for many years past, that the bare mention of the circumstance is sufficient to arouse the feelings of a mind possessing a spark of sensibility, for the loss of such a man.

‡ See Letters on Service, page 75 of this Volume.

At noon, when sky and ocean, calm and clear,  
 Bend round his bark, one blue unbroken sphere ;  
 When dancing dolphins sparkle through the brine,  
 And sun-beam circles o'er the waters shine ;  
 He sees no beauty in the heaven serene,  
 No soul enchanting sweetness in the scene,  
 But darkly scowling at the glorious day,  
 Curses the winds that loiter on their way.  
 When swoln with hurricanes the billows rise,  
 To meet the lightning midway from the skies ;  
 When from the unburthen'd hold his shrieking slaves  
 Are cast, at midnight, to the hungry waves ;  
 Not for his victims strangled in the deeps,  
 Not for his crimes the harden'd pirate weeps ;  
 But grimly smiling, when the storm is o'er,  
 Counts his sure gains, and hurries back for more.

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### THE CREOLE.

(*From the same.*)

**L**IVES there a reptile baser than a slave ?  
 —Loathsome as death, corrupted as the grave,  
 See the dull Creole, at his pompous board,  
 Attendant vassals cringing round their lord ;  
 Satiated with food, his heavy eye-lids close,  
 Voluptuous minions fan him to repose ;  
 Prone on the noon-day couch he lolls in vain,  
 Delirious slumbers rock his maudlin brain ;  
 He starts in horror from bewildering dreams,  
 His blood-shot eye with fire and frenzy gleams ;  
 He stalks abroad ; through all his wonted rounds,  
 The negro trembles, and the lash resounds,  
 And cries of anguish, thrilling through the air,  
 To distant fields his dread approach declare.  
 Mark, as he passes, every head declin'd ;  
 Then slowly rais'd—to curse him from behind.  
 This is the veriest wretch on nature's face—  
 Own'd by no country, spurn'd by every race,  
 The tether'd tyrant of one narrow span,  
 The bloated vampire of a living man ;  
 His frame—a fungus form, of dunghill birth,  
 That taints the air, and rots above the earth,  
 His soul ;—has *he* a soul, whose sensual breast  
 Of selfish passions is a serpent's nest ?  
 Who follows headlong, ignorant and blind,  
 The vague brute instinct of an idiot mind ;

Ev'n in his mother's lap was chill'd to stone ;  
 Whose heart, 'midst scenes of suffering, senseless grown,  
 Whose torpid pulse no social feelings move ;  
 A stranger to the tenderness of love,  
 His motley haram charms his gloating eye,  
 Where ebon, brown, and olive beauties vie :  
 His children, sprung alike from sloth and vice,  
 Are born, his slaves, and lov'd at market price.  
 Has *he* a soul ?—With his departing breath,  
 A form shall hail him at the gates of death,  
 The spectre Conscience—shrieking through the gloom—  
 ' Man, we shall meet again beyond the tomb.'

L I N E S

*Addressed to the Author of the Lay of the Last Minstrel, by a Midshipman.*

**H**E who midst ruins old delights to stray,  
 While sunshine gilds the eve of parting day,  
 Treads with extatic rapture, whilst you tell,  
 How Musgrave fought, how Musgrave fell :  
 But, when you sing of that dark mystic hour,  
 When Michael's shade appear'd in Branksome Tower,  
 The blood run's chill, the nerves confess your sway,  
 The reader's feelings best applaud your lay :  
 With you he hears the solemn organ's tones,  
 With you he listens to the warrior's moans ;  
 Hears the slow, solemn, requiem rise,  
 And the loud anthem swelling to the skies.

Marine Law.

ADMIRALTY COURT.

SLAVE TRADE,

**A** CAUSE relating to the slave trade lately came on to be tried in the High Court of Admiralty, the result of which will give general satisfaction. It appeared that the ship William and Mary proceeded from America to Madeira, to obtain Portuguese papers, and to sail under a Portuguese flag, as the slave trade is prohibited by law in the United States of America. When the ship reached Madeira, her name was changed to the Fortuna, and a Portuguese master was named as Master. Matters being thus arranged, the ship was to proceed to Angola for the purpose of taking in a cargo of slaves for the Havannah or Cuba. The vessel was captured

by the Melampus, Captain Hawkins, and sent into Plymouth, where, after unlading, the platform, for making a stage for slaves, was discovered, and in the hold were the iron bars, chains, and divers other abominable instruments, for confining the unfortunate beings destined for slavery. There were also found papers, concealed, proving the ship to be the adventure of an American. On the discovery being made, it was represented that one of the parties concerned had laid violent hands on himself.—The learned Judge condemned the ship and cargo as subject to confiscation.—The bill brought in by Mr. Brougham renders the carrying on the slave trade, after the 1st of May next, felony, rendering the parties liable to be transported, for a term not exceeding 14 years; or imprisoned, and kept to hard labour, for a term not exceeding five years, nor less than three.

INSURANCE.—In a case tried some months ago, the plaintiff was the celebrated Captain Goodall, Vice-Admiral of Hayti, in the service of General President Christophe. The defendants were the underwriters at Lloyd's. Admiral Goodall, it appeared, had sold to President Christophe an English ship, which he had previously fitted out as a ship of war; and it was intended to be used by that chieftain for the purpose of carrying on war against Petion. For this ship, Goodall was paid in produce, with which he freighted a vessel hired for the purpose, and the vessel was cleared out at Cape Francois for England. Before he freighted the vessel, he caused his agents in London to insure the cargo for 28,000*l*. In the mean time Goodall was sent, by order of Christophe, on a cruise off the city of St. Domingo, against a flotilla belonging to the rival chieftain, Petion, which he destroyed. During this interval, Goodall's vessel, after being loaded, was cleared out, under the superintendance of a Mr. Grogan, a merchant at Cape Francois, who went on board as a passenger to England. While this was doing an English squadron from Jamaica surrounded the Haytian fleet, under Goodall, took possession of his ship, took him and his officers prisoners, and sent them all as state prisoners to England, on board a King's ship.—After remaining at Plymouth for near six weeks, they were released by an order from the Secretary at State; and soon afterwards they arrived in London. Mr. Grogan had gone on board Goodall's vessel as passenger, and the vessel sailed. Shortly after she sailed, the master died. On the passage Grogan assumed the command, and prevailed on the mate and crew to steer to Baltimore. On the arrival of the vessel at Baltimore, he sold the cargo for 30,000*l*. put the money into his own pocket, and began to live in a state of splendid extravagance in that city. He sent the vessel afterwards home, under the care of Mr. Hutchins, the chief mate, who brought her safe into Liverpool, in ballast. Admiral Goodall then sued the underwriters for the value of the cargo. The defence made by them was, that he had appointed Grogan as his supercargo, with a roving commission to dispose of the cargo whenever he pleased; that consequently Grogan was his servant; and that they were not liable for any act of his. For the Plaintiff it was contended, that the goods were stolen, and such stealing was tantamount to a capture. It was, however, proved by Hutchins, the mate, that Grogan had no authority on board, except what he



unlawfully assumed on the death of the Captain, and that he intimidated the whole of the crew by language to the following effect: "Oh! Goodall is sent home as a state prisoner for piracy—he and his officers will be hanged, we shall have it all to ourselves." The Court decided in favour of Captain Goodall.

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COURT OF KING'S BENCH, MARCH 8.

WHITE v. INGLIS.

This was an action on a policy of insurance on goods from Yarmouth to Heligoland, insured against loss by capture of the enemy.

Mr. Garrow stated, that he understood that in the defence to this action it was not to be contended that the loss did not accrue by capture, but by sea risk, under the following circumstances:—The ship sailed from Yarmouth, but meeting with bad weather, she ran aground near the Danish coast. She received, however, so little damage, that at the return of the tide she floated, and was about to proceed on her voyage. At that time the Danes were a little angry at some small disturbances we had occasioned at Copenhagen, and being on the look-out for stray merchant ships, they discovered the one in question, and sent out two armed boats, who took possession of her, and carried her into a Danish port; yet, he understood, it was to be contended that this was not a capture by the enemy. He then called the supercargo, who proved the case as stated by Mr. Garrow. He said the goods were put on board in London; that he joined the ship at Yarmouth, whence they sailed on the 26th of October.

Mr. Marryatt, for the Defendant, contended, that the words in the policy—"in goods from loading thereof on board the ship" implied that they were to be loaded at Yarmouth, and that it did not cover the goods loaded at Yarmouth.

Lord Ellenborough held that it was sufficient that if they were on board at Yarmouth.—Verdict for the Plaintiff.

SIR R. GEORGE AND OTHERS, v. TAYLOR, ESQ.

This was an action against a ship owner, for non-performance of his contract. The Defendant had hired the ship Commerce, to the Transport Board, under a penalty of 500l. for non-sea-worthiness, or other failure of performance. The ship was sent out in April 1807, laden with provisions; she was obliged to return shortly after, from the leaky state in which she was found at sea. The provisions were damaged to the amount of more than the penalty of the bond, but the action was forced to restrict itself to the penalty. Witnesses were called to prove the material facts. Mr. Taylor made no defence, and the jury accordingly found a verdict for the Plaintiff.—Damages, 500l.

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COURTS MARTIAL.

April 23.—A Court Martial assembled on board the Gladiator, to try Lieut. Joseph Tullidge, the surviving Officers and Ship's Company, of H.M.S.

Africaine, when she was captured by the enemy off the Isle of France. The Court having examined into the circumstances attending her capture, agreed, "That his Majesty's said ship Africaine was captured by a very superior force of the enemy, after an action which was commenced by the order of her deceased Commander, (the late Capt. Robt. Corbet), in a very brave and spirited manner; and after he was disabled by the loss of his right leg, by the second broadside of the enemy, was continued by the said Lieut. Joseph Tullidge, in the most gallant and determined manner, although he had received *four severe wounds* during the action, as long as there was the least chance of preserving her from the enemy; and did adjudge the said Lieut. Tullidge, his surviving Officers, and Ship's company, to be most HONOURABLY ACQUITTED."

On the same day, Mr. Isaac Wilkinson, gunner of H. M. S. Medusa, was tried for landing at the Sally Port, on his return to the ship from the gun-wharf, and taking the boat's crew to a public-house, where they were all drinking together, to the great hazard and destruction of the boat (which had a carronade in it); and for abusing and striking a young midshipman, and returning drunk to the ship. He was dismissed from his office, rendered incapable of ever serving as an officer again, but to serve in such other situation as the commander-in-chief shall direct.

*April 29.*—Lieutenant Edward Ross, of H. M. sloop Goldfinch, was tried by a court martial for disrespect to Captain Waller, of that sloop. The charge being proved, he was sentenced to be dismissed the service.

*April 30.*—A court martial was holden on Lieutenant Benjamin Keily, of the Cyane, for beating in a most dreadful and cruel manner, on the 24th of March, Robert Clayton, a seaman, of the same ship. The charge having been in part proved, he was sentenced to be dismissed from the ship, and placed at the bottom of the list of lieutenants.

On the same day, Mr. Wm. Snyttan, surgeon, of the same ship, was tried for neglect of duty, by having, when called upon to attend Robert Clayton, refused or neglected so to do. The charge was proved, but in consideration of circumstances, he was adjudged to be only admonished to be more attentive in future.

On the same day, John Burrowes, a seaman belonging to the Rhin frigate, was tried by a court martial on board the Salvador del Mundo, for desertion to the enemy. He was found guilty, and sentenced to suffer death.

*May 2.*—Mr. William Morgan, boatswain of the Dryad, was tried for drunkenness, and sentenced to be dismissed his situation as boatswain, and to serve before the mast in such ship as the commander-in-chief may think fit to direct.

Lieutenant Benjamin John Bray, of the Rapid, has been tried by a court martial on a charge of drunkenness; which being substantiated in several instances, he was sentenced to be dismissed his ship.

## NAVAL HISTORY OF THE PRESENT YEAR, 1811.

(April—May.)

## RETROSPECTIVE AND MISCELLANEOUS.

**T**HE most important naval event which has for some time occurred, is the victory obtained by Captain Hoste, over a French squadron in the Adriatic. For its extent, the engagement was unquestionably one of the most severe, and, for us, one of the most brilliant; that has taken place during the war. Captain Hoste's force consisted of *H. M. S. Amphion, Cerberus, Active, and Volage*; mounting, in the whole, 124 guns, and carrying 379 men: to this was opposed a French squadron, of five frigates, and various smaller vessels; numbering, in guns, 272, and in men, including 500 troops, 2665! The result of the action, which lasted six hours, was, that two of the enemy's frigates were captured, and one destroyed; the remainder owing their escape to the crippled state of the masts and rigging of his Majesty's ships. Our loss, unfortunately, amounted to 50 killed, and 150 wounded; but, considering the great numerical superiority of the enemy, in ships, guns, and men, the wonder is, that it should not have been heavier.—It has been fairly remarked, that the very name of Captain Hoste inculcates the old axiom—*Fus est et ab Hoste doceri*. He certainly will long be remembered by the enemy, who may have gained experience by their discomfiture.

Gold medals, descriptive of the action, are preparing, and will be presented to the Captains Heste, Hornby, Gordon, and Whitby, to be worn by them in the usual manner.

We understand that Captain Hoste was first taken to sea by his Norfolk countryman, Lord Nelson, under whom, and other Commanders, he served in thirty-six actions, without a wound, until the last. He was in that of Trafalgar, and was honoured by the dying request of his immortal patron, that he might succeed to the *Amphion* frigate, (in which he so recently distinguished himself) which Lord Collingwood instantly obeyed.

For the amusement of our readers, and as forming a most ludicrous contrast to our *Letters on Service*, relating to this affair, we insert the following

*French account of the late action in the Adriatic, written by an Italian Colonel [!!] as it appeared in the MONITEUR of April 11.*

“MONSIEUR,

“*Lesina, March 14.*

“In consequence of the command of your Royal Highness, I embarked on board the frigate *Favourite*, at Ancona, on the 11th, in the evening. The division was under the command of Captain Dubourdieu, consisting of four frigates and two small corvettes, forming in all six ships, two of which belong to the French, and four to the Italian navy. They got under sail with a light breeze about seven in the evening. At sun-set, on the 12th,

we perceived the eastern point of Lissa. I proposed to Captain Dubourdieu that I should land at Lissa, with 300 men, whom I had on board, in order to take a position. This, however, he refused, and the division remained the whole night in sight of land, keeping before the wind: At day-break we perceived the English division, which consisted of a cut-down ship of the line, carrying only her lower deck guns, and three frigates. The Commodore immediately made the signal to prepare for battle. As the Favourite sailed better than the other ships, she was two leagues a-head of the rest of the division. However, at a quarter past seven, the order was given for the action to commence. Captain Meillerie said to me: "Come, would it not be better were we to wait an hour longer, and form our line?" I communicated this observation to the Commander, who replied: "This is the happiest day of our lives: two of these ships must be ours; we have the advantage of two frigates over the enemy, and are as well manned as he is." Your Royal Highness must be aware, that on board this ship I was nothing; and that I now, for the first time in an action at sea, could only concur with this brave officer; and it is impossible to describe the courage which animated the crew of the Favourite. A few minutes after 8 the frigate had got within gun-shot of two of the enemy's ships, received their fire, and returned it with astonishing activity from both sides: the wind, however, which had become very slack, entirely sunk; and it became at last quite calm. We had been an hour and a quarter in action, and no ship of our division had joined us.

"At a quarter past 9, Captain Dubourdieu said to me: "This is a glorious day, but I have been somewhat too rash; courage, however! our division will yet support us." Scarce had he spoken these words, when a ball struck him. About the same time, the Frigate Flora came into the line; and about half-past 10, the Couronne, and half an hour later the Danae also joined. From this plain statement, your Highness will perceive how inconsiderate our manœuvres were.

"As the Captain of the frigate and the Lieutenant were killed, the command, according to the practice in such cases, devolved on me; the Midshipman Villeneuve directed the manœuvres. About half-past ten o'clock the masts of the Favourite fell by the board, and M. Villeneuve intimated to me that he could no longer steer the vessel. We were standing at the same time before the wind, close by the Island of Lissa. I gave orders to steer for the land, took possession of several vessels, in which I put my sailors on board, and allowed the frigate to escape without interruption.

"The Couronne having lost all her masts, was, after the most obstinate resistance, obliged to strike about half-past four o'clock. The Danae, the Flora, and a corvette, ran, during the night, into Lessina. The English, in the utmost distress, took refuge in the Island of St. George, after they had set fire to the Couronne; and one of their frigates, after being wholly dismantled, ran against the rocks of the Island, and in all probability must have been dashed to pieces.

"The result of this action is, on our part, the loss of two frigates; the loss on the part of the English is one frigate, and a cut down vessel.

“ It is certain, that if Captain Dubourdiou had wished to wait longer and concentrate his division, this day would have been very glorious for the Italian navy. The extraordinary zeal and abilities of this officer have achieved a two-fold victory. At all events the Italian marine have covered themselves with glory, and acquired a fame that will be transmitted to posterity, by engaging and baffling the English with an equal, if not inferior force, in spite of the skill and manœuvres of their Commanders. This merit will neither be overlooked nor unrewarded by his Majesty. Having once engaged us, the enemy found no difference between the French and Italian regiments. The Italian marine had merited the same praise; and it must be to England a source of much anxiety and disappointment, that the sailors of the Adriatic are not inferior to the French seamen. The division will set sail to-morrow from Lesina for Ragusa in order to refit.

“ It is the opinion of all the sea-faring people, that if Captain Dubourdiou had kept his division together, we should have got possession of two of the enemy's ships, though the enemy had two cut-down ships of the line. However, without reckoning the two corvettes which we had more than the enemy, and the advantage resulting from their having two reduced ships of the line, our frigates had each 80 men on board, which enabled them to fire from both sides. The rashness and impetuosity of Captain Dubourdiou lost every thing. Your Royal Highness will no doubt receive pleasure from the good conduct of the seamen on this day (though a positive victory was not obtained), which is the more to be wondered at, as it is the first action in which the Italian marine has been engaged, which must gain them the favour and approbation of his Majesty. I have no doubt that the French officers will represent to the Minister of Marine the distinguished courage the Italian seamen displayed on this occasion:

“ Great as the error was which Captain Dubourdiou committed, his loss is much to be regretted. Never was officer more brave, or seaman more skilful; but the sight of the enemy produced an imprudent temerity.

“ The loss of the English is immense: half their officers; and a great part of their crews, were killed.

“ Finally, the good disposition of the inhabitants of the coast of Dalmatia, ought to be made known to your Highness.

“ Vessels came from all the Islands to our assistance; and the national guards hastened to the coast, and offered us their assistance.

“ A. GEFSLENGA, Colonel-adjutant.”

We are not without the hope of shortly hearing of another naval victory; Four French frigates lately escaped from Toulon, but were immediately pursued by a British squadron.

The following is an *Account of the French Naval Force in the Mediterranean, in April 1811:*

| <i>Ships.</i>     | <i>Guns.</i> | <i>Commanders.</i>                                                                          |
|-------------------|--------------|---------------------------------------------------------------------------------------------|
| Majestueuse ..... | 120          | } Adm. Ganteaume, Chief d'Etat,<br>Major Duranteau, Prem. Adjt.,<br>Voisin Capitaine Violet |

| <i>Ships.</i>          | <i>Guns.</i> | <i>Commanders.</i>                          |
|------------------------|--------------|---------------------------------------------|
| Austerlitz.....        | 120          | { Vice Admiral Allemande<br>Capitaine Guien |
| Commerce de Paris..... | 120          | { Rear Admiral Cosmas<br>Captain Brouard    |
| Donauwert.....         | 80           | — Infernet                                  |
| Ulm.....               | 74           | — Duclos                                    |
| Danube.....            | 74           | — Henri                                     |
| Breslaw.....           | 74           | — Allemande                                 |
| Suffrein.....          | 74           | — Leaville                                  |
| Genois.....            | 74           | — Montalvert                                |
| Magnanime.....         | 74           | — Jugau                                     |
| Ajax.....              | 74           | — Petit                                     |
| La Borce.....          | 74           | — Senoy                                     |
| Hannibal.....          | 74           | — Mahe                                      |
| Penelope.....          | 40           | — Dubordun, C. V.                           |
| Pomone.....            | 40           | — Lofamel, C. V.                            |
| Pauline.....           | 40           | — Montfort, C. V.                           |
| Amelie.....            | 40           | — Maynard, C. V.                            |
| Proserpine.....        | 36           | — Ganteaume, C. F.                          |
| Incorruptible.....     | 40           | — Martin, C. F.                             |
| Themise.....           | 36           | — Villon, C. F.                             |
| La Victorieuse.....    | 22           | carronades                                  |
| Adrien.....            | 40           | new.                                        |

La Naviere, 800 tons, armed store-ship, carrying 30 guns.

La Baleine, 800 ditto, ditto 30 guns.

Durance, 450 ditto, ditto, 30 guns.

*Building.*—Monarque and Sceptre, at Toulon; a line of battle ship and a frigate, at Genoa.

*At Cofu.*—La Danac, \* 40 guns, Capitaine Decouche; La Flore, 40, Capitaine Lambert.

*At Liobat.*—La Girafe, armed store-ship, 800 tons, 30 guns; La Caravan, ditto, 800 tons, and 30 guns.

*At Leghorn, Port Essine, and Genoa.*—L'Abeille, 18 carronades, 36 pounders, Murat, L. V.; Le Courier, 16 ditto; Le Eudymion, 16 ditto; Janus 16 ditto; La Ligurie, 10 ditto.

*At Port Vender.*—La Tactique, 20 carronades, 36 pounders; La Fleche, 10 guns, schooner.

*Toulon.*—Russian ships, Moscow, 74, and St. Pierre, 64, unserviceable, to be cut down to hulks for the slaves.

N. B. All the 40 gun frigates carry 18 pounders—those of 36 guns only 12 pounders.—Those marked thus \* were built at Genoa; C. V. signifies Capitaine de Vaisseau; C. F. Capitaine de Fregate; L. V. Lieutenant de Vaisseau.

## Letters on Service,

*Copied verbatim from the LONDON GAZETTE.*

ADMIRALTY-OFFICE, APRIL 13, 1811.

*Copy of a Letter from Captain Bertram, of his Majesty's sloop the Persian, addressed to Admiral Sir Roger Curtis, Bart. and transmitted by the latter to John Wilson Croker, Esq.*

*His Majesty's sloop Persian, off Beachy Head,  
April 6, 1811.*

SIR,  
**B**EING off Beachy Head in his Majesty's sloop Persian under my command, yesterday afternoon at two P.M. the signal station made a signal for a smuggling vessel discharging her cargo in the offing, between the south and south west; made sail in chase; at half-past eleven P.M. saw a lugger on the lee bow, steering for the French coast, and after nearly an hour's chase, and firing two or three broadsides, I had the satisfaction of seeing her lower her sails and bring to. She proved to be the French lugger privateer l'Ambruscade, of 14 guns, with a complement of 63 men, but had only 36 on board, (having left the rest on shore,) commanded by Monsieur Nicholas Augustine Briganda, belonging to Dieppe, out 40 hours, but had not made any capture.

I have the honour to be, &c.

C. BERTRAM, Commander.

Admiral Sir Charles Cotton has transmitted to John Wilson Croker, Esq. a letter he had received from Captain Barrie, of H.M.S Pomone, giving an account of his having, on the 18th of January last, captured the Dubourdieu French privateer brig, belonging to Toulon, carrying 14 twelve-pounders, and a complement of 93 men.

APRIL 16, 1811.

Vice-admiral Thorborough has transmitted to John Wilson Croker, Esq. a letter he had received from Captain Maitland, of H. M. S. Emerald, giving an account of his having, on the 6th instant, captured l'Augusto, a French ship privateer, of 18 guns, and 126 men; out three days from Brest, without having made any capture.

MAY 11, 1811.

ADMIRAL LORD GAMBIER has transmitted to John Wilson Croker, Esq. a letter which his Lordship had received from Captain Sir George Ralph Collier, of His Majesty's Ship Surveillante, giving an account of his having, on the 1st instant, captured La Creole French Privateer, of fourteen guns and one hundred and fifteen men, on her first cruize from Bourdeaux.

MAY 14, 1811.

*Copy of a Letter from Admiral Sir Charles Cotton, Bart. Commander in Chief of H. M. S. and Vessels in the Mediterranean, to John Wilson Croker, Esq. dated on board the San Josef, off Toulon, the 2d April, 1811.*

SIR.

I have much satisfaction in transmitting to the Lords Commissioners of the Admiralty the accompanying copy of a letter from Captain Otway, reporting the capture, by the Ajax and Unitè, on the 31st ultimo, of the Dromadaire French Frigate-built Ship, having on board ammunition and stores supposed for Corfu.

The Dromadaire being a new ship, and calculated for His Majesty's ser-

vice, I shall direct Commissioner Fraser to purchase her, together with the Stores, &c. &c. for His Majesty's service. I have the honour to be, &c.

C. COTTON.

SIR,

*H. M. S. Ajax, off Elba, March, 31, 1811.*

In pursuance of the instructions I had the honour to receive from you on the 26th instant, for intercepting the Frigates which had escaped from Toulon to the eastward, I lost not a moment in pushing through the Straits of Bonifacio, directing the *Unitè* at the same time to go round by Cape Corse. On my rejoining her last night off this Island, I was informed she had been chased during the day by the Enemy's Frigates, and that they were working through the Piombino Passage. All sail was immediately made in that direction, and at dawn this morning they were discovered (as per margin\*) a little to windward. From the short distance they were from the land, I regret we could only succeed in cutting off the *Dromadaire*, the rear ship; the other two narrowly escaped from Captain Chamberlayne by running into Porto Ferrago.

The *Dromadaire* is a very fine frigate-built ship, of eight hundred tons, sails remarkably well, and is only five months old; she was constructed by the French government for the express purpose of carrying stores. Her cargo consists of fifteen thousand shot and shells of different sizes, and ninety tons of gunpowder.

She was commanded by a Lieutenant de Vaisseau, and her compliment one hundred and fifty men. From the report of the prisoners it appears they were bound to Corfu. I have the honour to be, &c.

To Sir C. Cotton, Bart. &c.

R. W. OTWAY.

MAY 14, 1811.

*Copy of a Letter from Captain Atchison, Commander of H. M. Sloop the Scylla, addressed to Admiral Sir Robert Calder Bart. Commander in Chief at Plymouth, and transmitted by the latter to John Wilson Croker, Esq.*

*His Majesty's Brig Scylla, within Les Triagos Rocks, off Morlaix, May 8, 1811.*

SIR,

I have the pleasure to inform you, being close in with the Isle of Bas, this morning at half-past nine o'clock observed a man of war Brig, with five small sail under convoy, to leeward, which I immediately gave chase to; half-past eleven came up and commenced firing at her and convoy; forty-five minutes past eleven, finding we were within Les Triagos and Pontgalo Rocks, and she was determined if possible to run on shore, obliged me to lay the *Scylla* on board her, then going eight knots; in two minutes afterwards we got possession, but not before her first Captain, one Midshipman, the Boatswain, and three Seamen were killed: one Midshipman and five Seamen dangerously, and five Seamen slightly wounded. She proves to be the French National Brig *La Canonniere*, of ten four pounders, one twenty-four pound carronade, and four swivels, with a complement of seventy-seven men, commanded by Monsieur Jean Joseph Benoit Schilds, Enseigne de Vaisseau; out only two hours from Perros, bound to Brest. I think if we had been off the land she would not have fired a shot at us; but with the hope of running her on shore, and being close to it, they fought hard, and I am sorry to say the *Scylla* had two Seamen killed, one Midshipman and one Marine slightly wounded. I was only enabled to get possession of one of her convoy, a Sloop laden with wheat, the other four having got within the rocks and run on shore; indeed I was glad, from the shattered state of *La Canonniere*, and the wind and sea increasing, to get out from where I was with what I had.

In this little affair I have great satisfaction to mention that Mr. Speck,

\* Emily 40 Guns, Adrian 40, Dromadaire 20.



First Lieutenant, all the Officers and Crew I have the honour to command did all they could; I should be proud to have an opportunity where they could shew themselves to a greater advantage. I have the honour to be, &c.  
A. ATCHISON.

*Names of Men Killed and Wounded.*

Thomas Shields, captain of the after-guard, killed; David O'Lean, ordinary seaman, killed. Mr. Thomas Liver, midshipman, slightly wounded; Matthew Vivanon, marine, ditto.

MAY 14, 1811.

Admiral Sir Charles Cotton has transmitted to John Wilson Croker, Esq. a Letter from Captain Talbot, of H. M. S. Victorious, giving an account of the destruction, on the coast of Albania, of the Leoben Italian schooner of war, of ten guns and sixty men, bound from Venice to Corfu, with Ordnance Stores, on the 30th of January last.

MAY 18, 1811.

*Copy of a Letter from Admiral Sir Charles Cotton, Bart. Commander in Chief of H. M. Ships and Vessels in the Mediterranean, to John Wilson Croker Esq. dated on board the San Josef at Sea, the 17th April, 1811.*

SIR,

Although the Lords Commissioners of the Admiralty will be earlier acquainted, through the medium of Rear-Admiral Bayles, with the gallant action fought on the 13th ultimo in the Adriatic, by H. M. ships named in the margin\*, against a squadron of the enemy's frigates, consisting of five in number, one corvette, a brig, two schooners and a xebec, and one gun-boat, which terminated in the capture of two of the enemy's frigates and the destruction of another; I nevertheless think it right to transmit the account of this brilliant affair to their Lordships. The event speaking for itself, I shall briefly remark that the success of His Majesty's squadron has been no other than could be expected from ships in the high order and state of discipline of those in question, and led on by an Officer of the reputation of Captain Hoste.

I have sent orders to Captain Hoste with the Amphion and Volage, (which appear to have suffered a great deal and been in this country the longest) to take the prizes to Spithead. I have the honour to be, &c.

C. COTTON.

SIR,

*Magnificent, off Lissa, March 24, 1811.*

It is with the greatest satisfaction I herewith transmit a Letter I have received from Captain Hoste, giving an account of a most gallant action, which has been fought in the Adriatic between a detachment of frigates named in the margin\*, under his command, and the enemy's squadron from Ancona, the result of which is that two of the enemy's frigates have been captured, and one destroyed; the remainder owing their escape to the crippled state of the masts and rigging of H. M. ships.

When the great disparity of force in this action is considered, the smoothness of the water, which enabled the enemy's small craft to take a part, and, from his being to windward, enabled to choose his own plan of attack, I think, sir, the superiority in bravery, discipline, and professional knowledge exhibited by the British officers and seamen never was more conspicuous.

I received by a neutral vessel, when off Corfu, a few lines from Captain Hoste, written immediately after the action, which mentioned that the ships which had escaped had taken refuge in the Island of Lessina, in a very dis-

\* Amphion, Cerberus, Active, Volage,

abled state, and where he thought they may be destroyed, I therefore immediately proceeded hither in the Magnificent, but found on my arrival that they had sailed and gone to Ragusa.

I have the honour to be, &c.

GEO. EYRE.

*H. M. S. Amphion, off the Island of Lissa,  
March 14, 1811.*

SIR,

It is with much pleasure I have to acquaint you that after an action of six hours we have completely defeated the combined French and Italian squadrons, consisting of five frigates, one corvette, one brig, two schooners, one gun boat, and one xebec; the force opposed to them was H. M. ships *Amphion*, *Cerberus*, *Active* and *Volage*. On the morning of the 13th, the *Active* made the signal for a strange fleet to windward, and daylight discovered to us the enemy's squadron lying to, off the north point of the Island of Lissa; the wind at that time was from the north-west, a fine breeze. The enemy having formed in two divisions, instantly bore down to attack us under all possible sail. The British line, led by the *Amphion*, was formed by signal in the closest order on the starboard tack to receive them. At nine A. M. the action commenced by our firing on the headmost ships as they came within range; the intention of the enemy appeared to be to break our line in two places, the starboard division, led by the French commodore, bearing upon the *Amphion* and *Active*, and the larboard division on the *Cerberus* and *Volage*; in this attempt he failed (though almost aboard of us), by the well directed fire and compact order of our line. He then endeavoured to round the van ship, to engage to leeward, and thereby place us between two fires, but was so warmly received in the attempt, and rendered so totally unmanageable, that in the act of wearing he went on shore on the rocks of Lyssa in the greatest possible confusion.

The line was then worn to renew the action, the *Amphion* not half a cable-length from the shore; the remainder of the enemy's starboard division passing under our stern and engaging us to leeward, whilst the larboard division tacked and remained to windward, engaging the *Cerberus*, *Volage*, and *Active*. In this situation the action commenced with great fury, H. M. ships frequently in positions which unavoidably exposed them to a raking fire of the enemy, who with his superiority of numbers had ability to take advantage of it; but nothing, Sir, could withstand the brave squadron I had the honour to command. At twenty minutes past eleven A. M. the *Flora* struck her colours, and at twelve the *Bellona* followed her example. The enemy to windward now endeavoured to make off, but were followed up as close as the disabled state of H. M. ships would admit of, and the *Active* and *Cerberus* were enabled at three P. M. to compel the sternmost of them to surrender, when the action ceased, leaving us in possession of the *Corona* of 44 guns, and the *Bellona* of 32 guns (the French commodore), the *Favorite* of 44 guns on shore, who shortly after blew up with a dreadful explosion, the corvette of the enemy making all possible sail to the north-west, and two frigates crowding sail for the port of Lessina, the brig making off to the south-east, and the small craft flying in every direction; nor was it in my power to prevent them, having no ship in a state to follow them.

I must now account for the *Flora's* getting away after having struck her colours. At the time I was engaged with that ship, the *Bellona* was raking us; and when she struck, I had no boat that could possibly take possession of her. I therefore preferred closing with the *Bellona* and taking her, to losing time alongside the *Flora*, which I already considered belonging to us. I call on the officers of my own squadron as well as those of the enemy to

witness my assertion. The correspondence I have had on this subject with the French captain of the *Danaé* (now their commodore), and which I enclose herewith, is convincing, and even their own officers (prisoners here) acknowledge the fact. Indeed I might have sunk her, and so might the *Active*; but as the colours were down, and all firing from her had long ceased, both Capt. Gordon and myself considered her as our own; the delay of getting a boat on board the *Bellona*, and the anxious pursuit of Captain Gordon after the beaten enemy, enabled him to steal off, till too late for our shattered ships to come up with him, his rigging and sails apparently not much injured: but by the laws of war I shall ever maintain he belongs to us. The enemy's squadron, as per enclosed return, was commanded by Monsieur Dubourdieu, a capitaine de vaisseau, and a member of the legion of honour, who is killed. In justice to a brave man I must say, he set a noble example of intrepidity to those under him. They sailed from Ancona the 11th instant, with 500 troops on board, and every thing necessary for fortifying and garrisoning the island of Lissa. Thanks to Providence we have this time prevented them.

I have to lament the loss of many valuable officers and men; but in a contest of this kind it was to be expected. It is now my duty to endeavour to do justice to the brave officers and men I had the honour to command. I feel myself unequal to the task; nothing from my pen can add to their merit. From your own knowledge of Captains Gordon, Whitby, and Hornby, and the discipline of their ships, every thing you know, sir, might be expected; and if an officer so near in the same rank as themselves may be permitted to give an opinion, I should say they exceeded my most sanguine expectations, and it is a duty I owe all to express in the most public manner my grateful sense of the brave and gallant conduct of every captain, officer, seamen, and royal marine, employed on this occasion. From my First Lieut. Sir David Dunn, I received every assistance that might be expected from a zealous, brave, and intelligent officer, and his exertions (though wounded) in repairing our damage, is as praise-worthy as his conduct in the action, particularly as I have been unable to assist him from a wound in my right arm, and several severe contusions. Captain Moore of the royal marines, of this ship, received a wound, but returned to his quarters immediately it was dressed. The captains of the squadron speak in the warmest terms of their officers and men, particularly of their First Lieutenants Dickenson, Henderson, and Wolridge; and the behaviour of my own officers and ship's company, who have been with me so long, was every thing I expected from their tried worth; but I must not particularize where all were equally meritorious. I am now on my way to Lissa, with the squadron and prizes. The damage the ships have sustained is very considerable, and I fear will render us totally incapable of keeping the sea. I enclose a statement of the enemy's force, together with a return of killed and wounded in the squadron, and deeply lament they are so great.

I have the honour to be, &c.

WILLIAM HOSTE.

To George Eyre, Esq. Senior Officer of H. M. ships and vessels in the Adriatic, &c.

*Order of Battle of the English, and combined French and Italian Squadrons, on the 13th of March, 1811, in the Action off the Island of Lissa, in the Adriatic.*

*English Squadron.*

Amphion, William Hoste, Esq. captain, of 32 guns, and 254 men.  
*Active*, J. A. Gordon, Esq. captain, of 38 guns, and 300 men.  
*Volage*, P. Hornby, Esq. captain, of 22 guns, and 175 men.

Cerberus, Henry Whitby, Esq. captain, of 32 guns, and 254 men.

|                                        | Guns. | Men. |
|----------------------------------------|-------|------|
| Total .....                            | 124   | 983  |
| Deduct ships short of complement ..... |       | 104  |
| Total .....                            | 124   | 879  |

*French Squadron.*

La Favorite, Monsieur Dubordien, commandant de division; Captain Dellamalliere, of 44 guns, and 350 men; burnt.

Flore, M. Peridier, captain, of 44 guns, and 350 men; struck, but escaped.

Danaë, of 44 guns, and 350 men; escaped.

Corona, M. Pasquilago, captain, of 44 24-pounders, and 350 men; taken.

Bellona, M. Dudon, captain, of 32 guns, and 224 men; taken.

Caroline, M. Baratavick, captain, of 28 guns, and 224 men; escaped.

Principe de Augusta brig, Bologne, captain, of 16 guns, and 105 men; escaped.

Schooner, of 10 guns, and 60 men; escaped.

Schooner, of 2 guns, and 37 men; escaped.

Xebec, of 6 guns, and 70 men; escaped.

Gun-boat, of 2 guns, and 35 men; escaped.

Troops embarked, 500.

Total—272 guns, 2,655 men.

WILLIAM HOSTE, Captain.

*A List of Officers, Seamen, and Royal Marines, killed or wounded on board H. M. S. Amphion, William Hoste, Esq. Captain, in an Engagement with the Enemy's Squadron off the Island of Lissa, in the Adriatic, the 13th of March, 1811.*

Richard Unthank, boatswain, killed; J. R. Spearman, midshipman, ditto; Charles Hayes, midshipman, (belonging to H. M. S. Acorn), ditto; John Morgan, supernumerary, (belonging to H. M. S. Acorn), ditto; William M'Min, supernumerary, wounded; James Simmonds, ordinary seaman do. James Cartoe, able seaman, ditto; James Sebastian, coxswain, killed; John Newnan, ordinary seaman, ditto; Cornelius Hansworth, able seaman, do. Thomas Buntin, ordinary seaman ditto; Joseph Bandall, ordinary seaman, ditto; Cornelius Brasson, able seaman, ditto; Richard Wallington, private marine, ditto; Anthony Casumaty, private marine, ditto; William Conner, supernumerary for wages, ditto; Piere Perot, supernumerary, ditto, Thomas Warner, ordinary seaman, wounded; Charles Topot, carpenter's crew, ditto; William Johnson (3), ordinary seaman, ditto; William Berry, ship's corporal, ditto; James Jones (1), able seaman, ditto; James Smith, able seaman, ditto; Thomas Fielding, private marine, ditto; Hugh Boyle, ordinary seaman, ditto; William Smith, ordinary seaman, ditto; Frederick Lewis, captain's clerk, ditto; John Steel, able seaman, ditto; John Higgins, able seaman, ditto; William Dudley, private marine, ditto, since dead; Israel Southwick, ordinary seaman, wounded; Thomas Newland, ordinary seaman, ditto; Richard Small, landman, ditto; T. M. R. Barnard, ordinary midshipman, ditto; William Hoste, Esq. captain, ditto; David Dunn, lieutenant, ditto; John Bryan, able seaman, ditto; John Delany, ordinary seaman, ditto; Edward Sutherland, captain of the main top, wounded; James Baily, yeoman of the sheets, ditto; John Jackson, ordinary seaman, ditto; Alexander Hulley, ordinary seaman, ditto; Joseph Bradford, cap-

tain of the fore-castle, ditto; John Simmonds, ordinary seaman, ditto; John Maloney, able seaman, ditto; William Johnson (1), able seaman, ditto; Robert Fanning, ordinary seaman, ditto; Gia José, supernumerary, ditto; John Harding, captain of the after-guard, ditto; John Cook, ordinary seaman, ditto; Bernard Henry, able seaman, ditto; Thomas Hunt, private marine, ditto; John Horton, able seaman, ditto; F. G. Fyrewell, midshipman, ditto; Charles Butts, volunteer 1st class, ditto; Thomas Moore, captain of the royal marines, ditto; T. E. Hoste, midshipman, do. Honourable William Waldegrave, volunteer 1st class, ditto; Jeremiah M'Carthy, ordinary seaman, ditto; Peter Cowell, supernumerary, ditto; William Dangstone, private marine, ditto; Thomas Donald, private marine, ditto.

Total—15 killed, 47 wounded.

W. HOSTE, Captain.

J. MOFFATT, Surgeon.

*A List of Officers, Seamen, and Royal Marines, killed, or wounded on board H.M.S. Cerberus, Henry Whitby, Esq. Captain, in an Engagement with an Enemy's Squadron off the Island of Lissa, in the Adriatic, on the 13th of March 1811.*

Samuel Jeffery, acting purser, killed; Francis Surrage Davey, midshipman, ditto; William Mackey, able seaman, ditto; John Rooney, ordinary seaman, ditto; Thomas Cook, captain of the main-top, killed; Samuel Rathborne, landman, ditto; Aaron Smith, landman, ditto; William Patterson, ordinary seaman, ditto; William Duncan, landman, ditto; John Brazil, landman, ditto; Alexander Hardy, private marine, ditto; Thomas Brooks, private marine, ditto; Patrick Bogle, private marine, ditto; George Crumpston, lieutenant, wounded; John Bryan, carpenter's crew, ditto; William Hill (1), ordinary seaman, ditto; John Hall (1), captain of the fore-castle, ditto; John Hall (2), quarter-master, ditto; Nathaniel Keena, quarter-master, ditto; William Armstrong, able seaman, ditto; Alexander Campbell, able seaman, ditto; James Crawley, quarter gunner, ditto; Hugh M'Cormick, ordinary seaman, ditto; John Cusack, ordinary seaman, ditto; Joseph Warren, caulker, ditto; Alexander Everson, able seaman, ditto; Joseph Higgins, able seaman, ditto; John Jackson, ropemaker, ditto; William Dawson, ordinary seaman, ditto; James Stevenson, ordinary seaman, ditto; James Davis, ordinary seaman, ditto; John Connell, able seaman, ditto; Patrick M'Coy, landman, ditto; Miles M'Garth, ordinary seaman, ditto; Audres Ubrickson, able seaman, ditto; Charles Biones, landman, ditto; Thomas Weatherall, yeoman of the sheets, ditto; Thomas Whatmore, armourer's mate, ditto; William Chapman, able seaman, ditto; Robert Purchase, ordinary seaman, ditto; Thomas King, landman, ditto; Joseph Edmonds, landman, ditto; Michael Porto, landman, ditto; Andrew Fitzgerald, alias Williamson, ordinary seaman, ditto; Peter Francisco, ordinary seaman, ditto, mortally; Manuel Joseph, ordinary seaman, ditto; Michael Thomas Rotherg, able seaman, ditto; John Croft, corporal of marines, ditto; Henry Bentley, corporal of marines, ditto; John House, private marine, ditto; John M'Evoy, private marine, ditto; Robert Whitaker, private marine, ditto; John Righter, private marine, ditto; Henry Morgatray, private marine, ditto; William Venn, sail-maker, ditto; William Lovelace Stauner, landsman, ditto; Siphus Goode, midshipman, ditto. Total—13 killed, 44 wounded.

HENRY WHITBY, Captain.

*A List of Officers, Seamen, and Royal Marines, killed or wounded on board H. M. S. Active, James A. Gordon, Esq. Captain, in an Engagement with an Enemy's Squadron, off the Island of Lissa, in the Adriatic, on the 13th of March, 1811.*

John Meares, lieutenant of the royal marines, wounded; William King, ordinary seaman, killed; William Clarke, ordinary seaman, ditto; John Barrington, yeoman of the sheets, ditto; George Harker, quarter-master's mate, wounded, since dead; Patrick Donolly, ordinary seaman, ditto; George Coomber, able seaman, ditto; James Quinn, boatswain's mate, ditto; Thomas Horton, captain of the foretop, ditto; John Dawson, quarter-gunner, ditto; Evan Williams, ordinary seaman, ditto; Joseph Burton, able seaman, wounded; Joseph Mackler, able seaman, ditto; Thomas Poler, landman, ditto; George Everard, captain of the foretop, ditto; John Barnett, quarter-master, ditto; Charles Long, able seaman, ditto; Thomas Hall, able seaman, ditto; William Knight, able seaman, ditto; Thomas Ford, captain of the fore-castle, ditto; James M'Kenzie, landman, ditto; Peter Williamson, able seaman, ditto; Robert Hill, serjeant of marines, ditto; Philip Evans, corporal of marines, ditto; Joseph Straus, private marine, ditto; Samuel Andrews, private, ditto; John Hawke, private, ditto; Thomas Tracey, boy, killed; George Hays, lieutenant, severely burnt; James Leatherbarrow, quarter-gunner, ditto; William Waldron, able seaman, lost in extinguishing the fire in the Corona, captured frigate; Thomas Deane, able seaman, ditto; George Larkin, able seaman, lost in extinguishing the fire, in the Corona, captured frigate; Wistre Verniondes landman, ditto; John Wilcocks, private marine, ditto. Total--9 killed 26 wounded.

JAMES A. GORDON, Captain.  
JOHN ANGUS, Surgeon.

*A List of Officers, Seamen, and Royal Marines, killed or wounded on board H. M. S. Volage, Phipps, Hornby, Esq. Captain, in an Engagement with the Enemy's Squadron off the Island of Lissa, in the Adriatic, on the 13th March 1811.*

John George, midshipman, killed; Walter Barber, yeoman of the sheets, ditto; James Hawkins, captain of the fore-castle, ditto; Rowland Owens, quarter-gunner, ditto; Richard Curtis, quarter-gunner, ditto; George Jones, able seaman, ditto; John Coghlan, ordinary seaman, ditto; William Thomas, landman, ditto; William Mathews, landman, ditto; Thomas M'Donald, boy, ditto; James Nash, private marine, ditto; Thomas Pritchard, private marine, ditto; John Gragg, captain of the foretop, wounded, since dead; Joseph Baptiste, landman, wounded; Peter Brown, corporal, ditto; George Nicholson, quarter-master's mate, ditto; Lawrence Moore, ordinary seaman, ditto; John Atkinson, able seaman, ditto; Peter Lawrence, able seaman, ditto; Daniel Downey, able seaman, ditto; William Smith, ordinary seaman, ditto; Jean Tobin, ordinary seaman ditto; David Jones, landman, ditto; John Ellis, landman, ditto; James M'Intire, carpenter's crew, ditto; Joseph Nixon, boy, ditto; Henry Rix, boatswain's mate, ditto; John Thompson, quarter-master, ditto; John Bowden, yeoman of the powder-room, ditto; William Jenkinson, able seaman, ditto; Samuel Marsh, captain of the fore-castle, ditto; William Pinhorwood, able seaman, ditto; David Davis, able seaman, ditto; Antony Rolfe, ordinary seaman, ditto; George Dodgin, captain of the main-top, ditto; John Hughes, able seaman, ditto; James Taunton, landsman, ditto; George Burchill, landsman, ditto; William Welsh, landsman, ditto; James Sheal,

ordinary seaman, ditto; Benjamin Coffree, landsman, ditto; W. S. Knapman, lieutenant of marines, ditto; John Melwish, private marine, ditto; James Strike, private marine, ditto; James Spires, private marine, ditto; John Cook, private marine, ditto;—Total, 13 killed, 33 wounded.

(Signed) PHILIPPS HORNBY, Captain.  
S. J. SWAYNE, Surgeon.

Total.—Amphion, 15 killed, 47 wounded.—Cerberus, 13 killed, 44 wounded.—Active, 9 killed, 26 wounded.—Volage, 13 killed, 33 wounded.—Total, 50 killed, 150 wounded.

*His Britannic Majesty's Ship, Amphion, at the  
Island of Lissa, March 15, 1811.*

SIR,

The frigate you commanded in the late Action with the British squadron struck her colours to his Britannic Majesty's ship Amphion, under my command; I was not able to take possession of you at that moment, being engaged with the Bellona frigate, but I considered you as my own, and as a man of honour you must have thought so yourself; I call on the officers of your own squadron, as well as those I have the honour to command, to witness my assertion. You know, Sir, I might have sunk you, had I not considered you as having surrendered, and so might two of my squadron also. By the laws of war the Flora belongs to me, and the purport of my present truce is to demand her restitution in the same state as when she struck.

I have the honour to be, &c.

(Signed) WILLIAM HOSTE.

To Monsieur Peridier, Captain, commanding  
the frigate Flora, of Lessina.

(Translation.)

*On board His Imperial and Royal Majesty's Frigate the Danae, in the  
Roads of Lessina.*

SIR,

In consequence of the wounds received by Monsieur Peridier, Commandant of his Imperial and Royal Majesty's frigate La Flore, I have had the honour to take upon me the command of His Imperial and Royal Majesty's ships, and cannot surrender to you his Imperial Majesty's frigate under the laws to which you refer, because she did not strike her colours, as you are pleased to state. His Majesty's frigate had her flag cut by shot. Her state not allowing her to continue any longer the engagement, her Captain thought proper to withdraw from it. If you should not consider my answer satisfactory, I request you will address yourself to my government.

I have the honour to be, &c.

To Monsieur the Commandant of the  
Amphion Frigate, at Lissa.

*His Britannic Majesty's Ship Amphion,  
Island of Lissa, March 19, 1811.*

SIR,

The letter I had the honor of receiving to-day was neither signed nor dated (I presume through mistake), I return it for its signature.

As captain of the Danae, you will not admit that the Flora struck her colours in the late action, nor did I call on you to do so. No, sir, I call on Monsieur Peridier, the commander of that ship, as a man of honour, to declare whether she struck her colours or not; and if Monsieur Peridier was so severely wounded as not to have charge of the ship at that time, I look to

his next in command for an answer to my letter of the 15th; but I again assert, and ever shall maintain, that, by the laws of war, his frigate belongs to my Sovereign, and his sword to me; the world will judge between us.

I have the honour to be, &c.

WILLIAM HOSTE.

To the Captain commanding the Frigate *Danaë*.

*H. M. S. Amphion, Island of Lissa,  
Adriatic, March 15, 1811.*

SIR,

On my arrival here this morning, I found the remainder of the French Commodore's crew and troops, two hundred in number, had retired to Lissa; they were summoned to surrender by Messrs. Lee and Kingston, two Midshipmen of the *Active*, (who had been left in charge of prizes) and several men belonging to Privateers. The Summons was acceded to; they laid down their arms and were made prisoners of war. The spirited conduct of those young men deserve every praise, nor can I forbear mentioning the dastardly behaviour of a Sicilian privateer brig of fourteen guns, named the *Vincitore*, and commanded by Captain Clemento Fama, who was lying in this port, and previous to the commencement of the action hauled down his colours to a small one gun Venetian schooner; this was witnessed by every man in the Squadron, and I believe there was but one opinion on the subject. Messrs. Kingston and Lee afterwards went on board, took charge of the brig, beat off the schooner, and prevented her from destroying the vessels in the bay.

I have omitted a circumstance in my former letter respecting the *Corona*, which, from the meritorious conduct of those officers and men employed, deserves to be mentioned. The *Corona* caught fire in the main-top, shortly after her capture, and the whole of her main-mast and rigging was instantly in flames. Lieutenants Dickenson, of the *Cerberus*, and Hay, of the *Active*, with a party of men, were on board her at the time. The ship now presented a most awful spectacle, and I had quite given her up as lost. No possible assistance could be afforded from the squadron, and she had to trust alone to her own exertions; these, however, were not wanting, and by the extraordinary perseverance and coolness of the officers and men employed, the fire was at last extinguished, with the loss of the main-mast, and the ship of course saved to the service. I have to express my warmest thanks to Lieutenants Dickenson and Hay, and the officers and men employed, and beg leave to recommend them to the commander-in-chief.

I have the honour to be, &c.

Captain G. Eyre, or Senior Officer.

W. HOSTE.

### Promotions and Appointments.

Admirals and Captains appointed.

Rear-admiral Robert Murray, to be commander-in-chief at North Yarmouth.

Rear-admiral Israel Pellew is appointed to be captain of the Mediterranean Fleet.

Captains:—Charles Austin, to the *Egmont*; H. H. Christian, to the *Iris*; John Haswell, to the *Echo*; J. C. Searle, to the *Druid*; Andrew King, to the *Royal George*; ——— Clavell, to the *Laurestinus* (late *Laurel*); William King, to the *Hannibal*; Sir Richard King, Bart. to be captain of the Channel Fleet; Francis Maurice (brother to the gallant defender of Anholt), to the *Queen Charlotte*; Hon. William Waldegrave (son of Admiral Lord Radstock), posted, and appointed to the *Macedonian*; J. S. Horton, to the *Bulwark*; Hon. Elphinstone Fleming, to the *Standard*, *pro tempore*; Hon. ——— Paget, to the *Malta*; ——— Usher, to the *America*; ——— Cumby, to the *Hyperion*;



Graves, to the Polyphemus; — Huskisson, promoted to the rank of post captain, and appointed to the *Garland*; — Rowley, to the *Pelorus*; — Pasco, B. Greene, and — Doyle, posted, and respectively to retain the command of the *Tartarus*, *Bonne Citoyenne*, and *Lightning*, registered as post ships; Hon. — Dundas, to the *Achille*; T. G. Caulfield, to the *Iphigenia*; Hon. G. G. Waldegrave, to the *Euryalus*; George Mowbray, to the *Repulse*; John Halliday, to the *Montagu*; Josias Rowley, to the *America*; Andrew Sproule, to the *Dorset yacht*: — Katon, to the *Niobe*; — Denman, to the *Castilian*; T. Haywood, to the *Caledonia*; Edward Griffith, to the *Christian VIIIth*; William Bowles, to the *Aquilon*; Andrew F. Evans, to the *Tourterelle*.

The Portuguese government have conferred upon the Hon. Admiral Berkeley and Captain Sir Thomas Hardy, the former the rank of commander-in-chief, and the latter of a chief of division, in the royal armada of Portugal, and have recently doubled the pay attached to those appointments.

Frederick Edgecumbe, Esq. private secretary to the Right Hon. Charles Yorke, first lord of the Admiralty, has been appointed to succeed the late William Boscawen, Esq. as one of the commissioners for victualling H. M. navy.

J. Wilkinson, Esq. late secretary to Admiral Lord Gambier, to be secretary to Admiral William Young, on the *Scheldt* station.

#### Lieutenants, &c. appointed.

W. N. Glasscock, to the *Medusa*; R. Inledon and J. Browne (2), to the *Tremendous*; Edward W. Gilbert, to the *Revenge*; George Elliott, to the *Cyane*; P. Maingy, to the *Argo*; F. H. Brock, nephew to Sir James Saumarez, to be flag lieutenant of the *Victory*; T. Mansell, to the *Dragon*; Joseph Gramshaw, to the *Armada*; J. W. Mnrley, to the *Caledonia*; W. G. Roberts, to the *Dreadnought*; E. P. Ward and Thomas M. Mason, to the *Royal George*; R. R. Bowden, Charles Hole, John Cornish, and James Anderson (2), to the *Caledonia*; R. A. Mitchell, to the *Tonnant*; F. Beaumont (1), to the *Hannibal*; George Saunders, to the *Armada*; John Rude, John Hilton, and J. Becket, to the *Bulwark*; C. B. Hitchins, to the *Northumberland*; R. Harrison, to the *Mars*; — Creyke (second son of Governor Creyke, of Plymouth hospital), to the *Christian VIIIth*; Michael Fritton, to the *Archer* gun-brig; P. Stimson, to the *Osprey*; John Caldwell, to the *America*; Edward Hall, to the *Tremendous*; Richard Augustus Yates, to the *Niemen*; F. B. Spilsbury, to the *Lynx*; P. Le Vesconte, to the *Leopard*; Edward Ross, to the *Goldfinch*; Richard Burton and James Eicke, to the *Christian VIIIth*; James Robertson (1), to the *Redpole*; S. D. Philpot, to the *Courageux*; S. Hilton, to the *Sophie*; Adam Brown, to the *Tremendous*; William Baker, to the *Venerable*; George Luke and Frederick Lewis, to the *Hannibal*; James St. John, to the *Revenge*; W. H. Walker, to the *Jalouse*; Robert Gibson (2), to the *Partridge*; Archibald M'Killop, to the *Volcano*; Francis Beaumont (1), to the *Hannibal*; Samuel Blyth, to the *Quebec*; Lawrence Smith, to the *Charles* armed sloop; Hon. C. O. Bridgeman, to the *Revenge*; William D'Aranda, to the *Lanrestinus*; Robert Boyle, to the *Favourite*; H. C. Deacon, to the *Fame*; Charles Pollard, to the *Valiant*; Frederick Voller, to the *Dreadnought*; Robert Boyle, to the *Jason*; George Thew, to the *Favourite*; Thomas Ireland, to the *Egeria*; James Tullidge, to the *America*; Thomas Mockler, to the *Dreadnought*; John Wardell, to ditto; S. P. Lound, to the *Royalist*; F. E. Lock, Thomas Wilson, and John Anderson (2), to the *Caledonia*; W. G. Roberts, to the *Dreadnought*; William Bennett and Henry Ellis,

to the *Egmont*; Thomas M. Mason, to the *Royal George*; Edward S. Ward, to ditto; James Horric, to the *Beagle*; R. A. S. Mitchell, to the *Tonnant*; James Rusden, to the *Rapid*; Daniel Gueran, to the *Volcano*; George Plowman, to the *Osprey*; Joshua Gosselin, to the *Acasta*; William Manners, to the *Bellerophon*; James Thomas (2), to the *Ardent*; George Alexander Barker, to the *Badger*; John Moore (2), to the *Pompée*; Edward Stewart, to the *Royal Oak*; William Franklyn, to the *Fame*; Joseph Kereeshaw, to the *Piercer* gun-brig; Francis Small, to the *Leopard*; William Symonds, to the *St. Domingo*; Robert C. Vickery, to the *Leopard*; Charles B. Douce, to the *St. George*; Charles Robinson, to the *Prospero*; John Smith (9), to the *Fly*; Nathaniel Laffer, to the *Plantagenet*; Henry R. Rokeby, to the *Norge*; Francis J. Lock, to the *Christian VIIIth*; George Rorie, to the *Gibraltar*; Francis Jackson and Charles Williams, to the *Portia*; Thomas Smith (3), to the *Briscis*; James Moriarty, to the *Volcano*; Thomas Evans (2), to the *Hero*; George Glanville, to the *Christian VIIIth*; Francis Jackson, to the *America*; Gordon Falcon, of the *Barfleur*, to the rank of commander; — Alexander, of *La Decouverte*, ditto, and appointed to the *Shark*.

Lieutenant Thomas Delafons is appointed agent for transports at Jersey, *vice* Lieutenant Fleetwood, deceased.

Lieutenant William Balhetchet, R.M. has resigned his commission, and is appointed purser of the *Pearlen* frigate.

Mr. Page is appointed purser of the *Bulwark*.

Mr. Alexander Brown, of the *Jasper*, to be purser of the *Brune*, *vice* Larmour, dismissed by sentence of a court martial.

The Rev. C. Burne, to be chaplain of the *Impetueux*; the Rev. B. Trowd, to be chaplain of the *Caledonia*; the Rev. George Rennell, to be chaplain of the *Revenge*.

Mr. Hoskins, late carpenter of Sir John Warren's flag-ship, at Halifax, is appointed master-shipwright of the naval dock-yard at Bermuda.

List of Midshipmen who passed for Lieutenants the first Wednesday in the present Month.

*Sheerness*.—William Milikin, Henry Eastwood, Robert Stewart, George Waller.

*Portsmouth*.—John Fetherstone, Richard Copeland, Thomas Fortescue, J. H. Green, Samuel Smith, Edward Goodrich, John M'Fee, Charles M'Arthur, William Hutchison, John Stubbin, Thomas Stopford, Richard Kempster, Henry Downes, James Davies.

*Plymouth*.—John Lloyd, John Majoribanks, J. H. Hunter, John Bendyshe, James L. Young.

Surgeons, &c. appointed.

Thomas Caird, to the *Thisbe*; J. J. Inger, to the *Strombolo*; William Boyce, to the *Daphne*; Joseph Farnden, to the marines serving in Portugal under Admiral Berkeley; Robert Scott, to the *Sarpedon*; James Soutter, to the *Fantome*; John Reynolds, to the *Tyrian*; David Aitken, to the *Royal George*; P. T. Creagh, to the *Hannibal*; James Torrie, to the *Algerine*; Nathaniel Poulton, to the *Dreadnought*; Valentine Dicke, to the hospital at the Cape of Good Hope; Scott Brown, to the *Tonnant*; Alexander Ross, to the *Warrior*; E. H. St. Quintin, to the *Cyané*; Andrew Gemmell, to the *Caledonia*; John Harshaw, to the *Bulwark*; Richard Morgan, to the *Opposum*; P. Waldron, to the *Dreadnought*; R. M. Ford, re-appointed to the *Tyrian*; Thomas Robertson, to the *Nassau*; William Graham, to the *Seaflower*; George Bernard, to the *Helder*; R. M'Connelly, to the *Sarpedon*; Stephen Sherlock, to the *St. Fiorenzo*;

John Brewerton, to the *Briseis*; E. F. Bromley, to the *Gorgon* hospital ship; Thomas Downey, to the *Adamant*.

Assistant Surgeons appointed.

David Nimmo, to be an assistant for the Mediterranean; John Runciman, to the *Tonnant*; G. B. Squire, to the *Monarch*; John M'Chie, to be a supernumerary assistant for the Mediterranean; Joseph Widdup, to the *Alceme*; Robert Bell, to the *Queen Charlotte*; William Clarke, to the *Argonaut* hospital ship; T. B. Efecly, to the *Leeward Islands*; C. Brown, to be an hospital mate at Mill Prison; D. Macnamara, to be ditto at Jamaica Hospital; Francis Sankey, to be ditto at Deal; J. L. Doolan, to the *Leeward Islands*; R. Bell, to the *Growler* gun-brig; Jas. M'Conelly, to the *Argonaut* hospital ship; W. Illingworth, to the *Woolwich*; William Dunbar, to the *Rainbow*; John Rankin, to the *Hannibal*; Peter Reed, John Thompson, and Richard Smith, to be supernumerary assistants to go to the Mediterranean; Archibald Blacklock, W. M. Kennedy, and James Osborne, to be ditto to *Leeward Islands*; Henry Carter, H. Wightman, David Lawson, and Henry Dean, to be ditto to the Mediterranean; Andrew Mannin and John Patchall, to be ditto at the *Leeward Islands*; John Harshawe, to the *Bulwark*; Charles Hovell, to the *Pincher* gun-brig; Robert Anderson, to the *Christian VIIIth*; Robert Espie, to the *St. Fiorenzo*; Edward Jeffery, to the *Bulwark*; James Brunton and Ebenezer Scott, to the *Gorgon* hospital ship; Andrew Henderson, to be an hospital mate at Plymouth.

BIRTHS.

May 22. In Russell-place, Fitzroy-square, the lady of Charles Bishop, Esq. king's proctor, of a son, the 14th child.

May 1, at her house in the Admiralty, the lady of James Buller, Esq. one of the lords commissioners of the Admiralty, of a son.

Lately, the lady of Captain Henry Vansittart, of H. M. S. *Fortunée*, of a son.

April 24, at Langley, Bucks, the wife of Lieutenant B. D. Pritchard, of a son.

Lately, the lady of Captain Austin, of the *Caledonia*, of a son.

At the Close, Salisbury, on the evening of the 20th of April, the Hon. Mrs. Bertie, widow of the late Hon. Captain Bertie, of H. M. S. *Satellite*, of a son and heir. Captain B. it will be recollected, was unfortunately lost, with his officers and ship's company, in a violent gale in December last. (*Vide* page 148 of the present volume.)

MARRIAGES.

Lately, at Tremington, Devon, Manley Dixon, Esq. rear-admiral of the white, to Miss Jeffreys, daughter of Gabriel Jeffreys, Esq. of Swansea.

May 1, at Bath, William Barnard, Esq. captain of the *Wexford* East Indiaman, to Miss Ann Miller, second daughter of Lieutenant-colonel Miller, of the Portsmouth division of royal marines.

May 18, Benjamin Outram, Esq. surgeon of H. M. yacht the *Royal Sovereign*, at Deptford, to Mrs. Come, widow of the late Captain Come, R. N.

May 18, at St. George's church, Hanover-square, by the Rev. Alexander Thistlewayte, William Hargood, Esq. rear-admiral of the blue, to Maria, third daughter of the late Thomas Somers Cocks, Esq.

May 14, at Sidmouth, T. B. Ferris, Esq. of the *Coldstream* guards, to Emily-Jane, youngest daughter of the late Richard Foley, Esq. and niece to Vice-admiral Foley.

Lately, Captain the Hon. G. F. Seymour, of the *Manilla*, son of the

late Admiral Lord Hugh Seymour, to Miss Georginia Berkeley, daughter of the Hon. Admiral G. C. Berkeley, commander-in-chief at Lisbon.

Lately, at Stoke church, Mr. P. Browne, to Miss Sarah Wills, daughter of Mr. E. Wills, of H. M. victualling-office at Plymouth.

Lately, at St. George's church, in the Borough, William Mackay, M. D. surgeon R. N. to Amelia, youngest daughter of the late John Ceyto Dobell, Esq. of Green Park-buildings, Bath.

At Northfleet, Kent, F. M. Chevers, surgeon R. N. to A. Tadman, youngest daughter of the late L. Tadman, of the same place.

May 14, at St. Luke's, Chelsea, J. Ewright, Esq. surgeon R. N. to Miss Anne Hunter Aikman, second daughter of Alexander Aikman, Esq. sen. of Jamaica.

#### OBITUARY.

December 15, at St. Cruz, near the Havannah, of the yellow fever, aged 34 years, Mr. George Lewis, master of H. M. S. Implacable, of 74 guns, Captain Cockburn. His superior courage had eminently distinguished him in frequent actions under the gallant Sir Sydney Smith, in various parts of the world.

Lately, at Horndean, after a painful illness, Mrs. Monro, relict of Lieutenant-colonel Monro, late of the royal marines.

At Auchinairn, Mr. George Jarvis, surgeon R. N.

Mrs. Pigott, relict of Admiral Pigott, and sister to the late Duke of Grafton.

Lately, Lieutenant Fleetwood, agent for transports at Jersey, put a period to his existence by cutting his throat, so as to cause almost instant death.

At Gosport, Mrs. Shoveller (of Titchfield), wife of Mr. William Shoveller, surgeon R. N.

On the 14th of March, at Jamaica, Captain T. C. Brodie (second son of William Brodie, Esq. of Great Marlborough-street, London), of H. M. S. Hyperion. After he left the Naval Academy in Portsmouth dock-yard, he had the honour to be in the action off Cape St. Vincent; at the Nile; in the repulse of Buonaparte at Acre; and commanded the Arrow sloop in the attack of Copenhagen, of which he brought home the despatches.

April 15, at Rochester, after a long illness, Mr. William Merritt, aged 64, carpenter of H. M. S. Trafalgar, building at Chatham.

April 25, at his house at Hill, in the suburbs of Southampton, Rear-admiral Alexander Scott. He was a public-spirited man, and twice filled the office of mayor of that city.

April 29, Mr. Carr, surgeon's mate of the Surrey East Indiaman, at the Motherbank, destroyed himself, by taking a quantity of a poisonous drug. He had evinced symptoms of derangement, arising out of some domestic affairs.

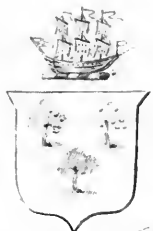
May 1, at the house of John Knowles, Esq. of Woolwich dock-yard, after a lingering and painful illness, Mrs. Knowles.

On Thursday, the 2d of May, at Kelly, the family mansion of his brother Arthur Kelly, Esq. where he went on the Sunday preceding, accompanied by his daughter, for the benefit of his native air, to the great grief of his numerous family, Vice-admiral William Hancock Kelly, of Plymouth. His general goodness of heart, his justness, his firmness of mind, and his zeal for the service to which he belonged, and in which he spent almost 45 years of faithful and active duty, enabled him to bear with manly fortitude the neglect of those who direct the helm of our navy, in not accepting his repeated offers of service.



*Page 50.*

CAPT<sup>N</sup> ARTHUR



FORREST R.N.

SEVIRENT INUNDIS



MEMOIR OF THE PUBLIC SERVICES  
OF THE LATE  
CAPTAIN ARTHUR FORREST,  
OF THE ROYAL NAVY.

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" He was—but words are wanting to say what ;  
Say all that's good and brave, and he was that."

**T**HE late Captain Arthur Forrest, whose professional character and talents will long be remembered and esteemed, was the offspring of a highly respectable, though impoverished, family in Scotland. But here, as in many other instances, the *res angusta domi* proved rather an advantage than an evil, as well to his country as to himself : to his country, as it compelled him to adopt a profession, in which he rendered her essential services ; to himself, as it enabled him correctly to appreciate, and enjoy, a fortune for which he toiled and fought.

Of the precise period of his birth, or of the commencement of his naval career, we are uninformed ; but, as early as the year 1741, he served as lieutenant in one of the ships which composed the armament, under Admiral Vernon,\* on the unsuccessful expedition against Carthagea. At the attack of the Barradera battery, conducted by the Captains Boscawen,† Watson,‡ and

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\* A portrait and memoir of this officer will be found in the IXth Volume of the NAVAL CHRONICLE, page 169.—The particulars of the Carthagea expedition are given, at considerable length, at page 179, *et seq.* of the same volume.

† A portrait and memoir of this officer are given in the VIIth volume of the NAVAL CHRONICLE, page 181 ; and some additional account of the proceedings at Carthagea will be found at page 182.

‡ Thomas Watson.—This gentleman, an *élève* of Admiral Vernon, was made post in the Antelope, on the 7th of October, 1737. In 1739, he commanded the Burford, of 70 guns, under Admiral Vernon, at Porto Bello ; and, in the Carthagea expedition, he commanded the admiral's flag-ship, the Princess Caroline. After the return of the armament to Port Royal, he removed, with the admiral, into the Boyne, accompanied him in the unsuccessful attempt upon Cuba, and afterwards returned with him to

Cotes,\* he greatly distinguished himself; heading a party of sea-

Europe. His gallant career then drew towards a close. Soon after his arrival in England, he was appointed to the *Northumberland*, of 70 guns, one of the fleet which was ordered to Lisbon, under Sir Charles Hardy. In the afternoon of May 8, (1744) Captain Watson discovered the three undermentioned French ships of war:—

| <i>Ships.</i>     | <i>Guns.</i> | <i>Men.</i> | <i>Commanders.</i> |
|-------------------|--------------|-------------|--------------------|
| Mars . . . . .    | 68           | 580         | M. du Perrier.     |
| Content . . . . . | 60           | 480         | M. de Conflans.    |
| Venus . . . . .   | 26           | 250         | M. d'Aché:         |

Instead of making the enemy's force known to the admiral, or attempting to rejoin the fleet, Captain Watson continued the chase. At five o'clock he began to engage the *Mars*; but, instead of bringing to, to attack her, by which she might have been disabled, or compelled to strike, he bore down to the *Content*; thus giving the enemy, whose ships had been at some distance from each other, an opportunity of uniting, and bringing his whole force into action. Captain Watson, however, maintained a most severe contest, for three hours; when, the wheel being shot to pieces, and the men who were at it killed, the ship flew up in the wind, and became ungovernable. Just at this time Captain Watson received a mortal wound; and, before a lieutenant could get on the quarter deck, to assume the command, the master had ordered the colours to be struck.—In this action, the *Northumberland* had 18 men killed, and 30 wounded; and the enemy's loss, in killed and wounded, amounted to 130. The French ships were much damaged; but they carried their prize, in great triumph, into Brest. Captain Watson died, in France, on the 4th of June following.—When the officers and crew of the *Northumberland* were released, they were tried by a court martial, and most honourably acquitted; except the master, who was sentenced to be imprisoned for life, in the Marshalsea.

\* Thomas Cotes.—He was made post, in the *York*, on the 12th of May, 1740, and continued in that ship till 1745, when he was removed into the *Edinburgh*, of 70 guns, at that time employed on the home station. In 1746, he commanded a small squadron, sent before the fleet under Admiral Lestock, to reconnoitre Port L'Orient; a service which he executed with great diligence and exactness. In 1747, he served in the squadron under Rear-admiral Hawke, and was the first who discovered L'Etendiere's squadron, which was totally defeated. In March, 1748, off Cape Canton, being on his way to reinforce the admiral just mentioned, with four sail of the line and a frigate, he fell in with a Spanish squadron, of nine sail of the line, convoying the trade for the West Indies and South America. The Spanish ships of war drew into a line of battle; but Captain Cotes, observing the merchantmen to be in great confusion, and much dispersed, and that his force was by no means sufficiently strong to enable him to risk an engagement, gave chase, and took five sail, (three of which were register ships) in sight of the Spanish admiral, who made not the least effort either to protect his convoy, or to recover the ships taken.—On the



men, amongst the foremost who entered the enemy's work.\*—Lieutenant Forrest's gallantry did not meet an immediate reward; but, on the 9th of March, 1745, he was promoted to the rank of post captain, and appointed to the *Wager*. In 1746, he was employed in this ship, on the Jamaica station, and had the good fortune to capture a very large Spanish privateer, of 36 guns, and upwards of 200 men, which had done considerable mischief to the British trade, in the Windward Passage. A short time before, the privateer had also taken the *Blast bomb-ketch*.

From this time, till the beginning of the year 1755, when he was appointed to the *Rye*, Captain Forrest appears to have been unemployed. Soon after this period, he was removed into the *Augusta*, and ordered to the West Indies; where, in the month of October, 1757, he had an opportunity of distinguishing himself in a very eminent manner.—The *Augusta* was detached by the commander-in-chief, Rear-admiral Cotes, with the *Edinburgh* and *Dreadnought*, to cruise off Cape François, for the purpose of intercepting a large convoy, which the French were collecting in that port for Europe, and which were to sail under the escort of M. de Kersaint.—On the 21st of the month (October) the French commodore put to sea, with the following squadron, in the hope of compelling Captain Forrest to quit his station:—

| <i>Ships.</i>       | <i>Guns.</i> | <i>Men.</i> | <i>Commanders.</i> |
|---------------------|--------------|-------------|--------------------|
| L'Intrepide . . . . | 74           | 900         | M. de Kersaint.    |
| Le Sceptre . . . .  | 74           | 800         | M. Cleveau.        |
| L'Opiniatre . . . . | 64           | 680         | M. de Molian.      |
| Greenwich . . . .   | 50           | 500         | M. de Faucault.    |
| L'Outarde . . . .   | 44           | 400         | _____              |
| La Sauvage . . . .  | 32           | 300         | _____              |
| La Licorne . . . .  | 32           | 300         | _____              |
| Total,              | 370          | 3880        |                    |

4th of June, 1756, Captain Cotes was made rear-admiral of the white; in February, 1757, he went to Jamaica, as commander-in-chief on that station; on the 31st of January, 1758, he was made vice-admiral of the blue; on the 14th of February, 1759, vice-admiral of the white; and, on the 21st of October, 1762, vice-admiral of the red. In 1761, after his return from the West Indies, he was elected M.P. for Great Bedwin, Wilts. He died in October, 1767.

\* As a reward for the gallantry of the seamen, on this occasion, Admiral Vernon gave each of them a dollar.

In addition to their regular complement of scamen, these ships had a considerable number of soldiers on board; but, although the *Augusta* and *Edinburgh* were extremely foul, the superiority of the enemy failed of intimidating Captain Forrest. On the contrary, he agreed with his brave associates to bear down and engage them; and, as will be seen by the subjoined official report from Admiral Cotes, a furious action commenced, and was unremittingly continued for two hours and a half, when M. de Kersaint found himself so much disabled, as to be under the necessity of making a signal for a frigate to tow him out of the line.

*Port Royal Harbour, November 9, 1757.*

“ On the 25th of last month, Captain Forrest, in the *Augusta*, with the *Dreadnought* and *Edinburgh* under his command, returned from the cruise off Cape François; on the 21st they fell in with seven French ships of war. At seven in the morning, the *Dreadnought* made the signal for seeing the enemy's fleet coming out of Cape François, and at noon discovered with certainty they were four ships of the line and three frigates. Captain Forrest then made the signal for the captains, Suckling and Langdon, who agreed with him to engage them; accordingly they all bore down; and about twenty minutes after three, the action began with great briskness on both sides. It continued for two hours and an half, when the French commodore making a signal, one of the frigates immediately came to tow him out of the line, and the rest of the French ships followed him. Our ships had suffered so much in their masts, sails, and rigging, that they were in no condition to pursue them. Both officers and seamen behaved with the greatest resolution the whole time of the action, and were unhappy at the conclusion of it, that the ships were not in a condition to follow the French, who had frigates to tow them off. The French on this occasion had put on board the *Sceptre* her full complement of guns, either from the shore or out of the *India* ships, and had also mounted the *Outarde* store-ship, with her full proportion of guns, and had taken not only the men out of the merchant ships, but soldiers from the garrison in hopes their appearance would frighten our small squadron, and oblige them to leave the coast clear for them to carry out their large convoy of merchant ships: but our captains were too gallant to be terrified at their formidable appearance. So far from avoiding them, they bore down and engaged them with the greatest resolution and good conduct; and I have the pleasure to acquaint their lordships, that the captains, officers, seamen, and marines, have done their duty on this occasion, much to their honour. I hope their good behaviour will be approved by their lordships.”

According to a private account of the action, “ Captain Forrest, perceiving the shattered condition of all his ships (the masts, sails, boats, and rigging, being mostly useless) thought proper to

withdraw, lest the loss of a lower mast should leave any of them at the mercy of the frigates. Never was a battle more furious than the beginning; in two minutes there was not a rope or sail whole in either ship."

In the course of the engagement, the *Sceptre*, *Greenwich*, and *Intrepide*, fell on board of each other, in which situation they were severely cannonaded by the *Augusta* and *Edinburgh*. The French commodore, with his crippled squadron, bore away for Cape François, which some of his ships had much difficulty in reaching. The *Opiniatre* had lost her masts, and the *Greenwich* was extremely leaky. The loss of the enemy, in men, amounted to between five and six hundred, killed and wounded. The *Augusta* had her first lieutenant and 8 men killed, and 29 wounded; the *Dreadnought*, 9 killed, and 30 wounded; and the *Edinburgh*, 5 killed, and 30 wounded. Our ships were so much damaged, that Captain Forrest was obliged to bear up for Jamaica; when, the coast being clear, M. de Kersaint hastened the repairs of his squadron, and proceeded to Europe. In the Channel, however, he was overtaken by a violent gale, in which many of the convoy were disabled; and the *Opiniatrè*, *Greenwich*, and *Outarde*, having anchored in Conquet road, parted their cables, were driven ashore, and wrecked.

For the credit of Captain Forrest and his associate commanders, it must be added, that when a council of war was holden, prior to the action, the question was not—what superior force the enemy had, or how unequal the combat? Captain Forrest simply observed to his brother officers, "Gentlemen, you see the force of the enemy; is it your resolution to fight them, or not?"—They both promptly answered—"It is;" and the council of war ended, having lasted about half a minute!

At the close of the same year, (1757) Captain Forrest had another opportunity of displaying his abilities as an officer.—On the 14th of December, Rear-admiral Cotes, while on a cruise off Cape Tiberon, with the *Marlborough*, *Augusta*, and *Princess Mary*, took two French privateers, from whose crews he learned, that a rich convoy was preparing at Port-au-Prince, to sail for Europe under the protection of two armed merchantmen. To ascertain the truth of this statement, the admiral despatched his

tender to look into Port-au-Prince ; and, finding on her return, that the Frenchmen's intelligence was correct, he ordered Captain Forrest to proceed off the island of Gonaives, to cruise for two days ; at the expiration of which, should he see nothing of the convoy, to return and join him. On the afternoon of the following day, when Captain Forrest had got well into the Bay, between the islands of Gonaives and St. Domingo, he perceived two sloops ; and, to prevent their taking him for a cruiser, he hoisted Dutch colours, and forbore chasing. At five the same evening, seven more sail were seen, steering to the westward ; when, to avoid suspicion, Captain Forrest disguised the *Augusta*, and hauled from them till dark, after which he made sail and followed them. At ten o'clock he got sight of two sail, one of which fired a gun : the other then parted company, and steered for Leogane. Soon after, eight more sail were seen to leeward, off the Port of Petit Guave. Captain Forrest came up with the ship which had fired the gun, and ordered her commander to strike ; threatening, if he alarmed the fleet, he would instantly sink him. The threat produced the desired effect ; the Frenchman immediately submitting, without the least opposition. Captain Forrest put his first lieutenant, and thirty-five men, on board the prize, with orders to proceed off Petit Guave, in order to prevent any of the enemy's ships from escaping into that port. At day-light the next morning, the *Augusta* was in the midst of the convoy ; the whole of which, according to the subjoined list, after firing a few guns, and making a feeble resistance, were taken :—

| <i>Ships.</i>     | <i>Guns.</i> | <i>Men.</i> | <i>Tons.</i> |
|-------------------|--------------|-------------|--------------|
| Mars.....         | 22           | 108         | 500          |
| Theodore ....     | 18           | 70          | 650          |
| Marguerite ...    | 12           | 44          | 350          |
| Solide.....       | 12           | 44          | 350          |
| St. Pierre ....   | 14           | 40          | 300          |
| Maurice ....      | 12           | 36          | 300          |
| Flora .....       | 12           | 35          | 300          |
| Brillante ....    | 10           | 20          | 200          |
| Monnette (brig) — | —            | 12          | 120          |
| Total....         | 112          | 409         | 3070         |

These prizes were laden with sugar, indigo, coffee, cotton, &c,

the cost price of which amounted to 170,000*l*. Captain Forrest carried them to Jamaica, where they were sold.

He soon afterwards came to England; but, on the 16th of January, 1760, having been appointed to the *Centaur*, he again sailed for Jamaica, with a convoy of thirty-four sail. He arrived at Port Royal on the 6th of March, and continued to serve on the Jamaica station during the remainder of the war.

On the death of Rear-admiral Holmes,\* which occurred on the 21st of November, 1761, the command of the squadron devolved on Captain Forrest; but, excepting that this duty called forth a display of his vigilance and attention, it afforded him no opportunity of increasing his professional fame.

In the year 1769, Captain Forrest was again appointed to the command on the Jamaica station, with the established rank of commodore.—As a proof of the interest which he took in the service, and to shew how correct his ideas of naval discipline were, we insert the following standing orders, which were issued to the captains commanding the respective ships of his squadron:—

“ By ARTHUR FORREST, *Esq.*

“ *Commander-in-chief of his Majesty's Ships and Vessels at and about Jamaica.*

“ For the better preservation of good order and discipline, on board his Majesty's ships and vessels under my command,

“ You are hereby required and directed to pay strict regard and obedience to the following articles and regulations; and to consider them as standing orders for your government, during the time you are under my command.

“ 1st. You are to give written orders to the several lieutenants of the ship under your command, directing them to preserve strict discipline and good order: to keep a constant and regular watch; that, upon any accident or misfortune that may casually happen to his Majesty's service, through

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\* Admiral Charles Holmes.—A memoir of this brave and distinguished officer will probably be inserted in the *NAVAL CHRONICLE*, at no very distant period.—He behaved with great gallantry in several actions; was honourably acquitted, by a court martial, in 1750, on charges exhibited against him by Admiral Knowles, when captain of the *Lenox*, in the West Indies; in 1758, he forced the French and Austrian garrison to abandon the city of Embden; he served at Quebec, in 1759; and, as above stated, died while commander-in-chief at Jamaica, in 1761.

neglect or otherways, the officer of the watch may be accountable therefore; that sentries may be placed on the poop, fore-castle, and gangways: a set of arms held in constant readiness: all boats to be hailed in due time, which are required and directed to answer in a regular manner, according to the custom of the navy, and not by the unmeaning words of 'Aye and No: and that they may observe every other point of duty, consistent with their printed instructions, as is becoming officers in his Britannic Majesty's navy; and for preserving and supporting duty, that it may not dwindle into sloth and negligence; but that we may be found active and vigilant, in case of a rupture with any nation, who may prove enemies to his Majesty's kingdom.

" 2. Whereas it is contrary to all good discipline to have boats kept on shore, after the watch is set, and very prejudicial to men's health, to be unnecessarily exposed to night dews, or the baneful temptations of punch-houses, you are therefore strictly required and directed, (unless his Majesty's service necessarily requires it for the due execution of such orders as you may receive) that you will upon no consideration allow boats to be from the ship you command, after the watch is set. And I do expect, that all officers will have a due regard thereto; and not detain boats that may be sent for their conveniency, a moment after the appointed time, to the hazard of the men's health, or their seduction to desertion: and this as they shall regard my good opinion, or such other censure as the nature of the offence may deserve. And you are hereby required to inform me, by letter, and under your hand, when any of your officers shall neglect to pay due obedience to this order.

" 3d. You are likewise required and directed to muster your ship's company, and to enter their ages and descriptions, in a book to be kept for that purpose, for the readier discovering of such as may desert, that endeavours may be used for apprehending them, and punishing them as their demerits shall deserve.

" 4th. Whilst your ship lies in port, you are constantly to exercise your men at small arms, and great guns, and to make them fire at a mark; powder and shot being allowed for that purpose. And you are to see that the top men, and your boats' crews, are carefully instructed in the use of small arms, and the throwing hand grenades; and when at sea, you are to exercise your men in like manner, as often as the weather will permit, which you are to have constantly noted in your log-book.

" 5th. Every ship in port is to take her turn, according to seniority, to examine all ships and vessels which arrive; and the officer is very particularly to inform himself of every matter, and occurrence, within the knowledge of the master of the ship or vessel; and to report the same to me, every evening, signed by the officer of the guard, according to the form which will be herewith delivered to you. And in case any extraordinary information should appear, the officer of the guard is to acquaint the person from whom he receives it, that I desire to see him, in order to my inquiring more particularly thereinto; and such information is immediately to be transmitted to me, on board the *Dunkirk*.

“ 6th. You are hereby required and directed, when there is occasion to revictual the ship under your command, to order your master and purser to attend at the victualling stores, and inspect the provision to be received, before it is sent on board; and if they find it to be fit for his Majesty's service, and the same is reported to you that it will hold good for the time you revictual, you are, in that case, to receive it; but, otherwise, it is to be rejected, informing me the reason for such refusal. And you are to direct, that they shall carefully attend hereto, that we may not, after provisions are received, be under the necessity of holding frequent surveys. And in case surveys on provisions become absolutely necessary, they are not to be held by the officers of the ship, (if absent from me) but laid aside to be surveyed, by my order, when your ship returns to port.

“ 7th. When your boatswain, gunner, or carpenter, makes a demand for stores, you are to have regard to the separate orders given you, relative to the careful expense [expenditure] of his Majesty's stores; and to order them to set off, against each article, the particular use for which it is required; and the officer demanding is to inform you what quantity remains in his store-room of each article demanded, for your forming a judgment if such demand is really necessary.

“ 8th. Whenever you are anchored in a foreign road or harbour, or any road or bay belonging to his Majesty, you are strictly ordered, and enjoined to observe, that the whole respective watches be kept on deck, and that a guard be mounted of marines, with an officer to attend, their cartridge boxes on, swords by their sides, and arms ready at a stand, for preventing any surprise which may tend to the disgrace or dishonour of his Majesty's arms. And if there are no marines, the same to be performed by the small arms men of the watch, with an officer to conduct them.—And when you are in any foreign port, you are to make particular observations of its strength, fortifications, yards, docks, ships, advantages and disadvantages in point of defence, and how it may be most advantageously attacked in case of a rupture: likewise, ships of war, trade, and such other observations as may occur to you, and tend to the honour of his Majesty's arms. All which you are, at your return, to deliver to me in writing, signed by yourself, together with a journal of your proceedings during your cruise, or the service you may occasionally be sent upon.

“ 9th. When you at any time return to port, you are immediately to complete your water and provisions to three months, (unless under orders for careening) which is not to be exceeded, but by particular orders; and, in all respects, hold your ship ready for sea at a moment's warning, to be ready to answer any emergency that his Majesty's service may suddenly require.

“ 10th. If any of your ship's company are sick at the hospital, you are to order your surgeon to attend them twice a week, and report to you the condition he finds them in. He is carefully to inspect the provisions that are served to them, and to see that they are good, wholesome, and conformable to the government's allowance: of which he is to inform himself

in the particulars, by applying to the surgeon of the hospital; and, if he finds that every necessary care is not duly administered, or any defect in their provisions or attendance, he is immediately to report the same, for my information.

" 11th. You are, every Monday forenoon, to deliver on board the Dunkirk, or such ship as my pendant may be hoisted on, a weekly account of the state and condition of his Majesty's ship under your command, in which you are to be very exact and particular, that it corresponds with your ship's books, and the state of your stores remaining.

" 12th. You are to give the master of the ship under your command, orders and instructions for surveying and making observations.....\* as bays, coasts, &c.....\* may from time to time be ordered, conformable to the printed directions given herewith; which, if judiciously performed, must tend greatly to the improvement of navigation. You will therefore take especial care, that he at all times makes the most accurate remarks in his power, on every article set forth in the said printed orders and instructions; and you are to give him what aid therein, the service you are upon will permit: reporting to me, when you return into port, such observations as have been made, that I may be enabled therefrom to order a further inspection, on matters that promise to tend to public utility, and the benefit of navigation.

" 13th. And you are hereby required and directed, to be very observant to all, and every, the foregoing standing general orders; as you shall answer an omission, in any particular thereof, at your peril.—Given under my hand, on board his Majesty's ship Dunkirk, in Port Royal Harbour, Jamaica, this 26th July, 1769.



" To Captain \_\_\_\_\_, of his  
Majesty's Ship \_\_\_\_\_."

Unfortunately for the naval interest of his country, Captain Forrest enjoyed the Jamaica command for only a very short period; as he died, much lamented, on that station, on the 26th of May, 1770.

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HERALDIC PARTICULARS.

Captain Arthur Forrest, the subject of the preceding memoir, married \_\_\_\_\_ Lynch, daughter of Colonel Lynch, of Jamaica. By this lady (who

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\* The MS. is here illegible.



died in 1804, aged 82, and was buried at Binfield, in the county of Berks) he had issue, Cecilia, relict of the late Right Hon. William Windham; \* Thomas, a lieutenant in the royal navy, died in the service of his country; Arthur, chief engineer at the island of Ceylon, married Anne D'Alema, daughter of — D'Alema, of Gibraltar, by whom he had Thomas, an only child, a captain in the Royal Berkshire Militia. The said Arthur died at Madras, on the 2d of October, 1802.—Captain Forrest's other children were:—Julia, housekeeper to the Stamp Office, Somerset House; Margaret, died unmarried; Harriet; Frederica Cecilia, wife of the Hon. John Byng, brother, and heir presumptive of George Viscount Torrington; and Augusta, wife of William Dysney, of —, near Kingston, in Surrey, Esq.

ARMS.—Argent, three oak trees, two and one, each issuing from a mount, proper.

CREST.—On a wreath, waves of the sea, thereon a ship in full sail, proper.

MOTTO.—*Et virent in undis.*

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\* The following circumstance, relating to this gentleman, is not, we believe, generally known.—When Mr. Windham left college, he spent some time in London, preparatory to a tour which he intended to take upon the Continent, in company with his friend, Mr. Coke, of Holkham. This was a tour of instruction rather than of fashion; and the young travellers, enlightened by philosophy, study, and very extensive reading, devoted their attention to the laws, manners, and customs, of the respective countries through which they passed. The plain and philosophical manner in which they examined foreign nations, sufficiently indicated their mental superiority over the votaries of fashion. Mr. Windham's thirst of knowledge, however, was not confined to such a contracted scale; for he actually embarked in the same vessel in which the immortal Nelson made his first voyage, under Commodore Phipps, to determine the practicability of a north-east passage to the East Indies. On this voyage of discovery, some men of science were despatched, carrying with them an excellent apparatus for mathematical and astronomical operations, to which Mr. Windham was, through life, warmly attached. Unfortunately, however, for science, he found himself incapable of sustaining the vicissitudes of a voyage: he became so sea-sick as to be dangerously indisposed; and the commodore was obliged to set him on shore in Norway, whence he returned to Norfolk, in a Greenlandman.

ADDENDA

TO THE

BIOGRAPHICAL MEMOIR

OF

**SIR ERASMUS GOWER, KNT.**

ADMIRAL OF THE WHITE SQUADRON.

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**T**HE period at which Sir Erasmus Gower's biographer concluded the detail of that officer's services,\* was not the termination of his professional career. On the 9th of February, 1801, he hoisted his flag, as rear-admiral of the white squadron, in the *Princess Royal*, of 98 guns, and joined the Channel fleet, then under the command of Admiral Cornwallis.† During this year, the preliminaries of peace with France were signed; and, on the 13th of the ensuing February (1802) when, in expectancy of the memorable treaty of Amiens, preparations were making for the reduction of our naval establishment, Sir Erasmus struck his flag.

From that time, he remained unemployed until the 21st of May, 1804; when, as vice-admiral of the white, to which rank he had been promoted on the 23d of the preceding April, he was appointed commander-in-chief and governor of Newfoundland. This highly responsible command he held until the 12th of March, 1807, being the full term of three years, for which it is usually delegated. During this service he obtained the rank of vice-admiral of the red; an event which took place on the 9th of April, 1805. The *Isis*, of 50 guns, bore his flag the whole period of his command.

The government of Newfoundland was peculiarly adapted to the disposition and character of Sir Erasmus Gower, as affording a full opportunity for the display of that beneficence and philan-

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\* *Vide* NAVAL CHRONICLE, Vol. IV. page 289. A portrait of Sir Erasmus accompanies the original memoir.

† A memoir and portrait of this officer will be found in the VIIth Volume of the NAVAL CHRONICLE, page 1.

thropy which he so eminently possesses. Various instances, illustrating the truth of this observation, might be given; but the limits assigned to these *memoranda* will not allow of the recital. It can only be here stated that the extensive power with which he was invested, as governor, was unremittingly and uniformly exercised for the benefit of the governed.

Since the year 1807, when he was removed from the command at Newfoundland, he has remained unemployed. On the promotion of admirals which took place on the 25th of October, 1809, in commemoration of our beloved Sovereign entering the fiftieth year of his reign, Sir Erasmus received his commission as admiral of the blue squadron; and, on the 31st of July, 1810, he obtained the rank of admiral of the white.

Having served his King and Country honourably, and faithfully, for more than half a century, he is now living in retirement and tranquility, (though, at times, much annoyed by that enemy of repose, the gout) enjoying that universal respect which he has irreversibly secured, by his virtues, and his services.

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## NAVAL ANECDOTES, COMMERCIAL HINTS, RECOLLECTIONS, &c.

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NANTES IN GURGITE VASTO.

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### ANECDOTE OF SIR ALEXANDER BALL.

WHEN the late Admiral Sir Alexander Ball first went to Malta with the power of civil governor, it was understood that he wanted a valet-de-chambre. After a few days, a Maltese, well dressed, with all the air and manners of a gentleman, and (as it afterwards came out) of a good family, waited on Sir Alexander, and brought with him strong recommendations from the principal noblemen of the island. It was some time before Sir Alexander could discover his object; till, to his no small surprise, it was explained, that he came to offer himself as valet. By means of a little cross examination, the candidate gave him to understand, that he expected, in virtue of this most respectable office, to be *patented* as the sole deliverer of each and every suit, remonstrance, or petition, which any of the Maltese should desire to have presented to his Excellency: for which good service, for his prudence in choosing the *mollia tempora*, and his occasional good word, the worthy gentleman flattered himself with the

usual pledges of gratitude. Nor was the speculation quite so extravagant as at first sight it may seem to the English reader: for in fact, the valet of the late grand master, whose place Sir Alexander was about to fill, had, by these means, accumulated one of the largest fortunes in the whole island. Sir Alexander, however, very gravely, though very politely, informed him, that the sum total of the duties which he should require of or permit from his valet, was to brush his clothes and to set his razor in order; but that as to any interference or intermediate agency between him and the Maltese, as he should check it in his nearest and dearest connexions, so he would most certainly kick his valet down stairs for the very attempt. Sir Alexander then caused to be made known every where, that at certain hours on two days in the week he was accessible to every one, and that he would never deny himself at any other time, should the business be urgent; but that any one who should employ another to present his request or petition, except in case of sickness or other personal good reason, would infallibly secure its failure, even though there should exist no other objection to his complying with it. The joy which this information spread through the island was the first taste of a government conducted in the spirit of the English constitution.

#### CHARACTERISTIC ANECDOTE OF AN ENGLISH SAILOR.

AN extraordinary circumstance, which recently occurred on board H. M. S. *Barfleur*, is thus related, in a letter from one of her officers:—

“A sailor of our’s on watch, by some accident, fell overboard; the sea running very high at the time, prevented the poor fellow from catching any of the ropes which were thrown to him, and upset two boats which put off to his assistance: every body was now on deck, the man sinking, and nobody able to afford him the least relief; when a comrade of his, struck by the supplicating countenance of the miserable man now on the brink of destruction, cried suddenly—“By Heavens, Tom, I can’t bear that look; I’ll save you or go with you!” All eyes were directed to the man who spoke; but what was our astonishment, when we beheld him plunge into the merciless waves, gain his comrade, and seize him with his left arm, while, with his right, he supported both himself and the man through the buffetings of the high running sea, and thus gave time for another and more fortunate boat to rescue them both from the extended jaws of an untimely death.”

#### OBSERVATIONS ON THE EFFECTS OF WESTERLY WINDS, IN RAISING THE LEVEL OF THE BRITISH CHANNEL.

*By Major Rennel.*

“The fact of the high level of the Channel, during strong winds, between the W. and S. W. cannot be doubted; because the increased height of the tides in the southern ports, at such times, is obvious to every discerning eye; indeed, the form of the upper part of the Channel, in particular, is such as to receive and retain, for a time, the principal part of the water

forced in ; and as a part of this water is continually escaping by the Strait of Dover, it will produce a current which must greatly disturb the reckoning of such ships as navigate the Strait when thick weather prevents the land, or the lights of the Forelands of the North Goodwin, from being seen.

“ It is evident that the direction of the current under consideration, will be influenced by the form and position of the opposite shores at the entrance of the Strait ; and as these are materially different, so must the direction of the stream be within the influence of each side respectively : for instance, on the English side, the current having taken the direction of the shore, between Dungeness and the South Foreland, will set generally to the N. E. through that side of the Strait. But, on the French side, circumstances must be very different ; for the shore of Boulogne, tending almost due N. will give the current a like direction, since it cannot turn sharp round the point of Grisnez, to the N. E. but must preserve a great proportion of its northerly coast, until it mix with the waters of the North Sea.

“ Another circumstance, which ought to be noticed, is, that the shore of Boulogne presenting a direct obstacle to the waters impelled against it by westerly winds, occasions a higher level of the sea in its vicinity than in other places, and consequently a stronger current towards the Goodwin Sands. From this it may easily be inferred, that a ship passing the Strait in very thick weather, will be driven several miles southward of her reckoning. The regular tides which are considerably affected by these winds, must also be taken into the account, in the application of these remarks.”

It is highly probable, that many of the accidents which happen on the Goodwin Sands during thick weather, arise from this cause ; and the loss of the *Britannia Indiaman*, on the north-east extremity of the southernmost of these sands, in January, 1809, after it was concluded that she was quite clear of them, which Major R. has cited as an example, is one striking instance.

In a recent work, entitled, “ Sailing Directions, &c. for the British Channel,” published by Laurie and Whittle, it is stated, that, in stormy weather, the extraordinary rise of the tide at the mouth of the Channel is ten feet. It is likewise stated, on good authority, that strong west winds cause the flood tide to run an hour or more longer than at common times. The velocity of the spring tides in this part is estimated at one mile and a half per hour, and that of the neap tides half a mile.

#### NAVAL CHURCH PREFERMENT.

THE valuable benefice of Simonbourn, in Yorkshire, and the directory of Greenwich Hospital, now dividing under the sanction of Parliament, will, upon the decease of the present incumbent, the Rev. Dr. Scott (the *Antisejanus* of the Earl of Sandwich's naval administration) afford six rectories of 550l. each, to that number of the senior chaplains of the royal navy.

## THE BIRTH-PLACE OF COLUMBUS.

ON the tomb of Columbus was inscribed, by order of Ferdinand King of Spain,

“ *A Castilla y a Leon  
Nuevo Mundo dio Colon.*”

“ To Castile and Leon, Columbus gave a new World:”

it is therefore no wonder, that every thing belonging to that great navigator should be contemplated with interest. That America should be called *Columbia*, after Columbus, rather than *America*, after *Amerigo Vesputio*, who was not the original discoverer of that Continent, is a sentiment which gains ground among the *literati*; and especially in America. To determine therefore, what country may claim the honour of his birth, is necessary to a complete acquaintance with his history; and perhaps there is at this moment no subject equally striking with that of the life of Columbus, which has not been treated by able pens.

Genoa has hitherto been distinguished as the native city of Columbus; but it appears by undeniable evidence, that the ancestors, the father, and the nearest relations of that heroic adventurer, were born and settled at Cuccaro,\* in the Montserrat, in Piedmont. After the decease of Diego, great grandson to Columbus, a suit was instituted in Spain by those who claimed his property by heirship; the documents produced on that occasion fell into the hands of the late M. Galeani Napione, intendant of the finances in Piedmont, for the late King of Sardinia, who combined them into a dissertation inserted in the Memoirs of the Academy at Turin, in 1805. A friend of M. Napione, M. de Priocca, ex-minister for foreign affairs under the last kings of Sardinia, has revised and augmented that dissertation. It consists of thirteen chapters, the principal of which contains a list of authors who have stated the birth-place of Columbus correctly. That navigator having acquired by his discoveries, greater wealth than any other individual in Europe, if not in the world, at that time, settled his property on his heirs male, in direct descent. He obtained this permission in 1497, established it by his will in 1502, and again by a council in 1505, the year of his death. His son, allied to the royal house of Portugal, his grandson, and great grandson, enjoyed his estate. Diego, great grandson of Columbus, died in 1578, without issue. His nearest of kin was Alvaro of Portugal, son of a grand-daughter of the renowned navigator; but a certain Baldassar Columbus of Cuccaro, disputed the succession with him, as heir, proving by legal documents that Christopher Columbus, as well as himself, descended from the Columbus's of Cuccaro; and that Dominico, father of Christopher, of the same privileged, though not wealthy, race, was hereby proprietor of *one eighteenth* part of the fief of this name, the revenue of which was about 120l. One of the documents produced in

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\* Believed to be a small track of country—a parish rather than a town—amongst the mountains.

this suit, dated 1443, proved, that six years after the birth of Columbus, his father, Dominico, still resided at Cuccaro. Five witnesses on behalf of Baldassar Columbus, prove the birth of Christopher at Cuccaro, and say, that "he quitted that place when but a stripling: Picoło." The suit lasted *twenty years*, and was carried on with a subtilty, a noise, and a perseverance proportioned to its magnitude, and to the wealth of the parties concerned. A swarm of claimants appeared in this contention, by all of whom the father of Christopher was acknowledged to be Dominico Columbus, of Cuccaro; this too, was affirmed by the tribunal; by which the succession was at length adjudged to Nugno, son of Alvaro, of Portugal. To the *first* part of the dissertation are subjoined two letters, which prove the discovery of the new world by Columbus. In fact, that discovery never was claimed by Amerigo Vespuccio, although a general error has invested him with that honour, by calling both the northern and southern continents after his name.

## GALE OF WIND AT BARBADOES.

The *Barbadoes Mercury* of August 14, 1810, presents the following statement:—

"A very severe squall and tempestuous sea threatened the vessels at this anchorage the greater part of Sunday, and throughout the most of the night; fortunately, however, the injury done has been confined to a single vessel (the American schooner *Laura*), but to her it was most fatal, as she is completely stranded. This vessel parted soon after eight o'clock at night, and was driven on the south side of the pier, near the old fort, where the surge very soon made a complete wreck of her; but happily the master and crew, although with much difficulty, escaped upon parts of the wreck and rafts of the cargo, consisting of deal lumber; the greater part of which, and in fact nearly two-thirds of her whole cargo, about 70,000 feet of lumber, with staves, shingles, &c. was, during the night, and even yesterday, in defiance of a military guard sent at the request of the master to protect it, most shamefully plundered by a large body of negroes (both women and men) collected near the spot. One of these daring depredators, however, unfortunately got shot yesterday by the serjeant of the guard, and is in danger of his life, the ball having lodged in the man's thigh, which it is feared must be amputated.—There are such contradictory accounts of the circumstances under which this man got wounded, that until a full investigation is made, we shall forbear entering into any of them."

## CAPTAIN MANBY'S EXPERIMENTS.

MANY naval officers of rank attended the following experiments which were made at Woolwich by Captain Manby, on the 18th of May, on the ground in front of the Artillery Barracks; and which gave general satisfaction. The following was the order, in which the firing was made from the mortars, after having first shewn a person completely equipped with every

necessary apparatus, to effect a communication with a vessel driven on a lee-shore.

2. Insuring the means of firing ordnance, and thereby affording relief by a rope being projected, when the severities of storm prevent the possibility of a match being kept alight for that purpose; as on the success of this service every thing depends.

3. The construction, and mode of laying and firing a piece of ordnance from a boat, (when the sea is continually breaking over it) to communicate with a vessel that has grounded on a bar in running for a harbour in a storm; to approach which from the broken water it has been found impossible to get to her without such aid.

4. The readiest method of giving assistance, by the rope being laid and conveyed to the spot in a basket.

5. A rope ladder, that can be projected or conveyed to a crew wrecked under a bluff or inaccessible cliff.

6. Method of affording certain relief to vessels stranded in the darkest night, with an improved mode of rendering the flight of the life rope more distinguishable.

7. The distance a deep sea line can be projected from the shortest constructed 8 inch mortar; as a deep sea line is of sufficient strength to send a hawser to a vessel stranded on a very flat shore, which is consequently a considerable distance from the land.

8. An 8 inch barbed shot, and to illustrate by experiment the method and distance it can be projected for the purpose (when it is impossible without such aid) to haul a boat from a beach over a high raging surf, to go to ships in distress at a distance from the land, with a patent Sunderland 2 inch rope of uncommon strength, and which has actually saved, this last winter, 29 persons, viz.

|                              |    |
|------------------------------|----|
| On the 2d November . . . . . | 7  |
| 5th . . . . .                | 6  |
| 10th . . . . .               | 8  |
| 24th January, 1811 . . . . . | 8  |
|                              | —  |
|                              | 29 |
|                              | —  |

#### BATTLE OF ALMEIDA.

**DURING** the late memorable action between Lord Wellington and Massena, a son of Admiral the Duke of Clarence, after displaying considerable courage, had his horse shot under him, and was taken prisoner. He was then placed behind a French dragoon, when that horse also was killed. He immediately took advantage of so critical a moment, with much dexterity evaded the enemy, and escaped to his own men. He had been wounded both in the hand and arm.



## CAPTURE OF THE THETIS.

Most of the particulars relating to the capture of la Thetis, by the Amethyst, Captain (now Sir) Michael Seymour, on the 10th of November, 1808, are already in the possession of the readers of the *NAVAL CHRONICLE*.\* The following letter, however, written by Serjeant Packwood, of the royal marines, at that time serving on board H.M.S. Amethyst, will be found worthy of notice.

“ I am desirous of giving you the earliest intelligence I am able, of a well-contested battle, fought by H.M.S. Amethyst, M. Seymour, Esq. commander, and the French national frigate la Thetis, of 44 guns, 28 eighteen-pounders on her main-deck. The action was fought off L'Orient, where we have been cruising these last fourteen weeks. On the night of the 10th instant (November) stood close into the land, about dark, within two miles of the main, on the N.W. end of the island of Groa, larboard tack on board, shortened sail, wore round, brought to, the wind on the starboard tack, wind then at N.E. ship's head N.N.W. keeping the land close on board. At 7 o'clock the same evening observed a sail astern near the isle of Groa, standing to S.W. wore ship, made sail in chase, beat to quarters, cleared away for action, soon suspecting her an enemy; we perceive her to make all sail. At twenty minutes past nine, brought her to action; at forty minutes past twelve A.M. she struck to the Amethyst, after a very bloody and well contested action.

“ The enemy's loss in killed, is 103; badly wounded, according to nearest account, 120.—Total, killed and wounded, 223.†

“ Our's killed and wounded, to the nearest account, 73 total.

“ *A List of the Royal Marines, Killed and Wounded, in the Amethyst.*

“ Officers of the royal marines.—Second lieutenant, Kendall, killed; first lieutenant, Payne, badly wounded.

“ Rank and file.—8 killed, 9 dangerously wounded; 2 slightly; myself slightly bruised in my right arm and hand, when our mizen-mast fell; but, thank God, I am very well in health and spirits.

“ I will give you a detail to the best of my knowledge.—We fought the first three broadsides with our larboard guns, and were close on board of each other. We separated, not being fastened to each other. She worked her ship remarkably well, and came on the starboard side. The action then was very obstinate for two hours. She shot away our mizen-mast; it fell, with the mizen-top-sail and gaff (the driver not being closely brailled

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\* The official report of the capture will be found at page 417 of our XXth Volume; but a more detailed account of the action is given in our memoir of Sir Michael Seymour, Vol. XXI. page 94.

† The loss of the Thetis is here, and was also in the *Gazette*, incorrectly stated. Subsequently to the writing of Captain Seymour's *Letter on Service*, it was ascertained, that the Thetis had 102 killed, and 172 wounded; making a total of 274.

up, not having time) across the quarter-deck ; no time to clear the wreck ; she cheered at such a sight.

“ We cheered again, and the next broadside we brought her mizen-mast down. She dropt aboard us, as I may term it, as she had rather the weather gage. At this time, I believe, her intentions were to carry us, but she soon found her mistake. She had about thirty soldiers in her fore and main tops, and they kept up a constant fire, with their heaving their stink-pots on board ; we sustained a very heavy loss about this time, our ship being twice on fire, but was soon put out, and not time to clear the wreck on the quarter deck. We lay muzzle to muzzle about an hour and ten minutes ; our men often stealing their sponges, and the others serving us the same way ; and after an action of full three hours and twenty minutes, she struck, after a most obstinate battle, leaving her deck entirely covered with dead and wounded. Her commander, after being fastened to each other about half an hour, was killed. His people say, he was determined not to strike to a single-decked ship ; but she found Englishmen on board the Amethyst. After your answer, I will give you a more clear account of those two young, but very gallant officers of the royal marines, and the party under their command, who, I think, have added another laurel to such a noble corps. Excuse me if I am going too far with this ; but I cannot help mentioning such bravery of such young officers, and men, who stood so true to the cause. I have nothing more to add, than I hope we shall soon be in readiness to encounter such another foe.”

#### FRENCH PRISONERS OF WAR.

THE following letter (circular) has been transmitted to the acting magistrates of the county of Middlesex :—

“ SIR,

“ It having been discovered that French prisoners of war are in the habit of absconding from their places of abode, with a view of effecting their escape ; and for their protection in passing through the country, make use of the usual parole certificates, with which they are furnished by the Commissioners of the Transport Service, having first extracted, by a chemical process, the names and descriptions of places and persons originally inserted in writing in the blanks of such certificates, and afterwards filled up the said blanks in their own hand-writing, so as to suit their particular purposes ; I am directed by his Grace the Duke of Portland, Lord Lieutenant and Custos Rotulorum of the county of Middlesex, to notify to you, that all passports filled up in a French hand, whether they bear the seal of the Transport Office or not, are to be considered as forgeries, under which the parties making use of them can claim no protection.

“ I have the honour to be, Sir,

“ Your most obedient humble servant,

“ HENRY COLLINGWOOD SELBY,

“ Clerk of the Peace for the County

“ To \_\_\_\_\_, &c. &c.

of Middlesex.”

## SIR WALTER RALEIGH.

THERE was a lady of the west country (affirms Lord Bacon) who entertained many of the neighbouring gentlemen, among whom was Sir Walter Raleigh.—Though in other respects stately, this lady, being an industrious housewife, called to her servants betimes in the morning, asking, “Are the pigs fed?” Sir Walter’s chamber chancing to be close to that of his noble hostess, he, of course, overheard what she said. A little before dinner, the lady came, with great state, into the chief chamber, where several gentlemen were assembled to dine. Sir Walter, thinking to disconcert the lady, said, as soon as he saw her, “Madam, are the pigs served?”—“You know best,” rejoined her ladyship, “whether you have had your breakfast!”—Some interesting particulars relating to Sir Walter, are recorded in the “Memoirs of Colonel Hutchinson,” by Lucy, his wife. Poor Sir Walter afterwards forfeited his head, owing, (notwithstanding the opinion of Dr. Johnson) Lord Bacon flatly says, “to the bawling and billingsgate eloquence of the Attorney-General,” subsequently Chief Justice Coke.

## HIBERNIAN ICTHYOLOGY.

AN Irish footman, who lately got a place in Town, on entering a room where there was a vase with *gold-fish*, exclaimed—“This is the first time that I ever saw *red herrings alive* in the whole course of my life!”

## CORRESPONDENCE.

MR. EDITOR,

London, June 1st, 1811.

**THE** general circulation of the NAVAL CHRONICLE, and the facility which it offers of laying the merits of the *Navy* before the public, induce me, in justice to those concerned, to request room for the enclosed *Letter on Service*, which, from circumstances unknown, has never been published.

I am, &amp;c.

A CONSTANT READER.

*His Majesty's Sloop Scorpion, off Guadaloupe,  
January 12th, 1810.*

SIR,

In obedience to your directions to attempt bringing the national brig from the anchorage off Basseterre last night, after having made the necessary arrangements, I stood close in to fully ascertain her exact position, when a square rigged vessel was discovered under all sail, just clearing the north point of the bay, and from the strongest suspicion, was instantly chased by H. M. sloop Scorpion: falling nearly calm, using the sweeps for four hours, and all the variety of weather incident to the lee side of Guadaloupe, it was my good fortune to close within pistol-shot, and after an action of two hours, completely unrigging the enemy, (which was indispen-

sably necessary to prevent her going on shore) we were in full possession of the French national brig l'Oreste, of 14 twenty-four pounders, two long twelves, with a complement of 130 men, commanded by M. Monnier, lieutenant de vaisseau, and member of the legion of honour; had left Basse-terre that evening for France.

In detailing this service, I have the highest gratification in bearing testimony to the zeal and coolness displayed by the officers and ship's company, in not only having to keep in check a battery opposed to us, the necessary manœuvres of trimming sails, sweeping, and a cannonade, the effect of which has been severely felt in the masts, yards, and sails of the enemy; all of which could only be effected by that steady and prompt obedience in Lieutenants Blake, Strong, and Mr. Slater, master, at their different quarters.

Lieutenant Scott, first of the Blonde, who arrived in the barge at the moment of possession, for his ready assistance in the exchange of prisoners, claims my particular thanks.

I am, Sir, your obedient humble servant,

FRANCIS STANFELL.

To V. V. Ballard, Esq. Captain of H.M.S.  
Blond, and Senior Officer off Basseterre.

*A List of Killed and Wounded.*

Scorpion.—4 wounded.

L'Oreste.—2 killed; 1st and 2d captain, and 8 wounded.

*Defects.*

Main-mast, main-yard, and gaff wounded, the two latter require shifting; sails and rigging much cut.

F. S.

MR. EDITOR,

Dock, Plymouth, May 2d, 1811.

YOUR valuable work has always evinced an anxious inclination to forward the interest, and ameliorate the condition of those employed in the naval service of Great Britain. Your inserting the enclosed hints on the subject of disrating, will further promote that object, and I trust may be the means of having the abuse rectified. In so doing you will oblige an old reader,

MARMADUKE PIONEER.

The naval service of Great Britain, ever since the first dawning of its greatness, has been distinguished by special testimonies of respect, and reward. Our Gracious Sovereign, as well as a generous public, has ever been forward to bestow the palm on those whose efforts have merited the branch. At the same time it is fortunate, that for those whose situations and employments have debarred them from the opportunity of brilliant exploit, there is also a series of rewards and honours. Indeed it is the pe-

cular superiority of our service, that for all who have a claim, there has ever been evinced a desire to grant remuneration.

While, however, we view with considerable pleasure, this rich harvest of rewards, it affords less gratification to investigate the state of punishments. The pleasure is lessened, because, while we see every officer, from the elevated admiral, to the boisterous boatswain, possessing the advantages of a fair trial, we behold a numerous class left unprotected, at the mercy and caprice of a superior officer. For no offence which an admiral, captain, lieutenant, master, surgeon, purser, or any warrant officer can commit, can any punishment be inflicted, save by the voice of a court martial. A midshipman, however, according to the present customs of the service, may be disgraced, and have corporeal punishment inflicted upon him, whenever his captain may think fit.

In inquiring as to this power assumed by captains of disgracing midshipmen, I shall first advance these facts:—that it is *contrary to law*, and *inconsistent with the principles of justice*.

First: that it is contrary to law.—The wisdom of the legislature has prudently directed, that the acts of parliament, the directions of the privy-council, and the regulations and instructions, issued by the commissioners for executing the office of lord high admiral, shall be the standards by which the affairs of the navy shall be conducted. Investigating the first of these, no act can possibly be found authorizing the exercise of this power. Neither in the second. In the last, however, we find such mention made of every class of officers whom a captain may disgrace, as is calculated to place the point beyond the possibility of doubt. Under the captain's instructions, chapter 3d, article 16th, it is stated, that "a captain is not to discharge or to disgrace any commission or warrant officer of the ship he commands, except the master at arms, sailmaker, caulker, ropemaker, armourer, armourer's mate, and ship's cook, who, though appointed by warrants, are to be considered as petty officers; any of whom he may disgrace, if their conduct be such as absolutely require it." Further, by the 45th article, chapter 4th, he is directly prohibited from inflicting any other punishment, *on any other officer*, except those mentioned in the above article, "but he may suspend, and put under arrest, any officer, who shall misbehave; and may continue such arrest or suspension, until an opportunity shall offer of trying such officer by a court martial, acquainting the lords commissioners of the admiralty of his doing the same." Here we have stated the different officers whom a captain may disgrace, and as no mention whatever is made of midshipmen, it is evident that they are included in the clause which debars him from disgracing any other officer. This fact seems so indisputable as to be placed beyond the sphere of argument. Is it not, then, a matter of considerable wonder, that in the face of this positive order, midshipmen are daily disgraced by their captains, reduced to a level with the crew, and, in common with them, liable to corporeal punishment at the gangway. At present they exercise it as a right, but that it is an illegal assumption of power is clearly proved by the above articles. Unfortunately this is not a recent innovation; on the contrary, it has been usurped equally as a rod of

terror, and an instrument of patronage, for many years. Custom, however, cannot be a sufficient plea for illegality. These quotations prove that midshipmen, (as well as the others already named) when once rated, are only amenable to a court martial, subject, however, to arrest, suspension, &c. but before which at present they are never brought, save where the crime is particularly atrocious, or when the captain wishes to see more severity inflicted than he feels himself authorized to employ.

Secondly: it is inconsistent with justice.—A noble and patriotic senator hath well remarked, that in order to the free current of justice, justice itself should be placed beyond the power of suspicion. Considering the power of disrating midshipmen assumed by captains, by this able idea, it will appear most suspicious and dangerous, and amply calculated to rouse that leaven of iniquity, sown in a greater or less degree in every human constitution, and whose chief delight is the oppression of others. The danger of this power would alone be proved, by its surrendering into the hands of one individual, the whole success or failure of the future prospects of the infant sailor, and by its leaving open a path to many acts of injustice and oppression. According to caprice, or to whim, to passion, or to ignorance, the most inoffensive words, the most unmeaning look, or accidental action, being construed into contempt, or disrespect, an unfortunate subaltern may in a moment be put before the mast. Nothing, therefore, can possibly be more precarious, than the tenor by which a midshipman holds his honours, though perhaps they were gained with his blood. With the exercise of this power, a captain has nothing more to do, than to attempt the easy task of forcing the obnoxious youth into an error, and immediately degrading him. Or should his conscience not be thus tender he may disrate him, because he chooseth to do so. A young man whose services have been conspicuous, and who is exultingly looking forward towards promotion, may be thus removed to give place to an underling boy, without pretensions or abilities, but recommended by the all potent aid of interest. In the same manner, the open and unsuspecting son of generosity, may be supplanted in his captain's estimation by an insidious *Bliffl*, who, aspiring to his place, watcheth with the avidity of a snake, the moment to report an incautious indiscretion, or mirthful expression, uttered perhaps at the mess table, in the cockpit, where every midshipman considers himself Lord Paramount. He may be told he is *now* disrated, while on the books, to which he has no access, his degradation is antedated, in which interval, a rich capture has been made, and thus, he is helplessly deprived of his just portion of the proceeds, which are bestowed upon the favourite. In short, there is no possible abuse which the mind can conceive, which in one way or other may not be engendered by the present mode of disrating.

Independent of the injury to the individual, it seems fraught with disadvantage to the service, for while any officer is so very liable to be reduced to a level with his inferiors, it is inconsistent with the principles of human nature to suppose, that the crew can either give them that respectful

obedience, or pay that prompt attention to their orders, which always await the commands of officers not subject to a similar disadvantage.

Such, Sir, are some of the evils to which this assumed power may lead. Doubtless many instances of abuse do exist, and it is equally true, that there are many, very many captains, superior even to the idea of such vile proceedings. That there are some however of an opposite tendency will also be granted. The subject is worthy more particular investigation than is in my power to bestow upon it, and as referring to a numerous class of naval officers, to whom our island must always look forward for future protection, it becomes peculiarly interesting. I hope these remarks will induce some of your readers to elicit the subject. I am aware, that as it now stands, it is matter of much complaint. It is this murmuring which I would wish to see suppressed by a candid inquiry.

The immortal Nelson styled the midshipmen, the country's bulwark, its present, and future hope. This amply justifies me in thus appealing to the public on the subject of their rights.



MR. EDITOR,

*London, June 15th, 1811.*

I BEG leave, through the medium of your publication, to offer a few remarks upon a practice which, though far less general than formerly, is unfortunately still too prevalent in the navy, to the utter reproach of all such as have power to command, or influence to procure its total abolition.

The custom to which I allude, is that of "manning the yards," either in honour of some illustrious visitor, upon hoisting the flag of some admiral, or in commemoration of some splendid victory, or of some regal nativity.

That this exhibition has proved fatal to many of our brave seamen, I believe the memory of almost every officer will amply inform him: that from its very nature it must always be attended with risk, perhaps none are sufficiently prejudiced to deny.

That the means to which recourse must be had to recruit the loss thus needlessly sustained, are harsh and distressing, and such as every officer of feeling would willingly avoid; that they are such as can be justified only by imperious necessity, and are even such as, after every exertion has been used, are found incompetent to supply the defection, are truths too apparent to be questioned. Why, then, whilst we acknowledge the existence of the evil, shall we delay the application of the remedy? Why shall we barbarously and wantonly continue to sacrifice that of which we have long and proudly felt the value, that of which daily experience teaches us the scarcity?

Of our admirals, it is well known that they are too sensible to enjoy, and too firmly convinced of the attachment of their tars, to require such a testimony of their zeal or affection; nay, there are many who, to their eternal honour, have forbidden such a compliment any more to be paid them.

That this show affords great gratification to such persons of distinction or

parties of pleasure, as occasionally honour his Majesty's ships with their presence, is perhaps a position more easily advanced than maintained; for, by many intelligent naval officers I have been assured, that of their visitors there were few that could look upon it without an emotion of terror rather than delight, or that did not feel more concern for the safety of the seamen than fascination at the splendour of the spectacle! but, allowing it were otherwise, if the sight were capable of exciting the most pleasurable sensations, what could warrant such exposure of life to calamity? What compensation could lull the agony of fractured limbs?—Surely humanity herself pleads powerfully against it. Justice condemns; reason reproves; compassion weeps.

I have not now to learn, Sir, how insuperable is sometimes the stubbornness of prejudice; or with what tenacious reluctance any long indulged custom is relinquished; or with what implacable vehemence all attempts at reformation in his Majesty's navy are uniformly opposed: but "*plus apud me ratio valebit quam vulgi opinio*;" and, if by any labour of argument, I may awaken attention to a cause so important—if by any arts of persuasion I may induce the extirpation of a practice so absurd, so inhuman, and so ruinous! nay, if my efforts may even tend to rescue one victim from immolation, I shall regard it as the proudest triumph of my life! It will be the triumph of reason over prejudice, of reflection over folly!

Notwithstanding the warmth of my animadversions on this head, I shall listen with patience to whatever may be urged in answer to my objections, although I feel convinced that they are well grounded, notorious, and irrefutable! but perhaps it is here proper to conclude, lest I should tend to establish the converse of an ancient proposition, and cause that to be considered as right, which requires many words to prove wrong.

I am, Sir, &c.

ORION.

MR. EDITOR,

Dungeness, 12th June, 1811.

ON arriving from a cruise I had the pleasure of reading in your number for April, 1811, page 202-3, a letter signed *Nihil*, justly exposing the unequitable appointments of pursers of the navy; and who, after enumerating several of those partial appointments, candidly observes, that they may probably be considered as casualties: but permit me to observe, that I do not think they are so unfrequent as that gentleman's expression would lead us to believe; and as a proof of which I beg to furnish you with a few instances that have come within my own observation, sincerely hoping that their publicity (with others) may lead to the adoption of some measure tending to alleviate the extreme hardship which many very deserving men are exposed to, while serving five, six, seven years, and upwards, as pursers of sloops, under the aggravated recollection of being frequently treated with indifference and neglect by the men who have so suddenly started over their heads, and with no better claim perhaps than their having been born in a borough town, or their fathers being one of twenty-four who send two members to Parliament; for this was an expression used to the writer by



a purser of a sloop, of eighteen months standing, as an argument on which he grounded his immediate expectation of a frigate; and it is needless to say, that I was strongly impressed with the justice of his claims, having at that time served only five years, in a vessel much inferior; it is also equally unnecessary to state, that that gentleman was not disappointed, for he was actually appointed to a frigate in less than a month after; but being unwilling to occupy too much of your valuable time, I shall without further comment enumerate the instances I have alluded to, leaving you to use them, or this, as you please; yet at the same time assuring you, that I am personally acquainted with every purser whose ship I have mentioned, and can vouch for its truth.

The present purser of the *Canopus* had not been four years a purser when he received that appointment.

The present purser of the *Bedford* was not eighteen months in a sloop, and had a line-of-battle ship before he had been four years at sea.

The present purser of the *Berwick* received a frigate for his first appointment; in about eighteen months he got a 64; and three years after the *Berwick*.

The purser of the *Christian VII.* (80) never joined any ship as purser of a lower rate than 50 guns, and a few months after was appointed to the ship above mentioned.

The purser of the *Alkmaar* had not been at sea when he received that ship.

The pursers of the *Diomedé* and *Raisonné* received appointments to those ships before they had been three years pursers.

The present purser of the *Seahorse* (38) received her for a first appointment, before he was eighteen years of age.

There is also another inconsistency (not to give it a worse name) which I am surprised has not attracted the attention of some First Lord of the Admiralty, viz. that of allowing established navy agents to remain pursers of ships; men who, it is proverbial, are accustomed to make large fortunes; and who, if ordered to go to sea, would rather resign than comply; but they manage it much better; for when their ships are about to be commissioned, they exchange with some person anxious for employment, taking several hundred pounds as the difference, and so on for a perpetuity; profiting thus by every ship that is put in commission, of which they are purser; and they are making considerable sums of money, without being subject to the least risk, or being exposed to the labour of keeping accounts, or the anxiety which naturally arises from responsibility. Should it, Mr. Editor, be so, or are there any who will proclaim that it is just? There cannot be—for it is too glaring to be justified.

You will readily perceive by this that I have no pretension to literary reward; and perhaps to as little as a purser; but that as it may. I have presumed to trouble you with this, in the hope the information it contains may be useful; leaving you, as I have before observed, to use it as you please.

M. T.

MR. EDITOR,

**I**N 1730, Ignatio Giorgi, a Benedictin of the congregation of Meleda, published at Venice a latin dissertation, entitled, "*D. Paulus Apostolus in mari quod nunc Venetus dicitur naufragus, et Melitae Dalmatensis insulae post naufragium hospes, &c.*" Wherein the writer undertakes to shew, that the shipwreck of St. Paul, recorded in the Acts of the Apostles, happened on the island of Meleda, near the coast of Dalmatia, in the Adriatic Gulf; and not on that Melita, at present named Malta.

Towards a right understanding of this question, the first step seems to be a careful perusal of the sacred text; which for that purpose I beg leave herein to quote at length.

CHAP. XXVII.

AND when it was determined that we should sail into Italy, they delivered Paul and certain other prisoners, unto one named Julius, a centurion of Augustus' band.

2. And entering into a ship of Adramyttium, we launched, meaning to sail by the coast of Asia, one Aristarchus a Macedonian, of Thessalonica, being with us.

3. And the next day we touched at Sidon. And Julius courteously intreated Paul, and gave him liberty to go unto his friends to refresh himself.

4. And when we had launched from thence, we sailed under Cyprus, because the winds were contrary.

5. And when we had sailed over the sea of Cilicia and Pamphylia, we came to Myra, a city of Lycia.

6. And there the centurion found a ship of Alexandria sailing into Italy; and he put us therein.

7. And when we had sailed slowly many days, and scarce were come over against Cnidus, the wind not suffering us, we sailed under Crete, over against Salmone:

8. And hardly passing it, came unto a place which is called, The fair havens, nigh whereunto was the city of Lasea.

9. Now when much time was spent, and when sailing was now dangerous because the fast was now already past, Paul admonished them,

10. And said unto them, Sirs, I perceive that this voyage will be with hurt and much damage, not only of the lading and ship, but also of our lives.

11. Nevertheless, the centurion believed the master and the owner of the ship, more than those things which were spoken by Paul.

12. And because the haven was not commodious to winter in, the more part

advised to depart thence also, if by any means they might attain to Phenice, and there to winter; which is an haven of Crete, and lieth toward the south-west, and north-west.

13. And when the south wind blew softly, supposing that they had obtained their purpose, loosing thence, they sailed close by Crete.

14. But not long after there arose against it a tempestuous wind, called Euroclydon.

15. And when the ship was caught, and could not bear up into the wind, we let her drive.

16. And running under a certain island which is called Clauda,\* we had much work to come by the boat;

17. Which when they had taken up, they used helps, undergirding the ship; and fearing lest they should fall into the quicksands, struck sail, and so were driven.

18. And we being exceedingly tossed with a tempest, the next day they lightened the ship;

19. And the third day we cast out with our own hands the tackling of the ship.

20. And when neither sun nor stars for many days appeared, and no small tempest lay on us, all hope that we should be saved, was then taken away.

21. But after long abstinence, Paul stood forth in the midst of them, and said, Sirs, ye should have hearkened unto me, and not have loosed from Crete, and to have gained this harm and loss.

22. And now I exhort you to be of good cheer; for there shall be no loss of any man's life among you, but of the ship.

23. For there stood by me this night the angel of God, whose I am, and whom I serve,

\* Clauda is the island now called Gozo of Candia.

24. Saying, Fear not, Paul; thou must be brought before Cesar: and lo, God hath given thee all them that sail with thee.

25. Wherefore, Sirs, be of good cheer; for I believe God, that it shall be even as it was told me.

26. Howbeit we must be cast upon a certain island.

27. But when the fourteenth night was come, as we were driven up and down in Adria, about midnight, the shipmen deemed that they drew near to some country:

28. And sounded, and found it twenty fathoms; and when they had gone a little further, they sounded again, and found it fifteen fathoms.

29. Then fearing lest they should have fallen upon the rocks, they cast four anchors out of the stern, and wished for the day.

30. And as the shipmen were about to flee out of the ship, when they had let down the boat into the sea, under colour as though they would have cast anchors out of the foreship,

31. Paul said to the centurion, and to the soldiers, Except these abide in the ship, ye cannot be saved.

32. Then the soldiers cut off the ropes of the boat, and let her fall off.

33. And while the day was coming on, Paul besought them all to take meat, saying, This day is the fourteenth day that ye have tarried, and continued fasting, having taken nothing.

34. Wherefore I pray you to take some meat; for this is for your health: for there shall not an hair fall from the head of any of you.

35. And when he had thus spoken, he took bread, and gave thanks to God in presence of them all, and when he had broken it, he began to eat.

36. Then were they all of good cheer, and they also took some meat.

37. And we were in all in the ship two hundred threescore and sixteen souls.

38. And when they had eaten enough, they lightened the ship, and cast out the wheat into the sea.

39. And when it was day, they knew not the land: but they discovered a certain creek with a shore, into the which they were minded, if it were possible, to thrust in the ship.

40. And when they had taken up the anchors, they committed themselves unto the sea, and loosed the rudder-bands, and hoised up the mainsail to the wind, and made toward shore.

41. And falling into a place where two seas met, they ran the ship aground; and the forepart stuck fast, and remained unmoveable, but the hinder part was broken with the violence of the waves.

42. And the soldiers' counsel was to kill the prisoners, lest any of them should swim out, and escape.

43. But the centurion, willing to save Paul, kept them from their purpose, and commanded that they which could swim, should cast themselves first into the sea, and get to land:

44. And the rest, some on boards, and some on broken pieces of the ship; And so it came to pass that they escaped all safe to land.

#### CHAP. XXVIII.

1. And when they were escaped, then they knew that the island was called Melita.

2. And the barbarous people shewed us no little kindness; for they kindled a fire, and received us every one, because of the present rain, and because of the cold.

3. And when Paul had gathered a bundle of sticks, and laid them on the fire, there came a viper out of the heat, and fastened on his hand.

4. And when the Barbarians saw the venomous beast hang on his hand, they said among themselves, No doubt this man is a murderer, whom though he hath escaped the sea, yet vengeance suffereth not to live.

5. And he shook off the beast into the fire, and felt no harm.

6. Howbeit, they looked when he should have swollen, or fallen down dead suddenly; but after they had looked a great while, and saw no harm come to him, they changed their minds, and said that he was a god.

7. In the same quarters were possessions of the chief man of the island, whose name was Publius, who received us, and lodged us three days courteously.

8. And it came to pass that the father of Publius lay sick of a fever, and of a bloody flux; to whom Paul entered in, and prayed, and laid his hands on him, and healed him.

9. So when this was done, others also which had diseases in the island, came, and were healed:

10. Who also honoured us with many honours, and when we departed, they laded us with such things as were necessary.

11. And after three months we de-

parted in a ship of Alexandria, which had wintered in the isle, whose sign was Castor and Pollux.

12. And landing at Syracuse, we tarried there three days.

13. And from thence we fetched a compass, and came to Rhegium: and after one day the south wind blew, and we came the next day to Puteoli:

14. Where we found brethren, and were desired to tarry with them seven days: and so we went toward Rome.

15. And from thence, when the brethren heard of us, they came to meet us as far as Appii-forum, and the three taverns.

Father Giorgi's arguments are—1, that the island of Meleda, not far from Ragusa, was also called Melita in the time of Luke the Evangelist; and what is meant by Adria, never was by any ancient writer supposed to extend near so far as the present island of Malta.—2, that the tempestuous wind *Euro-clydon* must not have been the N.E. (*Euro-aquilo*) but the S.E. and consequently have driven Paul's ship into the Adriatic in like manner as Acrotatus, a Lacedæmonian, going from Peloponesus to Sicily, and the Jewish historian Josephus, sailing like the apostle from Judea to Rome, were both driven into that gulf.—3, that the name of barbarians, twice given to the natives by Luke, is more applicable to the inhabitants of Illyria, than to the Greeks of Malta; a circumstance which has embarrassed Lightfoot, Bochart, Cellarius, and other commentators.—4, that there is no such quicksand as that on which Paul was wrecked at Malta, whereas there exists such towards the south point of Meleda. At the former, indeed, near what is called *la casa di S. Paolo*, there is a rock: but the history shews that the ship did not encounter a danger of that sort.—5, the apostle is said to have been bitten by a venomous serpent, whereas there are no noxious reptiles in the island, and even the earth of it is pretended to be a specific antidote against such poison. And as to St. Paul having wrought a miracle to deliver that island for ever from the reptile tribe, surely an act of that importance would have been recorded by the sacred historian, as well as the cure of Publius and others, or as the name and figure of the Macedonian ship. In short, the introduction of such supernatural intervention to reconcile the existing state of things, in Malta, would fall under the rule of Horace:—

“ *Nec deus intersit nisi dignus vindice nodus.*”\*

De Art. Poet. 191.

And also reminds one of St. Patrick nearer home. While on the contrary the bite of vipers happens to be remarkably malignant in Illyria, and no less so in Meleda. In order to establish the vulgar opinion, the Adriatic must be extended half way down the Mediterranean; the ship must have been driven to windward by the wind; barbarians must have been found in an island peopled by Greeks and Romans; the ship must have struck on

\* “ Nor let a god in person stand display'd,  
Unless the lab'ring plot demand his aid.”

a rock; and lastly, the apostolic traveller must have been bitten by a snake in a country where there are none: to sum up all, Meleda is less known than Malta; and it bears almost the same name.

What adds to the curiosity of this dissertation is, that the late Jacob Bryant, in his observations and enquiries relating to various parts of antient history, (1767) has two dissertations on the wind *Euro-clydon*, and on St. Paul's shipwreck; in both of which he maintains the same opinions by the same arguments as Giorgi; while it is understood that the English mythologist never saw the Benedictin's performance, or indeed heard of the author, before the publication of his own work. This, however, only proves, that two men of genius and learning may adopt the same mode of reasoning, and come to similar conclusions, without either borrowing from the other; but be both original.

## IOHANNES.

P.S. Since writing the preceding, I have fallen upon a passage in the works of an Oriental traveller, which militates strongly, but in my humble judgment not conclusively, against the opinions maintained in my letter. As the object of this correspondence is rather to elicit truth than to indulge in scepticism, I hold it unfair to suppress arguments that make against the side of the question I espouse; on the contrary, I am so desirous not only that they should obtain all the weight they are entitled to from their own force, or the respectability of their authority, but moreover to throw every possible degree of light upon this investigation, that I take leave to subjoin an extract from Shaw's Travels in the Levant:—Vol. II. page 128. (8vo. Edinburgh, 1808.)

“The Euroclydon\* also, which we read of in the history of St. Paul, (Acts xxvii. 14.) was, in all probability, the same. For it was, as St. Luke describeth it, *ανεμος τυφωνικος†*, a violent or tempestuous wind, bearing away all before it;

\* *Ευροκλυδων*, according to the annotations of Erasmus, Vatablus, and others, is said to be, *vex hinc ducta, quod ingentes fluctus*; as if those commentators understood it to have been, as Phavorinus writes it (*in voce Τυφων*) *Ευροκλυδων*, and, as such, compounded of *ευρος*, (*latus, amplus, &c.*) and *κλυδων*, *fluctus*. But rather, if an etymology is required, as we find *κλυδων* used by the LXXII. (Jon. i. 4, 12.) instead of *ῥυδν*, which always denotes a tempest, as I conjecture, properly so called, *Ευροκλυδων* will be the same with the *Ευρη κλυδων*, i. e. an eastern tempest, and so far express the very meaning that is affixed to a Levanter at this time.

† Though *Τυφων* or *Τυφος* may sometimes denote a whirlwind, yet it seems in general to be taken for any violent wind or tempest. According to an observation of Grotius upon the place, *Judæis Hellenistis Τυφος est quævis violentior procella*. *Τυς γαρ καταγιδυεισ ανεμων Τυφος καλεσι*, says Suidas. Aristot. *De Mundo*, c. 4. seems to distinguish it from the *Πρητης* (which he calls a violent strong wind), by not being attended with any fiery meteors. *Εαν δε (πνευμα) ημιπυρον η, σφοδρον δε αλλως και αθροον, Πρητης [καλεται] εαν δε απυρον η παντελως, Τυφων*. *Τυφων*, as Olympiodorus, in his comment upon the foregoing passage, instructs us, is so called, *δια το τυκτην δια τη ταχης τη πνευματος*

and, from the circumstances which attended it, appears to have varied very little, throughout the whole period of it, from the true east point. For after the ship could not, *αντοφθαλμειν*, bear, or in the mariner's term, *loof up against it*, ver. 15. but *they were obliged to let her drive*, we cannot conceive, as there are no remarkable currents in this part of the sea, and as the rudder could be of little use, that it could take any other course, than as the winds alone directed it. Accordingly, in the description of the storm, we find the vessel was first of all *under the island Clauda*, ver. 16. which is a little to the southward of the parallel of that part of the coast of Crete, from whence it may be supposed to have been driven; then it was tossed along the bottom of the gulf of Adria, ver. 27.; and afterwards broken to pieces, ver. 41. at Melita, which is a little to the northward of the parallel above mentioned; so that the direction and course of this particular Euroclydon seems to have been first at E. by N. and afterwards pretty nearly E. by S.

But Grotius\*, Cluver†, and others, authorized herein by the Alexandrian MS. and the Vulgate Latin, are of opinion, that the true reading should be *Ευροακυλων*, *Euroaquilo*; a word indeed as Euroclydon, though perhaps less entitled to be received. For this Euroaquilo, agreeable to the words of which it is compounded, must have been a wind betwixt the Eurus and the Aquilo, and consequently would be the same with the *Cæcias*‡ or *Καικαις*; a name so frequently taken notice of by the Roman authors, that it appears to have been adopted into their language. Thus we find Vitruvius (l. i. c. 6.) describing the position of the Cæcias, without distinguishing it by Greek characters, or making any apology for the introduction of a foreign name. Pliny § likewise calls the same wind Hellespontias ||, as blowing from the Hellespont. The Cæcias therefore must have been known very early in the Roman navigation; and consequently, even provided the mariners had been Romans, there was no necessity at this time, and upon such an occasion, for the introduction of Euroaquilo, which must have been altogether † a new term.

οἱ δια το τυππειν σφοδρως, as we read it in C. a Lapide. Acts xxvii. 14. Τυφων γαρ εστιν ἡ τυ ανεμων σφοδρα πνοη' ος και ευροκλυδων καλεται. Phavor. in lex. One of these Levanters is beautifully described by Virgil (Geor. ii. ver. 107.) in the following lines:—

.....Ubi navigiis violentior incidit Eurus,  
Nosse, quot Ionii veniant ad litora fluctus.

\* Vid. Grot. Annot. in Act. xxvii. 14.

† Ego amplectendam huic omnino censeo vocem, quam divus Hieronymus et ante hunc auctor Vulgatæ sacrorum bibliorum versionis, in suis exemplaribus legunt *Ευροακυλων*, *Euroaquilo*, quod vocabulum ex duabus vocibus, altera Græca *Euros*, altera Latina *Aquilo*, compositum, eum denotat ventum, qui inter Aquilone et Eurus medius spirat, qui recta ab meridionali Cretæ latere navim infra Gaudem versus Syrtin abripere poterat. Cluv. Sicil. Antiq. l. ii. p. 442.

‡ Ab oriente solstitiali excitatum, Græci *Καικαις* appellant: apud nos sine nomine est. Senec. Nat. Quæst. l. v. c. 16. Euri vero medias partes tenent; in extremis, Cæcias et Vulturinus. Vitruv. Arch. l. i. c. 6.

§ Vid. Plin. Nat. Hist. l. ii. c. 47.

|| Cæcias aliqui vocant Hellespontiam. Plin. *ibid.* *Καικαις*, ὃν Ἑλλησποντιαίων εἰσι καλεῖσι. Arist. Meteor. l. ii. c. 6.

† Cæcias media inter Aquilonem et exortum æquinoctialem, ab ortu solstitiali. Plin. ut supra.

Besides, as we learn, Acts xxvii. 6. that the ship was of Alexandria, sailing to Italy, the mariners may well be supposed to have been Grecians, and must therefore be too well acquainted with the received and vernacular terms of their occupation, to admit of this Græco-Latin, or barbarous appellation. For it may be very justly objected, that, provided the Euroquilo had been a name so early received as this voyage of St. Paul, it is much that Pliny, A. Gellius, Apuleius, Isidore, and other authors, who wrote expressly upon the names and diversities of winds\*, should not have taken the least notice of this. Whereas, if Euroclydon be a term or appellation peculiar to the mariners, denoting one of these strong Levanters, we are to be the less surprised why St. Luke, who was actually present in the storm, and may be supposed to have heard the very words, is the only author who records it. Moreover, when we are told that this tempestuous wind was called Euroclydon, the expression seems to suppose it not to have been one of the common winds, such as were entirely denominated from their site and position, but such an one as received its name from some particular quality and circumstance which over and above attended it."

MR. EDITOR,

W——ch, April 18th.

IT very often happens, that subjects the most familiar to our observation, and therefore little attended to, are found on investigation either to exhibit proofs of the grandest efforts of the human mind, or to involve in them circumstances of curious historical research, which, duly considered, give rise to reflections the most interesting. In proof of this, I might adduce the well-known story of a shopman, who passed his life in St. Paul's Church-yard, without once having entered the cathedral. The common playing cards, which from our childhood we have been in the habit of using without the most remote idea of their origin, exhibit to us an historical display of the art of painting, as well as the *costume* of the Court of France, in the time of Charles VI. for whose amusement they were introduced. But what I have chiefly in view at present, Mr. Editor, is, to put your naval readers in possession of a copy of a paper I lately found in one of the numerous volumes of the Pepys manuscripts, in the library at Magdalen College, Cambridge, relative to the antiquity of the boatswain's whistle or call; which appears to have been a badge of more importance, than your naval readers are in general aware of.

I remain, your very humble servant,

T. R. M.

*Instances of the Sea Whistle, or Call, worn by the Lords High Admiral of England, as the Ensign of their Office, and others of distinction.*

25th April, 1513. Anno, 5th Henry VIII.

(Lord Herbert's History of Henry VIII. p. 31.) " Sir Edward Howard,

\* Vid. Plin. Nat. Hist. l. ii. c. 47. Aul. Gell. Noct. Attic. l. ii. c. 22. Apul. de Mundo. Isid. Orig. l. xiii. c. 11.

Knt. second son of Thomas Howard, Earl of Surry, Admiral of England, having boarded a French galley near Conquet, a little below Brest, in Brittany; with about 17 English gentlemen; his own galley falling off by some accident, this noble person was left in the hands of his enemies, of whom there could no other account be given by his own men, than that when he was past all hope of recovering his galley, he took his whistle from his neck and threw it into the sea."

*27th September, Anno 9th, Henry VIII.*

(Hall's Chronicle, p. 65.) "The Earl of Surry, High Admiral of England, in a coat of rich tissue, cut in cloth of silver, on a great courser richly trapped, and a great whistle of gold, set with stones and pearls, hanging at a great and massy chain bauldrick-wise; accompanied with 140 gentlemen richly appavelled on goodly horses, came to Blackheath, and there amicably received the Embassadors of France."

*10th December, Anno 31, Henry VIII.*

(Hall's Chronicle, p. 237.) "At the turnpike on this side Gravelines; was the Lady Anne of Cleves received by the Lord Lisle, Deputy of Calais; and with the spears and horsemen belonging to the retinue there, all being fresh and warlike appavelled; and so marching towards Calais, a mile and more from the town, met her Grace. The Earl of Southampton, Great Admiral of England, appavelled in a coat of purple velvet, cut in cloth of gold, and tyed with great aglets and trefoils of gold, to the number of 400, and bauldrick-wise. He wore a chain, at which did hang a whistle of gold, set with rich stones of great value."

\*\*\* We cannot help adding our wish, that an ornament of such antiquity should again be worn by officers of high distinction and valour in our navy: and which, perhaps, had it been thought of, would have been esteemed preferable to a medal, as a royal token of their Sovereign's esteem. Should at any future period, the ideas of the late Mr. Pitt be brought forward, of establishing a NAVAL ORDER OF MERIT, the Sea Collar might certainly be worn by the Knights, thus created, suspended from the Collar of their Order.

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## HYDROGRAPHY.

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### EGYPT.

**G**EOGRAPHICAL position of certain points on the coast of Egypt, whose right determination is of importance to the more correct configuration of that part of the Mediterranean sea: together with the capital city, and the nearest point of the Red Sea; no less useful towards the construction of a map of that country. The longitude is deduced from



Greenwich; and the accuracy of the following statement may be particularly relied upon:—

| Places,                                            | Latitude N. |    |    | Longitude E. |    |    |
|----------------------------------------------------|-------------|----|----|--------------|----|----|
|                                                    | °           | '  | "  | °            | '  | "  |
| Alexandria ( <i>pharos</i> ) .....                 | 31          | 13 | 5  | 29           | 45 | 15 |
| Rashid or Rosett (northern <i>minnareh</i> ) ..... | 31          | 25 | 0  | 30           | 28 | 20 |
| Dammiatt.....                                      | 31          | 25 | 43 | 31           | 49 | 30 |
| Lesbeh .....                                       | 31          | 29 | 41 | 31           | 52 | 15 |
| Dibbeh, ... } mouths of Lake Menzaleh.....         | 31          | 22 | 6  | 32           | 7  | 30 |
| Om-faredj. } .....                                 | 31          | 8  | 59 | 32           | 30 | 20 |
| Tannis (isle in the same lake) .....               | 31          | 12 | 50 | 32           | 12 | 0  |
| Boghaz tower.... } Dammiat branch of Nile....      | 31          | 30 | 40 | 31           | 51 | 52 |
| Bogafeh tower .. } .....                           | 31          | 32 | 14 | 32           | 2  | 6  |
| Kahirah or Cairo (French observatory) .....        | 30          | 3  | 20 | 31           | 18 | 5  |
| Sooez or Sonez (red sea) .....                     | 29          | 59 | 6  | 32           | 35 | 20 |

S.

### EASTERN OCEAN.

ACCOUNTS from Madagascar contain information that a current has been ascertained to exist within 12 leagues of the eastern coast of Africa, between latitude  $17^{\circ}$  S. and  $3^{\circ}$  N. which is said to run at the rate of near 8 miles an hour, setting N.E. northerly; whereby the navigation between that island and the continent is greatly facilitated.

A. R.

### NAVAL STATE PAPERS.

*Treaty of alliance and subsidy between the King of Great Britain, and the King of the Two Sicilies; Signed at Palermo, the 13th May 1809.*

#### TRANSLATION.

HIS Majesty the King of the united kingdom of Great Britain and Ireland, and his Majesty the King of the Two Sicilies, being animated by the desire of drawing closer the alliance so happily subsisting between the two crowns, and of encreasing their efforts against the common enemy, have thought it expedient to conclude between them a fresh treaty of alliance and subsidy; for which purpose, their said Majesties have named their respective Plenipotentiaries, viz. his Britannic Majesty, the most illustrious and most excellent Lord William Pitt, Lord Amherst, Peer of the Parliament of the united kingdom, lord of his said Majesty's bedchamber, and his Envoy Extraordinary, and minister Plenipotentiary at the court of his Majesty the King of the Two Sicilies; and his Majesty the King of the Two Sicilies, the most illustrious and most excellent Lord Thomas de Somma, Marquis of Circello, Lord of his bedchamber, Marshal of his camps and armies, Knight of his royal order of Saint Januarius, his counsellor of state, secretary of state for foreign affairs, and postmaster

general; who, after having mutually communicated their respective full powers, have agreed upon the following articles:

ART. I. The several articles contained in the treaty of alliance and subsidy signed at Palermo, the 30th March 1808, with the exception of the eighth and eleventh articles of the said treaty, are herein renewed and confirmed, and shall be considered as having the same force and validity as if they were inserted, word for word, in the present convention.

II. His Sicilian Majesty engages to augment the number and amount of his land and sea forces to the greatest extent that the resources of his own dominions, and the pecuniary succours furnished by his Britannick Majesty, will allow.

III. For this object his Britannick Majesty engages to pay, for the use of his Sicilian Majesty, an annual subsidy of four hundred thousand pounds sterling, to commence from the 5th April 1809, on which day the payments of the subsidy stipulated for in the eighth article of the 30th March 1808, are finally to cease and determine. This subsidy of four hundred thousand pounds sterling is to be considered as annulling all claims, of every description whatever, for arrears of subsidy previously granted to his Sicilian Majesty; and in order to obviate every difficulty which has arisen in fixing an equitable course of exchange between London and Palermo, it is agreed, that the subsidy shall be paid in twelve monthly payments (to commence from the 5th April 1809, as herein before stated,) in sterling money of Great Britain, or in foreign specie, (the value of this latter to be determined by the current price of the aforesaid specie on the exchange of London) at the option of his Britannick Majesty, to the Minister of his Sicilian Majesty resident in London, whose receipts shall be deemed as a sufficient discharge for each monthly payment, of which the first is to be made on the 5th April, as is above stated.

IV. As his Sicilian Majesty proposes to employ the said subsidy for the use of his land and sea forces, he will regulate the distribution of it in the proportion that these two services may require, for the defence of his dominions, and for operations against the common enemy; and every three months an account shall be rendered to the British government of the manner in which his Sicilian Majesty shall have employed the subsidies furnished to him by Great Britain.

V. The present treaty of alliance and of subsidy shall be ratified by the two high contracting parties, and the ratification thereof shall be exchanged in due form at London, within the space of four months from the date of its signature, or sooner, if possible.

In witness whereof, we, the undersigned, furnished with the full powers of our respective sovereigns, have signed the present treaty, and have affixed thereto the seal of our arms.

Done at Palermo, this thirteenth day of May, MDCCCIX.

(L. S.) AMHERST.

(L. S.) THOMAS DE SOMMA.

## SEPARATE ARTICLE.

IN order to enable his Sicilian Majesty to carry into immediate effect the engagements contracted on his part by this convention, his Britannick Majesty consents to give directions for an advance of one hundred thousand pounds being made to his Sicilian Majesty's Minister in London; which sum is to be considered as forming part of the subsidy of four hundred thousand pounds sterling agreed to be paid by this convention, for the year commencing the fifth April 1809. The residue of the sum of three hundred thousand pounds shall be paid in twelve monthly instalments, as is herein-before stated. It is understood that if any payment shall have been made on account of the ancient subsidy at Palermo, after the said day, the amount thereof shall be deducted from the above mentioned monthly payments.

The present separate article shall have the same force and validity as if it were inserted, word for word, in the treaty signed this day, &c. &c.

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 SHIPWRECKS.
 

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*Account of the loss of the brig NEW-ENDEAVOUR Captain JOZE ANTONY DE COIL.*

THE brig New Endeavour sailed from Bengal river, on the 6th December 1808, bound for Prince of Wales' Island, in company with H. M. S. the Culloden, Captain P. B. Pellew, and the ship Europa, Captain Cowan.

On the 8th of January, the brig being in tow by the Culloden, and it blowing very fresh, she strained to such a degree as to occasion her leaking; so that she had shortly four feet water in the hold, and could hardly be kept free with both pumps going, notwithstanding she had the assistance of a boat's crew from the Admiral; they were under the necessity of throwing a part of their cargo, consisting of ghee, &c. over board, to lighten the vessel:—she continued in tow until the latitude of 5° 30 N. and longitude 95° 55 E. when she was cast off, and experienced strong currents to the westward, and the next morning saw the coast of Achin: she continued beating against adverse winds and currents for about ten days, and with great difficulty made Diamond Point; from this place, having a south easterly breeze, Captain De Coil made an attempt to cross over: but it shortly after fell calm, and a strong current from the S. E. drove them down off Booron, on the coast of Pedier.

On the 14th January, came to an anchor in Booron road, being in absolute want of water, fire wood, and lamp oil; during the following two days got water on board, but could not procure any fire wood. On the 17th, at five A. M. mustered all hands to weigh anchor; while they were about which, Mrs. Yates, a passenger, observed smoke coming up the after hatchway, and immediately called to the Captain, who was at that time on the

forecastle, and who on coming aft, took off the scuttle, when the flames immediately burst out; every exertion was made to extinguish them, but without effect; and as every one feared a sudden explosion, from the powder in the gun-room, they instantly got into the long-boat, and pushed off, without water, or any thing, save the few clothes they had on; at this time the flames were issuing from the cabin windows.

They had no sooner reached the shore, than they were surrounded by Chuleas and Malays, from the town of Booron; and the chief, after having searched the captain, ordered him to return with him to the vessel, in the hopes of recovering dollars which they supposed to be on board; the violence of the flames, however, and the fear of her blowing up, prevented the boat going alongside, and they returned to the shore, where they found the passengers, and crew all made prisoners, after having been strictly searched for dollars, which they might have spared themselves the trouble of doing.

About noon they marched, under a strong guard, to the town of Booron, where they had each a cup of rice served out to them; the long boat had been taken from them, to prevent their going to the wreck, to save any thing; the Chuleas and Malays, however, obtained a great quantity of cloths, a single piece of which they refused to spare to any of their prisoners, who were almost naked, even to Mrs. Yates, who escaped with only her shift and a bed gown, although they had been kept the whole of the day in the sun, and on the scorching sand.

On the 13th Mr. Roach, the chief officer, and some of the people, went down towards the wreck, which had driven on shore, in the hope of obtaining some few articles for their subsistence, but they were immediately set upon by the plunderers, and did not escape without a severe beating; they continued thus, with only a little rice to support them, during four days, when the boat was returned to them, which sold for 24 dollars, in order to purchase a few articles for their journey to Tulosumoway, where they arrived, after a march over the sandy beach of upwards of sixty miles, during which they experienced no relief, except having a few chillies given them, and a handkerchief, which a Malay took off his head and gave to Mrs. Yates, whose sufferings may be more easily conceived than described.

On their arrival at Tulosumoway, they were conducted into the Fort, and ushered into the presence of the Queen, who was very particular in her enquiries, but without offering them refreshment, informed them they would experience every relief from Capt. John Elliot, who happened, very fortunately for them, to be at that port, fitting out his vessel; and in which her *inhuman* Majesty was not mistaken.—With Capt. Elliot they all embarked (except an European Portugueze, named Jozea Anthony, who took service with the King of Achin) and arrived safe at Malacca on the 13th of March.

We cannot close this account without mentioning the unfeeling conduct of a man named Rassun, (formerly a *sepooy* in the service of Mr. Prince, of Tappanooly,) who, though he had saved, very unaccountably, some pieces

of Boglepor and Chintz, refused to let poor Mrs. Yates, although an European woman, considerably advanced in years, and almost naked, have a piece of either, even on the promise of double the value; nor was the *secunnee* Jozea, more humane; for though he had saved four pair of shoes, and had a good pair on himself, he suffered her to walk sixty miles on the sandy beach, barefoot, sooner than part with a pair on similar terms!

Mrs. Yates, together with Capt. De Coil, and several of the people arrived at Malacca.

NAVAL ARCHITECTURE.

LIST OF HIS MAJESTY'S SHIPS, OF THE FIRST AND SECOND RATES, WITH THEIR DIMENSIONS, &c.

| No. of Guns. | Ships' Names.      | Dimensions.             |                                 |                  |                |      | Burthen in Tons. | When Built.                       | Where Built, &c. |
|--------------|--------------------|-------------------------|---------------------------------|------------------|----------------|------|------------------|-----------------------------------|------------------|
|              |                    | Length of the Gun-deck. | Length of the Keel for Tonnage. | Breadth Extreme. | Depth in Hold. |      |                  |                                   |                  |
| 100          | Britannia          | 178 0                   | 145 9                           | 52 0 1/2         | 21 6           | 3091 | 1762             | Portsmouth.                       |                  |
| 120          | Caledonia          | 205 0                   | 170 11                          | 53 6             | 25 6           | 3602 | 1808             | Plymouth.                         |                  |
| 110          | Hibernia           | 190 0 1/2               | 156 2 1/2                       | 52 5 1/2         | 22 4           | 2332 | 1805             | Plymouth.                         |                  |
| 110          | Royal George       | 190 0                   | 156 2                           | 52 5 1/2         | 22 4           | 2286 | 1799             | Chatham.                          |                  |
| 110          | Royal Sovereign    | 193 10                  | 150 9 1/2                       | 52 1 1/2         | 22 2 1/2       | 2175 | 1786             | Plymouth.                         |                  |
| 112          | San Josef          | 194 3                   | 156 11 1/2                      | 54 3 1/2         | 23 1 1/2       | 2157 |                  | } Taken by Lord St. Vin-<br>cent. |                  |
| 112          | Salvador del Mundo | 196 9                   | 151 11                          | 54 3 1/2         | 23 1 1/2       | 2596 |                  |                                   |                  |
| 110          | Ville de Paris     | 190 2 1/2               | 156 11                          | 53 2 1/2         | 22 2 1/2       | 2351 | 1795             | } Chatham.                        |                  |
| 100          | Victory            | 186                     | 151 5 1/2                       | 52 0             | 21 6           | 3162 | 1765             |                                   |                  |
| 98           | Barfleur           | 177 8                   | 144                             | 50 5             | 21 0           | 1947 | 1768             | Chatham.                          |                  |
| 98           | Dreadnought        | 185 0                   | 152 6                           | 51 0             | 21 6           | 2111 | 1801             | Portsmouth.                       |                  |
| —            | Formidable         | 177 4 1/2               | 143 10                          | 50 5             | 21 0           | 1945 | 1777             | } Chatham.                        |                  |
| —            | Glory              | 177 5 1/2               | 145 5                           | 50 1             | 21 2           | 1944 | 1798             |                                   |                  |
| —            | Impregnable        | 178                     | 146 1                           | 50 2             | 21 6           |      |                  |                                   |                  |
| —            | London             | 177 6                   | 144 1 1/2                       | 49 8 1/2         | 21             | 1894 | 1766             | Chatham.                          |                  |
| —            | Neptune            | 185 0                   | 152 6                           | 51 0             | 21 6           | 2111 | 1797             | Deptford.                         |                  |
| —            | Ocean              | 185 0                   | 152 6                           | 51 0             | 21 6           | 2111 |                  | Woolwich.                         |                  |
| —            | Prince             | 194 6                   | 163 6                           | 49 6             | 21 0           | 2088 | 1756             | Lengthening at Woolwich           |                  |
| —            | Prince George      | 177 6                   | 143 10                          | 50 6 1/2         | 21 0           | 1955 | 1772             | Chatham.                          |                  |
| —            | Prince of Wales    | 182 3                   | 149 11                          | 50 4 1/2         | 21 9           | 2024 | 1784             | Portsmouth.                       |                  |
| —            | Queen              | 177 6                   | 141 0                           | 49 6             | 21 0           | 1876 | 1769             | Woolwich.                         |                  |
| —            | St. George         | 177 6                   | 145 2                           | 50 3             | 21 2           | 1950 | 1785             | Portsmouth.                       |                  |
| —            | Temeraire          | 185 0                   | 152 6 1/2                       | 51 0             | 21 6           | 2111 | 1798             | Chatham.                          |                  |
| —            | Windsor Castle     | 177 6                   | 145 7 1/2                       | 49 2             | 21 0           | 1874 | 1790             | Deptford.                         |                  |
| 80           | Royal William      | 175 4                   | 142 7                           | 50 3 1/2         | 20 1           | 1918 | 1719             | Portsmouth.                       |                  |
| —            | Sans Pareil        | 193 0                   | 158 11                          | 51 6             | 23 4           | 2242 |                  | Taken by Lord Howe.               |                  |
| —            | Cæsar              | 181 0                   | 143 1                           | 50 5             | 22 11          | 3003 | 1793             | } Plymouth.                       |                  |
| —            | Foudroyant         | 180 5                   | 147 3                           | 50 3 1/2         | 20 3           | 1977 | 1800             |                                   |                  |
| —            | Gibraltar          | 178 10                  | 141 6                           | 53 3 1/2         | 22 4           | 2165 |                  | Taken by Rodney.                  |                  |
| —            | Impetueux          | 182                     | 149 1                           | 48 8             | 21 8           | 1873 |                  | Do. by Lord Howe.                 |                  |

## PLATE CCCXXXIX.

**I**N the description of Plate XCVI.\* the latitude of Malta is given at  $35^{\circ} 53'$  N. longitude  $14^{\circ} 28'$  E. The city of Valetta, the capital of the island, and which lies on its eastern side, is in latitude  $35^{\circ} 53' 41''$  N. and longitude  $14^{\circ} 30' 45''$  E. from Greenwich; according to the *Connoissance des Temps*, of 1803, one of the best authorities extant.—The subjoined bearings and distances will be found serviceable, as their correctness may be fully relied on:—

From Malta, to Cape Passaro, in Sicily, 19 marine leagues, N.N.W.; Coast of Albania, 125 leagues N.E.; Kefalonia Isle, 83 leagues E.N.E.: Rhodes Isle, 223 leagues E.; limits of Egypt and Barbary on African coast, 250 leagues E.S.E.; Cape Teines in Africa, 112 leagues S. by E.; Sidica in Africa, 90 leagues S.S.E.; Tripoli in Barbary, 64 leagues S.: Cape Zerbi, 50 leagues S.W.; Cape Bon, 51 leagues W.N.W.

Malta, anciently called Iberia, afterwards Ogygia, and by the Greeks Melite, from which the Saracens formed its present appellation, is, by many, presumed to be the island of Calypso; † and, towards its northern end, a grotto still bears the name of that princely nymph. The idea, however, of its being the place of St. Paul's shipwreck, is doubted by the learned of various countries, and more particularly by Jacob Bryant, who leans to the opinion, that Meleda, in the Adriatic, was the scene of that event. ‡

The most ancient inhabitants of Malta, of whom any account is extant, were the Phœacians, who were expelled by the Phœnicians, and they in their turn by the Greeks. It was next holden under the sovereignty of Battus, an African prince; and afterwards, it seems to have been under the dominion of the Carthaginians, from whom it was taken by the Romans. On the decline of the Roman empire, it was first subdued by the Goths, and then by the Saracens, in the year 900, Roger, the Norman Earl of Sicily, took it from the latter, in 1089; and it remained under the same masters as Sicily, till, in 1530, it was granted by Charles the Vth to the Knights of St. John of Jerusalem, after they had been dispossessed of Rhodes, and had subsequently wandered from Candia to Civita-Vecchia, and Viterbo. §

\* A View of Malta; vide NAVAL CHRONICLE, Vol. VIII. page 121. At page 213, of Vol. XXI. is a View of Fort Ricasoli, and the entrance to the harbour of Valetta.

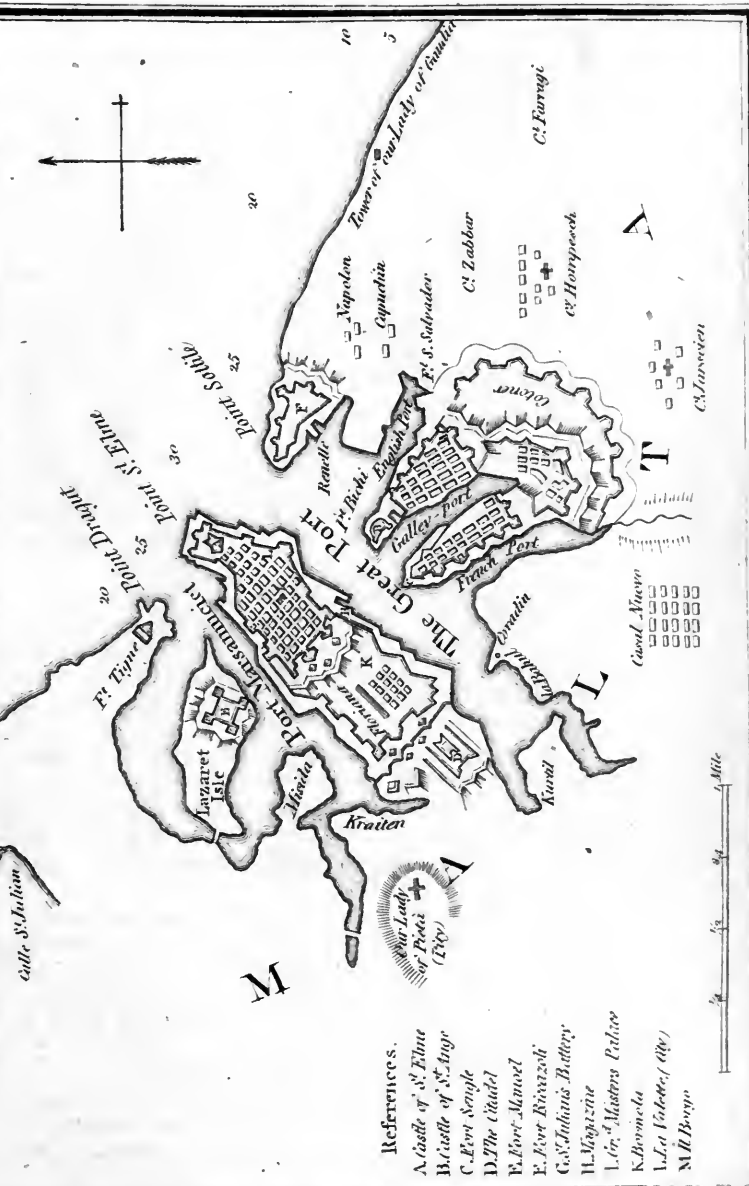
† Vide Homer's *Odyssey*, Pope's translation, Book VII. v. 326.

“———An island lies  
Beyond these tracts, and under other skies,  
Ogygia nam'd in Ocean's watery arms;  
Where dwells Calypso, dreadful in her charms!”

‡ The vulgar opinion on this head is combated argumentatively in the letter of *Johannes*; see page 468 of this volume.

§ This event took place on Christmas Day, in the year 1522, under the reign of

M E D I T E R R A N E A N S E A



References.

- A. Castle of St. Ebra
- B. Castle of St. George
- C. Fort Sengle
- D. The Citadel
- E. Fort Manuel
- F. Fort Bizirzohi
- G. St. Juliana's Battery
- H. Magazine
- I. Sr. of Masters Palace
- K. Boinela
- L. La Sade, (City)
- M. B. B. B.





It may here be remarked, *en passant*, that the firmest bulwark of Jerusalem, under the sway of the crusaders, was founded on the knights of the hospital of St. John, and of the temple of Solomon; on the strange association of a monastic and military life, which fanaticism might suggest, but which policy must approve. William of Tyre \* relates the ignoble origin and early insolence of the hospitalers, who soon deserted their early patron St. John the Elcemosynary, for the more elevated invocation of St. John the Baptist. They assumed the profession of arms about the year 1120. The hospital was the mother, the temple the affiliated order. †

Such is the primitive history of the last masters of the incomparable military station delineated in the annexed plan. The flower of the European nobility aspired to wear the cross, and to profess the vows of the two orders; their spirit and discipline were immortal; and the successive donation of twenty-eight thousand estates or manors, ‡ enabled them to support a regular force of cavalry and infantry for the defence of Palestine. The austerity of the convent soon evaporated in the exercise of arms: the world was scandalized by the pride, avarice, and corruption of these Christian soldiers; their claims of immunity and jurisdiction, disturbed the harmony of the church and state; and the public peace was endangered by their jealous emulation. But in their most dissolute period, the knights of the hospital and temple maintained their fearless and fanatic character; they neglected to live, but they were prepared to die, in the service of their faith; and the spirit of chivalry, the parent and offspring of the crusades, was transplanted by this institution from the sepulchre of Christ to the isle of Malta. In the early portion of the Abbé Vertot's history, § the reader may amuse himself with a fair, and sometimes flattering, picture of the order, while it was employed for its primitive purpose, the defence of Palestine. The same author subsequently pursues their emigrations to Rhodes and Malta.

Soliman the II. surnamed the Magnificent, and the Grand-mastership of Philip Villers L'isle-adam, a Frenchman. The success of the Turks, on this occasion, was owing to the treachery of Andrea Amarato, a discontented Portuguese, who divulged the councils of the order to Soliman. Amarato's treason, however, cost him his life.

\* B. xviii. c. 3, 4, 5.

† See St. Bernard *de laude novae militiae templi*, composed A. D. 1132—1136, in Opp. Tom. i. p. ii. pp. 547—563. edit Mabillon, Venet. 1750. The Teutonic order was founded A. D. 1190, at the siege of Acre. Mosheim, Institut. pp. 389, 390.

‡ Mathew Paris assigns to the hospitalers 19,000, to the templars 9,000, *maneria*; a word of much higher import in the English than in the French idiom. Manor is a lordship, *manoir* a dwelling. *Hist. major*. p. 544. Also see Ducange.

§ *Histoire des chevaliers de Malthe, par l'Abbé de Vertot*. The three first books refer to the state of the order in Palestine; the subsequent ones follow it to its insular establishments.

Malta was blockaded by the Turks, in the year 1565; and the old town, occupying the site of Valetta, sustained a siege of several months, in which the greater part of it was reduced to dust. The Turkish fleet arrived off the island on the 18th of May, and the siege was raised, by the Viceroy of Sicily, on the 11th of September; the enemy having sacrificed 24,000 men in vain. Against the castle on the point (formerly known as the Castle of St. Hermes) defending the entrance of the harbour, the Turks are said to have expended 20,000 cannon shot before it fell into their possession.— This siege, the most interesting event in the history of Malta, is perhaps the most remarkable instance upon record, of what a handful of men, animated by enthusiasm in fighting for their native soil, may be capable of effecting. To insert the particulars, would greatly exceed our prescribed limits; but they may be found, very interestingly stated; in BOISGELIN'S *History of Malta*.

In 1566, the year after this memorable siege; the building of the new town, (*Citta Nuova*) or Valetta, was commenced: It derives its name, as already stated in our description of Plate CCLXXIX. from the Grand Master, at that period, Frederick John de Valette.\*

From this time, till the Grand Mastership of Rohan, in 1775, the principal event in the history of Malta, was a conspiracy which was formed by the slaves, to massacre the Knights, under the Grand Mastership of Pinto. This conspiracy was fortunately discovered, by a quarrel which occurred between some of the principal insurgents. The subsequent part of the history is chiefly remarkable for the effects of the French revolution on the Order of Malta: By treachery, the island fell into the hands of the French, under Buonaparte; in June 1798. After the battle of the Nile, an English squadron appeared before Malta; and, having sustained a blockade of two years, it surrendered to the British arms, on the 5th of September, 1800.†—Some idea of the difficulties which our naval commanders had to encounter, during this arduous service, may be formed from a perusal of the following letter from Sir Alexander Ball, to Lord Nelson, for which we are indebted to CLARKE and M'ARTHUR'S elaborate life of the latter officer.‡—

" MY LORD,

" Malta, March 25, 1800. "

" When his Sicilian Majesty, through your Lordship's recommendation, and the solicitation of the inhabitants of Malta, did me the honour to appoint me chief of this island, I was assured that a full compensation would be made to me for any expense or losses which I might sustain; I therefore beg leave to state, as succinctly as possible, my case, in the hope that, through your Lordship's protection, I may meet the indemnification which may be deemed just and equitable.

" In October, 1798, your Lordship gave me the command of the squadron blockading the French ships in Malta. The inhabitants in the country revolted against the French in the preceding month, whom they were besieging in La

\* *Vide NAVAL CHRONICLE*, Vol. XXI. page 213; where a general description of the town is given.—See also Vol. VIII. page 121.

† *Ibid.* Vol. IV. page 335, and Vol. VIII. page 123.

‡ *Vide* Vol. II. page 487.

Valette, and what will appear astonishing, 4000 peasants, with only 2000 muskets, kept in awe 6000 regular troops. I had to co-operate with these men, who had chosen for their chiefs a priest and an attorney; but as they did not receive any pay, and only a scanty allowance of provisions, they soon began to lose that energy which had roused them to vengeance; they were splitting into parties, and the two chiefs opposing each other in every business, which lost them the confidence of the people, who threatened their lives. Anarchy soon ensued; innocent men were put to death, and money extorted from individuals in a very unjust manner. The inhabitants, in the hour of terror and dismay, implored me to assume an authority, and use my efforts to avert the miseries which awaited them. As early as January, 1799, I directed the civil and military affairs of the island; and the inhabitants were so sensible of its good effects, that they sent deputies to H. S. Majesty, and to your Lordship, praying that I might be appointed their chief, which has been graciously complied with. In May, 1799, I was ordered off the station, in consequence of the French fleet having entered the Mediterranean; I returned in a fortnight, and was called away a second time; during my absence, the farmers and jacobins held tumultuous meetings, and came to St. Antonio, head quarters, in a large body, and declared they would not pay rent. The affairs of the island were falling into the former anarchy; on account of which the people desired that an application might be made to your Lordship, to allow me to resume my command in the island. Your Lordship was pleased to direct me to live on shore, and to leave the first lieutenant of the Alexander in charge of the ship, that I might receive the same advantages from her as if actually on board: particularly as I am acting on shore in a military, as well as civil capacity. H. M. S. Alexander was lately in company with your Lordship's ship, when she made the important and valuable capture of the French Admiral Perri's ship, the *Genereux*, and a French corvette, and it is now said that I cannot receive what would be my share of prize-money, because I am employed on shore in a civil capacity; I have, therefore, to request your Lordship's intercession with the Sovereigns who have entered into a treaty respecting this island, that they may take it into their most gracious consideration. I beg leave to inclose two letters which I have received from the Congress of this Island, and the Judges, as they will prove to your Lordship, that my services here, during a very critical and dangerous period, have gained me the confidence and attachment of these Islanders. I have judged it good policy to live hospitably, and to entertain occasionally the principal inhabitants, which has had the best effect; but as this has incurred additional expenses, I shall hope that it will be duly considered.

I have the honour to be, &c.



\* To the Right Hon. Lord Nelson, K.B.  
Duke of Bronte, &c.

In our XIXth Volume, (page 114) we gave an extract from Eron's *Letter on the Political relations of Russia, &c.* illustrative of the importance of Malta to this country; and the reader will probably be gratified at find-

ing, that a somewhat similar, and equally strong, opinion on the subject, had previously been entertained by one, whose experience and information afforded him the best means of judging. Lord Nelson, in a view of the Mediterranean States (dated Amphion, between Sardinia and Naples, June 28, 1803) which he sent to Mr. Addington, now Lord Sidmouth, thus notices Malta.—

“ The Maltese are in the highest spirits, and sincerely hope that they will now be never separated from England. My opinion of Malta, as a naval station for watching the French in Toulon, is well known; and my present experience of what will be a three weeks’ passage, most fully confirms me in it. The fleet will never go there, if I can find any other corner: but having said this, I now declare that I consider Malta as a most important outwork to India, that it will even give us great influence in the Levant, and indeed throughout all the southern parts of Italy; in this view, I hope we shall never give it up. I carried out orders from Lord Hobart, that General Villettes was to hold 2000 men at my requisition, if they could be spared from the defence of Malta, for the service of Sicily. The language of General Villettes was natural, ‘the garrison appointed for Malta is not more than, at the most economical number of men, was judged sufficient; however, that he should not hesitate in providing 1200 men and a corps of artillery, to be under the command of General Oakes, a most excellent officer, for the service of Messina, whenever I might call for them:’ and the General wished that I should mention this conversation, when I had any opportunity of communicating with ministers.”

Among the medals of ancient states, and cities preserved in the museum of the late Dr. William Hunter, are to be seen the following Grecian coins of the island of Melita.\*

MEAITAIQN. Caput muliebre singulariter ornatum ad sinist. Ante, hordei spica—Deus Mithras cum quatuor alis; sinist. flagellum, ut videtur tenet. (Æ.)

Alius, cum capite humano in partem obversam recusus.

MEAITAIQN. Caput idem. Ante, caduceus singularis.—Typus idem. (Æ.)

Caput muliebre velatum ad sin.—MEAITAIQN.

Tripus. *Vid. Neuman. tab. ii. fig. 13.* (Æ.)

Caput idem.—MEAITAS. Tripus. (Æ.)

Caput idem ad dextr.—MEAITAS. Tripus. *Vid. Gesner, tab. xlv. fig. 3.* (Æ.)

Caput idem.—MEAITAIQN. Lyra. (Æ.)

Besides which, is the following one coined under the Roman jurisdiction.—

MEAITAIQN. Caput muliebre velatum ad S.—

C. ARRVTANVS. BALB. PRO. PR. Sella curulis. *Vid. Pellerin. tab. civ. fig. 3.* (Æ.)

In taking leave of the citadel of Malta, this seems to be the most appropriate place for a curious and valuable record of the sovereign order of

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\* *Vide, Nummorum veterum populorum et urbium, qui in museo Gulielmi Hunter asservantur, descriptio figuris illustrata, operæ et studio Caroli Combe. (Lond. 1789.) p. 195.*

St. John of Jerusalem, in its regenerated, or rather degenerated, state as an appendage to the pomp of an hyperborean court; when its master-ship was part of the masquerade of a frantic monarch, and the badge of piety and valour was degraded into a gewgaw of the toilet of his semi-barbarous courtiers. The following is an authentic list of the knights of Malta, when transplanted to St. Petersburg in 1800; extracted from the port-folio of a man of letters, to whom the NAVAL CHRONICLE is indebted for the possession, and we believe exclusively, of this singular document:—

GRAND MASTER. His Imperial Majesty Paul I. Emperor of all the Russias.

SACRED COUNCIL. *Locum-tenens* of the grand-master, Count Soltikoff. (1.)

GRAND-MARSHAL. The Grand-duke successor. [Now reigning Emperor.]

GRAND-COMMANDER. Mr. d'Obolianinof.

GRAND-HOSPITALER. Prince Gaggarin.

GRAND-ADMIRAL. Count de Coushélef.

GRAND-TURCOPOLIER. The Grand-duke *Zezarevitz*, Constantine Paulovitz.

GRAND-BAILIFF. Baron de Pfürdt, minister from the Emperor, and grand-master to the princes of the holy Roman empire.

GRAND-CHANCELLOR. Count de Rostopchin.

GRAND SENECHAL. Mr. de Narishkin (1.)

VICE-CHANCELLOR. The Commander de la Houssaye.

RECEIVER OF THE GRAND-PRIORY OF BOHEMIA. The Bailiff Count de Colvrate, minister from the G. M. to the Court of Vienna.

RECEIVER OF THE GRAND-PRIORY OF GERMANY. The Grand-Bailiff, Baron de Pfürdt.

RECEIVER OF THE GRAND-PRIORY OF BAVARIA. The commander Count d'Arco, minister from the G. M. to his most serene electoral Bavaro-palatine highness.

LADIES OF THE GREAT CROSS.—The Empress.—Their imperial highnesses the Grand-duchesses Elizabeth Alexievna. Ann Féodorovna. Alexandra Paulovna, [Arch-duchess of Austria, Palatine of Hungary.] Helena Paulovna, [hereditary princess of Mecklinburg-Shwerin.] Maria Paulovna. Katharine Paulovna. Ann Paulovna. Maria Alexandrovna.—Princess Gagarin. Countess de Litta. Duchess of Serra-Capriola [wife of Sicilian envoy.] Duchess of Luxemburg. Her highness the duchess dowager of Würtemberg.

LADIES OF THE LESSER CROSS. Princess of Biron. Emma Lady Hamilton [now widow of Sir William Hamilton, K.B.]

#### GRAND PRIORY OF RUSSIA.

GRAND CROSSES (31.) Their imperial highnesses the grand dukes: Alexander Paulovitz, *Zezarevitz* Constantine Paulovitz, Nicolas Paulovitz, Michael Paulovitz.—Prince Kourakin (1.) Count Soltikoff. Mr. de Golenistcheff-Koutouzoff. The Archbishop of St. Petersburg. Prince Lopoukhin. Prince Italisky, Count Souvorof-Rimnikski. Count Rostopchin. Mr. de Narishkin (1.) Count Vorontzof. The hereditary prince of Mecklenburg-Shwerin. Prince Charles of Mecklenburg-Shwerin. Prince Alexander of Würtemberg. Mr. de Beeklechef. Mr. de Levachef. Count de Zeppelin. [minister of state in the service of Würtemberg.] General de Golenishtcheff-Koutouzoff. Prince Gaggarin. Count Koutaizof. &c. &c. &c.

COMMANDERS 98, of whom the principal are, Field-marshal-general Count

Soltikof. Mr. de Golenishtchef-Koutouzoff (president of the admiralty). Archbishop of St. Petersburg. Count Sievers (actual privy-counsellor). General Count Vorontzof. General Prince Dolgorouki. General Prince Galitzin. Mr. d'Engelhardt (privy-counsellor). General Count Vonder Pahlen. General de Benkendorf. Prince Lopoukhin (privy-counsellor.) Count Roumaentzof, (privy-counsellor.) Count Kotzoubey (privy-counsellor.) Count Coushelef (vice-president of the admiralty.) Mr. de Narishkin (grand-marshal of the court.) Admiral Oushakof. Vice-admiral Makarof. Lieutenant-general Prince Galitzin, L-general Prince Volkonskoi. Prince Galitzin (equerry.) Major-general Prince Volkonskoi (3.) Prince Dolgorouki (3) aid-de-camp general. M.G. Prince Galitzin. L. G. Essen. Colonel Prince Cherbatof. Count Soltikof (1.) master of the court. L.G. Prince Dolgorouki. Prince Gagarin (P.C.) Prince Cherbatof (P.C.) Prince Galitzin (chamberlain.) L.G. Duke of Richelieu. Count Moussin-Poushkin-Bruce (chamberlain.) Mr. de Tomara (P.C.) [then Russian envoy at Constantinople.] Major Prince Dolgorouki. General Vaesmitinof. General Laub. General Gherman. Colonel Prince Dolgorouki. L.G. Prince Bagration. M. G. Miloradovitz. M.G. Prince Gortchakof. Prince Gagarin, A. D. C. G. Prince de Rohan [colonel in the Austrian service.] General Rosenberg. Captain [Home] Popham, [royal English navy.] Vice-admiral Poustoskin. General Povalo-Shvejkovski. General Derfelden. L. G. de Bauer [author of the military map of Moldavia.] L. G. Moussin-Poushkin, &c. &c. &c.

COMMANDERS of Commanderies founded on the revenue of the post-office 16. of whom only three, Captains Sorokin, Shostak, and Balla, of the Russian navy, are noticeable.

HONORARY COMMANDERS, with pensions, 79; the only one likely to be known in England is Captain Count Voinovitz, of the navy.

HONORARY COMMANDERS. 36. Mr. Valoyef (actual privy-counsellor.) Mr. Donauof (privy-counsellor) Mr. Dournof (marshal of the court.) Prince Galitzin. Mr. Neplouyef (privy-counsellor.) Count Golovkin (grand-master of the ceremonies.) Counts Theodore Peter and Gabriel Golovkin. Captain Hope [royal English navy.] Captain Cherbinin (navy.) Captain Alexander Ball [royal English navy.] Vice-admiral Pleshtcheyef. Count de Cossé-Brissac. Count Strogonof. Count de Ludolf [Sicilian envoy at Constantinople.] Duke d'Aumont. Count d'Avarey. Duke of Harcourt [peer of France, deceased.] Duke of Coigny. Duke of Guiche. Viscount d'Agoult. Count de la Châtre. Viscount de Clermont-Tonnere. Baron de la Rochefoucault. Marquis of Jaucourt. Count d'Escars. Prince of Schwartzburg-Roudolstadt. L. G. Poushtehin (1.) Prince Tennichef (counsellor of state.) Prince Francis, of Anhalt-Bernburg-Schaumburg. The rest are little known here.

KNIGHTS OF JUSTICE 89, whose names are little known beyond the boundaries of Russia.

COMMANDERS in right of families. viz. those of Narishkin, Sheremetef, Yousopof, Strogonoff, Samoilof, and Beloselski, &c. in number 20, all of eminent rank, but whose individual names can little interest the English reader.

#### CATHOLIC GRAND PRIORY OF RUSSIA.

GRAND CROSSES. His serene highness the Prince of Condé (grand prior.) Julius René Count of Litta. Archbishop of Thebes. Archbishop of Mohilof (grand-almoner.) Louis Count of Cobentz [Austrian minister, deceased.]

Antonin Duke of Serra-Capriola (Sicilian envoy.) Sigismond de la Tour du Pin: Henry de la Tramblaye. Metropolitan Archbishop of Alby. King of France [Louis XVIII.] H.R.H. Philip Louis of Bourbon, *Monsieur* brother of the king [Count d'Artois] H.R.H. Louis Antony of Bourbon Duke of Angouleme. H.S.H. Duke of Bourbon. H.S.H. Duke of Enghien [put to death by Buonaparté.]

COMMANDERS. 21. of whom the principal are Princes, Michael and Andrew, Radzivil. Prince Adam Czartorinski. Raoul Count de Choiseul. Prince Henry Lubominski. Marie François Chevalier de la Tourette. Marcel Blein du Poët and Mr. de Ribas.

KNIGHTS OF JUSTICE. 122. of whom the most known are Pierre de Monclar. Augustus Baron of Klinglin. Stephen de Damas de Crux. William Emanuel and Armand Charles, Counts of St. Priest. Louis Joseph Count Mailli Marquis of Nesle. Eugene and Xavier Marquises of Choiseul. Charles Montmorency Prince of Luxemburg.

COMMANDERS OF FAMILY. representing the names of Radzivil, Platter, Lopot, Hinski, Lubomirski, Sapiéha, Choiseul-gouffier, and Borch.

CONVENTUAL CHAPLAINS. The abbés Gavazzeni, Lochmann, Benvenuto, de la Beume.

HONORARY KNIGHTS 31. Count of St. Priest, Princes Stanislas and Joseph Poniatovski. Prince Frederic of Hohenzollern-Hechingen. Duke of Campo-Chiaro. Baron Frederic Bühler, Count Koutaizof (chamberlain). Count Reuss (Henry LXII.) Duke Nicholas, of Serra-Capriola. Count de Langeron, &c.

## OFFICERS OF THE ORDER:

*Grand-master of the ceremonies.* Count Golovkin.

*Master of the ceremonies.* The commander de Maisonneuve.

*Auditors.* Counts Creptovitz and George Golovkin.

*Secretary of the Treasury.* The commander de Witry.

*Commissaries of the Chancery.* The Chevaliers Monclar and O'Hara.

*Secretary of the Chancery.* Chevalier de Monclar.

*Secretary of the Order.* Abbé Gavazzeni.

## OFFICERS OF THE EMPEROR'S COURT AS GRAND MASTER.

*Grand Sénéchal.* Mr. de Narishkin (1.)

*Grand-Equerry.* Count de Koutaizof.

*Receiver-general.* Count de Tiesenhausen.

*High Steward.* Mr. de Narishkin (2.)

*Steward.* Mr. Dournof.

*Chamberlain.* Count Sheremetef.

*Equerry.* Prince Galitzin.

*Falconer.* Mr. de Levaschef.

*Secretaries.*—*Russian*; the commander Neployeff. *Latin and Italian*; Abbé Gavazzeni. *French*; Chevalier de Monclar. *German*; Chevalier d'Engelhardt.

*Almoner.* Archbishop of St. Petersburg.

*Chaplains, Heralds at arms, Credentialist, &c. &c. &c.*

## NAVAL LITERATURE.

*The Natural Defence of an Insular Empire, earnestly recommended: with a Sketch of a Plan to attach Real Seamen to the Service of their Country.* By PHILIP PATTON, &c. 1810.

(Continued from pages 323—327.)

**H**AVING, in these pages, entered a hearty protest against the manner in which this worthy officer had been treated by an anonymous writer in the Quarterly Review, we now proceed to give some extracts from the work itself. The first is from the Preface, whence we had previously extracted some short passages.

“ To those who are confident of security, in the valour and discipline of our troops, by whatever numbers they may be assailed, these pages are useless. And to those who infer perfect safety, from the hitherto uninterrupted success of the navy, or are satisfied with its force, with its order, and with its discipline, nothing will appear more futile than what is here presented. But if there be men, who see the whole naval force of the world in actual preparation against these islands, and nothing practicable in the power of Britain to obstruct that preparation; to such men, something more than ordinary danger will be apparent. Something proportioned to the preparation for attack will be required in the preparation for defence. Under such circumstances, facts not generally understood, may be successfully laid before the inhabitants of islands, who would derive no advantages from the ravages of their country, nor consolation from the pillage of their towns . . . . .

“ The answer of the French Emperor, seated on his throne, to the deputies of Holland, contains the following words, which indicate, in the most pointed terms, his firm determination to exert the whole energies of the power which he possesses in Europe, to attack the maritime force of England. This information arrived after *THE NATURAL DEFENCE OF AN INSULAR EMPIRE* was put to the press, and is here presented to the reader, to shew that this Tract has been prepared, under an exact view of the designs of the enemy.”

Extract from the French Emperor's speech, taken from the Globe newspaper, of the 27th of August, 1810.

“ The day shall come, when you are to conduct my eagles to the seas illustrated by the exploits of your ancestors. Then shall ye shew yourselves worthy of yourselves and of me. From this moment until that period, all the changes which take place in Europe shall have for their first motive, the destruction of that tyrannical and irrational system, by which the English government, unmindful of the pernicious consequences which arise therefrom to their own country, presume to outlaw commerce and trade, and subject it to the authority of English licenses.”

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(Page 11.) . . . . " If from such circumstances and such measures, the whole system of discipline has been materially altered, no language is sufficiently strong to convey the necessity of attention to this subject. New intimations demand new measures. The United States of America have openly avowed the full protection of all deserters from the British navy. In peace as well as in war, they are irrevocably lost to this country; and when this avowal is better known, the baneful effects will be more perceptible. — In laying these statements of a possible diminution of force, even in the same *apparent* strength, there is no disposition to insinuate any defect in the zeal, exertions, or courage of the navy. The officers never shewed more enterprise, nor were they ever supported with greater valour by their crews. These successful enterprises have inspired all ranks with a confidence founded on false principles, because this species of success depends upon defective skill in the enemy, to which they may hereafter apply a remedy. It is this dreaming dependance on fortunate events, which has drawn forth Lord Melville's\* animadversions upon the conduct of the King's ministers, in not following up the reports of the Board of Revision. These animadversions stand upon a sound foundation, as they shew the negligence and reliance of two different parties upon adventitious success, which might be pardoned in the multitude, but is reprehensible in the highest degree in that class of men, whose duty it is to view, with a discerning mind, the whole state of the defence, in the present alarming posture of Europe.

" It is singularly unfortunate, that in the reports made by the different commissioners for inquiry, or revision, that they are generally so voluminous, or so prolix, that scarcely any man has the courage to undertake their examination. In many cases, these boards seem to be looking about for matter to continue their labours, rather than presenting to their superiors any distinct object for amendment. The clearest proof of this inclination to compose voluminous reports, is evident in many of those papers; nor is their effect less evident in rendering their labours abortive. This inefficacy may at last suggest a mode, by which reports may become more useful than they can be, under the present rage for prolixity; which must destroy the force of what is intended for the perusal of men, whose whole time is occupied in framing speeches, or in the common duties of their offices. . . . This letter † from Viscount Melville to the Earl of Aberdeen, respecting the civil service of the navy, is here interesting, as it elucidates two points to which the contents of these pages refer; namely, the necessity of professional skill in examining the situation and contents of dock-yards, and placing, in a practical method of distribution, all the stores, provisions, and artillery of ships of war, which are the objects most distinct from the busi-

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\* It is impossible to pass the name of this great nobleman, so recently lost to his country, without paying it our humble respect. His lordship was the best friend the British navy ever enjoyed.—EDIRON.

† See Vol. XXIII. page 491.

ness of a seaman.\* If this land portion of naval affairs requires the guiding hand of sea officers, how much more pressing the necessity of maritime knowledge, when it is to equip, to arm, and to direct the motions of a complicated machine in the water; together with the numbers, the qualities, and the discipline of men, necessarily employed at a distance from, and beyond the reach of the power of any government. . . . .

“The sequel is intended to shew, in a more distinct point of view, the necessity of practical seamanship being made responsible for the direction of the British navy. And at this period, calling the attention of the public to this subject, may be justified, without imputing the motives either to private views, or to an unwarrantable predilection for the naval service.”

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Admiral Patton begins his second section, *On the Importance of the direction of Naval Affairs to an Insular Empire*, with the following admirable axiom:—“The importance of a trust committed to any single person, is in proportion to the benefit or injury the public may receive in the execution of the duties of that office.” And then, after many very pertinent remarks, deduced from the subject of this section, he proceeds to observe, (page 21) “That statesmen decry, or depress naval skill, as an unnecessary accomplishment; and they give no encouragement to those who employ themselves in studies, which set them at a greater distance from participating in what attracts the universal attention of a whole people. Men will not apply to studies, which are neither to be regarded nor rewarded; and this penuriousness of ministers, is not the effect of a desire to save the public from expense, but a desire to depress the skill which depresses their pursuits, and operates in the same insensible manner that envy seizes upon the human mind. The motive is ambition, the effect is depression. This odious passion is so harassing, that no man owns it; no man will admit that it inhabits his breast: the progress is insensible; and gains admittance without our knowledge, because it is difficult to distinguish a desire to excel, from a desire to depress: here they cannot excel, they must depress. Time, custom, power, and want of knowledge of the subject, sanctify the assumption of the direction of naval affairs, which are of inferior, or no consequence to any states, but such as depend essentially upon sea force. . . . .

“Before the advantages to be derived from seamanship are explained, a proper discrimination of character by those who are to select superior officers, may assist in impressing upon the mind the importance of maritime skill. In all professions, distinctive character is better understood among the individuals who compose that profession, than it is among other men. This knowledge includes general, as well as professional character. Thus a clergyman, a lawyer, a physician is better known among his brethren, than in the world. This knowledge of distinctive features in characters, is equally apparent in the army and in the navy; and it is

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\* Of the five commissioners composing the board of revision, three were sea officers.

much more important in these professions, because upon a proper selection the safety of the public may depend. Among the higher ranks in the land and in the sea force, a real character is always well known; although it be frequently mistaken by statesmen, and sometimes concealed by those, where envy or jealousy is excited, and prompts them to depress those whom they cannot equal in knowledge or conduct.....

“ These distinctive marks of character are generally known among the higher ranks in the army and navy, because there is a constant natural course of inquiry pervades those services, in whatever may lead to distinction or to depression: and professional skill and diligence cannot be concealed from those, who wish to discern character among their equals in the same pursuits. If statesmen were in possession of such knowledge, *we should not see them uniformly mistaking that flattery or impudence of which they are dupes, for professional talents.* This error is conspicuous in conducting the land force, but the peculiar situation of sea officers makes their characters still better known to each other, than in the army. Sea officers are shut up together in ships, even for years; they are excluded from the rest of the world, and in consequence are better known to each other; and they have a complicated machine to manage, the structure and conduct of which is a most material part of their duty. If men utterly uninformed upon a point so essential, shall presume to point out the officers who are to command fleets, and act for the government upon foreign stations; what is to be expected but the most shocking blunders, involving the character, and even the existence of the nation? Parliamentary influence, in all appointments, is too obvious, and too trite a subject, to require any notice here, these pages being destined to prove to the public, *the necessity of maritime knowledge in conducting maritime affairs.*.....

(Page 32.) “ This short statement of the value of professional skill in a part so material, may be endured, to demonstrate the necessity of practical attention to so essential a part of the naval service, in those who are to exercise their judgment, and give final directions for the construction of ships. The following facts and observations will serve to explain the astonishing uncertainty which attaches to the *models of ships*; upon which nothing decisive has yet been determined. And, if the supreme naval authority does not interfere to prevent it, the most capricious faucies may be exercised by shipwrights,\* to the certain capture of the ships by an enemy, who has cultivated this species of knowledge with superior skill; and in so judicious a manner, as to give his ships better qualities for speed, for carrying their guns, or for stability.

Great differences of opinion have existed in different countries as to the forms for ships of war, and these opinions are so various, that they † con-

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\* Admiral Patton seems, in this passage, to have forgotten, that our master shipwrights have nothing to do with the form and proportions of our ships, which are entirely regulated by draught, sent down from the navy board.

† Since the publication of this treatise, we have heard of ships having been directed to be built with circular sterns.

tinuc to exist in the same country, even at this moment. This degree of uncertainty, on a point so material, establishes a fact not perfectly understood, namely, *that no theories, nor demonstrations adduced from theories, can ascertain the best models for ships of war.* Notwithstanding this truth, no decisive experiments have been made on simple bodies, in any country, so as to ascertain any determinate proportions or shapes, to afford data to assign undeviating rules in naval architecture. The tedious and expensive remedies for such uncertainty; can only be found in the government; because those data do not concern trading vessels, and can only become beneficial to the state. The necessity of certain data from experiment, appears from the errors into which the very best authors on naval architecture have fallen; which have been discovered since they wrote, from practical experience: and to give a distinct view of the knowledge required, a few objects may be considered, which are, no doubt, obvious, but which have not always been regarded as a necessary qualification to a sea officer. The first of these objects is the difference in the shape of the bottoms of the different rates of ships; particularly those of three decks, of two decks, and of one deck. It is evident, that the greater the weight to be sustained upon the water, within a certain compass of surface, the more capacious must be the shape; and in proportion as the weight is diminished, the body of the vessel requires less capacity, is regulated according to the weight the ship is to support. The largest ships, or rather those which carry the greatest number of guns within a certain space, have the most capacious form under water; but there have been many different modes of forming the bottoms. Experience is here the only certain guide. Therefore maritime knowledge consists in attention to what experience has taught upon this subject: but before any true knowledge can be acquired, the bottoms of different ships must be examined, and their qualities ascertained. The differences of capacity is [are] most easily discernible in the shape of the middle of the ship called the midship-frame. A circle is the most capacious form possible within the same extent; but a segment of a circle may not be the most proper form for a midship-frame. The qualities of ships which have circular or round bottoms, therefore, become matter for consideration. Some ships incline to obtuse angles at different parts of their bottoms; those angles are at the ends of the lowest or floor-timbers, and such bottoms approach to straight lines to the end of the futt-hooks, or the next to the floor-timbers which end at the top, or upper-work timbers. Some ships increase in breadth, only to or near the load water line, or line at which the ship swims when loaded, and continue the same breadth to the cills, or lower part of the lower deck ports. Others, again, continue increasing in breadth to those ports, and even higher. Nor is the situation of the broadest part of the ship determined; it is sometimes nearest the head, and sometimes nearest the stern. There seems to have been no rules formed on any of these material points; for neither the increase of breadth, nor the extent of that breadth, nor the situation of the broadest part, are fixed upon for any class of ships. The deviation from a circular shape in the bottom, is also a material consideration.

because it may affect the stability, the rate of sailing, and other essential qualities. The floors, or lowest timbers of ships, are so differently placed by ship-builders, as to deserve attention; some are laid quite horizontal, whilst others are raised on each side of the keel, so as to form an angle of forty-five degrees with a vertical line, and every intermediate rising has been practised. Some ships have wide floors, or long floor timbers, others narrow; some continue those timbers without inclining them to angles, to form the run to a great extent towards the head, or the stern; and others form the run of the bottom almost immediately from the middle of the ship.

“ These are but a very few of the material points upon which ship-builders differ in opinion upon the form of ships of the same class; and even in which the same builder differs from himself, because he has no rule, and is determined by information, or by caprice. But attentive seamen know, that the circumstances mentioned essentially affect the rate of sailing, the capability of carrying weight, the resistance to a leewardly motion, the stability against rolling, or pitching, and carrying a proper sail. These effects of the shape have been the subject of speculation, but nothing has been done by actual experiment, nor even by accurate recorded trials, upon the qualities of the King's ships in Britain.

“ These general ideas of the shape of the bottoms of ships of war, might properly be succeeded by some view of the duty of a directing chief, in whatever relates to the contents of this floating body. In a due conception of this would be included the whole stowage of the hold, so necessary to the preservation of the ship. This comprehends the proper position of the centre of gravity, which placed high, disables the ship from carrying sail; and, placed too low, tends to a dangerously quick motion; and the moving, or meta-centre which depends on the shape of the bottom, and at which point the masts are most liable to be broken, or carried away. The places and height of the masts of ships, would likewise have been subject of consideration; nor would the length and diameter of the yards, or the cut of the sails, escape the notice of the person who aspires to direct the management of these floating bulwarks of his country: . . . . .

(Page 48.)—“ It is natural for men, unacquainted with naval affairs, to inquire into the advantages which have arisen from sea officers having been placed at the head of that department which manages the sea force: for if those advantages are not evident, they may be apt to reject the arguments, which have been adduced for placing practical knowledge in possession of maritime direction. Before any detailed statement of the services performed by sea-officers at the head of the admiralty, it may be proper to observe, that during war, no sea officer has presided at that board, for a sufficient length of time to accomplish any material plan of improvement since the administration of Lord Anson; whose judicious discipline, and whose discerning selection of sea officers for employment, are well known to all those who have turned their attention to naval subjects.

“ During every period of tranquility, a most injurious parsimony always interfered and obstructed all improvements of the navy. No admiralty can move a step in strengthening, or ameliorating the sea force; without the concurrence of the finance minister, whose general propensities have been already described. Every motion for improvement must, therefore, depend upon his assent to the measures. In this country, power depends upon parliamentary influence. No sea officer presiding at the admiralty, has, for many years past, been possessed of that influence, but in a very limited degree. From hence hath arisen a continual obstruction to unrestrained action. . . . In considering the subject, under a general point of view, it may be said, that sea officers have presided at that board, as a temporary honour conferred for important services performed at sea, rather than as men possessing the confidence of the administrations under which they acted. Under such circumstances, they never possessed the same degree of power attached to landmen, who had the influence required to obtain the concurrence of the person who held the purse strings of the state.

“ To place these facts more fully in the possession of the reader, a short view of the time each sea officer presided at the admiralty, with a few circumstances under which they acted, are annexed.—This statement includes about sixty years, which comprehends the most interesting epoch of the British naval annals. . . . If the requisite degree of attention to the navy he bestowed in proper time, the nation will not be caught as it was in the year 1780, when a fleet of the enemy's line of battle-ships appeared in the Channel, amounting to 66 sail; when Britain could at that time only present 36 ships of the line to oppose them. This happened after the Earl of Sandwich had presided at the board of admiralty about nine years and a half. His lordship having come to that board on the 12th of January, 1771, and uninterruptedly continued there until the 30th of March, 1782. These nine years and a half were sufficient to have built and equipped any number of ships necessary to repel the enemy; which certainly would have been done, had there been a proper degree of discernment or foresight in the councils of this country, respecting the importance of which a sea force is to insular dominions.—No parliamentary censure, no marked disapprobation of the public, followed this strange dereliction of the most important duty which can fall to the lot of men, who are to protect these islands.”

We shall conclude our notice of this work, which will be much read by naval men, with extracting from Admiral Patton's table of the time each sea officer presided at the admiralty since 1751,—*the circumstances under which they came to the admiralty, with the author's remarks on their conduct as naval ministers.*

(1.) “ Lord Anson, having displayed great perseverance and skilful management in his expedition round the world, and having acquired a fortune, became attached to Lord Hardwick, the chancellor; and married his daughter, and was, consequently, supported by his weight and influence.

During Lord Anson's administration, the most important improvements took place in the navy. The seamen's pay was secured to them. Great improvements were made on the instructions, on the hospitals, on the victualling, and indeed on every branch of the service. To which may be added, the most judicious selection of officers, and a highly improved discipline.

(2.) "Admiral Sir C. Saunders came to the board, as an honour for his eminent services at sea.—Sir Charles was not in office a sufficient time to do any material service to the navy.

(3.) "Admiral Lord Hawke, honoured for his important services, by presiding at the admiralty; but having no political influence, he became subservient to the finance minister, and consequently restrained in all his actions.—Lord Hawke presided only in profound peace, and was so much under the controul and direction of the finance minister, as to be unable to ameliorate the service in any important point. But he resisted attempts which were proposed to injure the navy.

(4.) "Popular favour raised Lord Keppel to the admiralty; but political convulsions, during his administration, impeded every attempt to ameliorate the sea force.—Lord Keppel was brought to the admiralty during political convulsions. He had both the desire and the ability to improve the navy, but was impeded by the fluctuating state of the administrations with which he acted.

(5.) "Eminent services at sea raised Earl Howe to the admiralty; at the same time the poverty of the family depressed all political influence.—Lord Howe dedicated his time to the service, made several improvements on instructions and on signals, which were carried into effect, and established in the navy, when he presided at the admiralty.

(6.) "The services of Lord St. Vincent raised him to the board; and he was, like his naval predecessor, destitute of political influence. Lord St. Vincent was assiduous in his endeavours to discover errors; but his administration is too recent, to admit a full discussion.

(7.) "Services in the civil line of the navy, and accidental circumstances, brought Lord Barham to the admiralty, without any political influence. Lord Barham shewed knowledge in what regarded the civil branches, but his management was curtailed by a change of administration, and is too recent to be related."

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## PLATE CCCXL.

*Being the Frontispiece to this Volume.*

**A** DESCRIPTION of the monument to the memory of the late Admiral Lord Nelson, which has been erected in the Guildhall of the city of London, and of which this plate presents the design, will be found, together with its inscription, from the pen of Mr. Sheridan, at page 383.

## Sabal Poetry.

The heart's remote recesses to explore,  
And touch its springs, when Prose avail'd no more.

FALCONER.

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### ODE

BY CYRUS REDDING.

*O navis, referent in mare te novi  
Fluctus: O quid agis! fortiter occupa  
Portum: —————*

HOR.

**C**AST forth on life's tempestuous sea,  
With reason's chart to guide his way,  
Lo! man his course pursues;  
Though low'ring storms o'erwhelm his bark,  
And o'er his prow the billows dark  
Obstruct his brightest views.

Still safely steering many a year,  
Though rocks and quicksands oft appear,  
And thwarting winds molest;  
Now, high he mounts and sails along,  
Now low, he sweeps on current strong  
Toward the port of rest.

Yet, some scarce launched on the deep,  
Beneath the faithless ocean sleep,  
Its storms and dangers o'er;  
And some a longer period prove,  
Till fell disease or hopeless love,  
Shall dash them on the shore.

Some still more wretched, tempest driven,  
No stars are seen, no light of heaven,  
Their shatter'd bark to guide;  
Reason's fair chart defac'd and lost,  
Their vessel torn, by whirlwinds tost,  
Sinks in the foaming tide.

O gracious heaven! all wise and good,  
Grant me, as o'er life's angry flood  
With varying course I steer,  
When shoals are thick and storms arise,  
When tempests mingle earth and skies,  
Thy guidance safe and clear.



That star shall point me o'er the wave,  
 A faithful compass to the grave,  
 Where all arrive at last ;  
 Thankful and grateful for the boon,  
 Resign'd, should it be late or soon,  
 When e'er the voyage is past.



Having inserted (page 61) a celebrated passage from Virgil, with Pitt's translation of the same verses, by Dryden. The comparison will afford an agreeable amusement to the poetical reader.

**A**-HEAD of all the master pilot steers ;  
 And as he leads the following navy veers.  
 The steeds of night had travell'd half the sky ;  
 The drowsy rowers on their benches lie ;  
 When the soft god of sleep with easy flight.  
 Descends and draws behind a trail of light.  
 Thou, Palinurus ! art his destin'd prey ;  
 To thee alone he takes his fatal way.  
 Dire dreams to thee, and iron sleep he bears ;  
 And lighting on thy prow the form of Phorbas wears.  
 Then thus the traitor god began his tale :  
 " The winds, my friend, inspire a pleasing gale ;  
 The ships without thy care securely sail,  
 Now steal an hour of sweet repose, and I  
 Will take the rudder, and thy room supply."  
 To whom the yawning pilot half asleep :  
 " Me dost thou bid to trust the treach'rous deep,  
 The harlot-smiles of her dissembling face,  
 And to her faith commit the Trojan race ?  
 Shall I believe the Siren south again,  
 And oft betray'd not know the monster main ?"  
 He said : his fasten'd hands the rudder keep ;  
 And fix'd on heav'n his eyes repel invading sleep.  
 The god was wroth and at his temples threw  
 A branch in Lethe dip'd and drunk with Stygian dew :  
 The pilot vanquish'd by the power divine,  
 Soon clos'd his swimming eyes and lay supine.  
 Scarce were his limbs extended at their length ;  
 The god insulting with superior strength,  
 Fell heavy on him, plung'd him in the sea,  
 And with the stern the rudder tore away.  
 Headlong he fell, and struggling in the main,  
 Cry'd out for helping hands, but cry'd in vain.

The victor dæmon mounts obscure in air;  
 While the ship sails without the pilot's care.  
 On Neptune's faith the floating fleet relies:  
 But what the man forsook the god supplies;  
 And o'er the dangerous deep secure the navy flies;  
 Glides by the Siren's cliffs a shelly coast,  
 Long infamous for ships and sailors lost,  
 And white with bones. Th' impetuous ocean roars,  
 And rocks rebellow from the sounding shores.  
 The watchful hero felt the knocks, and found  
 The tossing vessel sail'd on shoaly ground.  
 Sure of his pilot's loss, he takes himself  
 The helm, and steers aloof and shuns the shelf.  
 July he griev'd and groaning from the breast,  
 Deplor'd his death, and thus his pain express'd:  
 "For faith repos'd on seas and on the flatt'ring sky,  
 Thy naked corpse is doom'd on shores unknown to lie."

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### Marine Law.

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COURT OF KING'S BENCH, JUNE 15, 1811.

**M**R. BURROUGHS moved for a rule to shew cause why a criminal information should not be filed against Paul Lawless, commander of H.M.S. Hauteur, for an outrageous insult and assault towards the Rev. Mr. Cuthbert, a magistrate of Portsmouth.

The facts of the case alleged in the affidavit, in support of the motion, were as follow:—On the 23d of May last, the lieutenant of the Hauteur made application to Mr. Cuthbert for a warrant to search a house where he supposed some of the seamen belonging to his vessel were concealed by a crimp. Mr. C. informed him, that such a warrant could not be lawfully issued, unless he was sure the men were concealed there, but referred him to a constable, named Devereux, who would accompany him to the house, and make inquiries about the seamen. In about half an hour afterwards, the lieutenant returned to Mr. C. in company with Captain Lawless, and the latter demanded, in very peremptory terms, that a warrant should be immediately issued, and declared, that if his application was not granted, he would go and break open the house himself. Mr. C. acquainted him that if he did so, it would be at his own risk, and that an action would lie against him; observing, at the same time, that he had done all he could, within his power, to recover the men. Captain L. became very violent, and told Mr. C. that it was his duty to go himself, in person, and demand the house to be opened. Mr. C. told him that he had done all he could for him; that he had referred him to the constable, and if he wished for more effective measures, he must apply to the port admiral. Mr. L. then raised

his voice in a commanding tone, and said, "Then, Sir, you will not grant me a warrant?" Upon Mr. C. refusing again, he continued, "then, by G—d, Sir, I will make you;" and at the same time, putting his right hand upon his dirk, he held his left fist in a threatening manner in his face. Mr. C. cautioned him to be careful in what he was about to do, and that he must take the consequences if he attempted any violence; reminding him, at the same time, that he was addressing himself to a magistrate. This altercation took place a few paces from Mr. C.'s door; and on his retiring to the threshold, with a view of going into his house, he was followed by Mr. L. who continued, "You d—d dirty scoundrel, if you dare to shut the door upon me, I will wring the nose off your face," and immediately forced himself into the passage. Mr. C. insisted upon his immediately leaving the house; instead of which, Mr. L. seized him by the nose, and pinched him violently, adding thereto, the most abusive language. He then left the house, followed at some distance by Mr. C. with the intention of having him apprehended for his outrageous conduct. He had not walked many paces, when Mr. L. turned round upon him, and in a very threatening and insulting manner, said, "You d—d scoundrel, I have pulled you by the nose; you may take notice of it as you like, and take what satisfaction you please."

Mr. C. in his affidavit, declared most positively, that he had not given Captain L. the slightest offence or provocation, but acknowledged that he had retorted upon him the epithet, "dirty scoundrel."

Lord ELLENBOROUGH.—Take a rule to shew cause.

### HIGH COURT OF ADMIRALTY, DOCTORS' COMMONS,

OCTOBER 23, 1810.

SVANON, Dirk, master.—This vessel, under Danish colours, laden with barley, &c. was bound from Copenhagen to Christiansand when captured: ship and cargo condemned.

DE GOEDE HOOP, De Boer, master.—This was a similar case; the vessel was captured whilst bound from Dorf to Einbden: ship and cargo condemned.

HAAEET, Giordeson, master.—This vessel, under Danish colours, laden with malt, rye, &c. bound from Horsens, in Jutland, to Leith, was captured by the Rose sloop, and brought to Yarmouth: condemned.

RETRIEVE, Powers, master.—This was a question of salvage, on the ground of re-capture: the Court suspended its judgment until a report was made of the value of the property rescued.

CHARLOTTE SOPHIA, Frucknow, master.—This vessel, under Swedish colours, laden with potash, oil, &c. was captured on a voyage from St. Petersburg to Colesburgh: condemned.

SOPHIA, Koster, master.—This vessel was under Russian colours, laden with flax, hemp, &c. bound from St. Petersburg to Baltimore: the Court directed the attendance of Trinity Masters.

**HERCULES**, Lyth, master.—This was a Swedish vessel, bound to Rostock : sentence suspended.

**CATHARINA AUGUSTA**, Spunger, master.—This vessel was under Swedish colours, and laden with bar iron and tar : condemned.

**WANDRINGSMANNEN**, Patilsen, master.—This Swedish vessel was laden with rye, barley, &c. : condemned.

**DE DRIE GERROEDERS**, Klerk, master.—**ANN SOPHIA**, Classen, master.—**MERCUERS**, Ryonders, master.—**ZEEMEEMEN**, Jacobs, master,—and two other vessels, were also condemned.

OCTOBER 24.

**FRAN MAGDALENA**, Hansen, master.—This vessel, under Danish colours, laden with hemp, &c. was bound from St. Petersburg to Neustadt : condemned.

**REGINA DOROTHEA**, Weigle, master.—This vessel sailed under Prussian colours, with pot-ash, &c. and was going from Dantzick to Wismar : condemned.

**JUNGE LAURA**, Burch, master.—This vessel, under Prussian colours, had also pot-ash on board, and was proceeding to Coleburgh : condemned.

**WASSER HUNDT**, Burch, master ; and **ELIZA**, Warther, master.—These vessels, under Danish colours, laden with coffee, &c. were bound from Kiel to Wismar : condemned.

**ST. NIEL**, Gollschalk, master.—This vessel was under Russian colours, laden with pot-ash, &c. : further proof, and the attendance of Trinity Masters directed.

**MARIA**, Waack, master.—This vessel, under Mecklenburgh colours, with barley, &c. was on a voyage from Wismar to Stockholm : condemned.

**NEPTUNUS**, Bergman, master.—This Swedish vessel was laden with rye and cheese, from Wismar to Stockholm : condemned.

**GUTE VEERSUCH**, Riemann, master.—This vessel was under Hamburg colours, laden with cotton : condemned.

**ANNA MARIA**, Gunther, master.—This vessel was under Mecklenburgh colours, laden with cotton : condemned.

**ILSABE CATHARINA**, Muass, master ; and **HOFFNUNG**, Balrus, master.—These vessels were under Mecklenburgh colours, with cotton and indigo : condemned.

**GAMLA LODESO**, Silivins, master.—This vessel was under Swedish colours, with iron, &c. on board : restored, subject to captors' expenses.

**DIE HOFFNUNG**, Voss, master : condemned.

**JONGE CATHARINA**, —, master.—This vessel was under Papenburgh colours, with salt fish : condemned.

**DELIGENTIA**, Maarbuys, master.—This vessel was under Papenburgh colours, with deals and firewood, from Norway to Calais : ship and cargo restored, subject to payment of salvage.

**HOFFNUNG**, Plung, master.—This vessel was under Papenburgh colours, with salted cod-fish : condemned.

JUNE 13, 1811.

**Vrouw CORNELIA**, Dykstra, Master.—This was a Dutch ship laden with brandy and other articles, which was captured in the summer of 1809, coming from France to this country.

A Mr. Corlass, a brandy-merchant of Yorkshire, swore that his house was in the habit of arranging speculations for the importation of brandy, with others in that part of the country, and that he usually took *as much as all the other houses together*; that in the beginning of the year 1808, he agreed with twelve or thirteen other houses to import a cargo from France; that the others gave certain specific orders (amounting to 246 *puncheons in all*, (and that he, in addition thereto, ordered *enough to fill up the remainder of a vessel*); that he engaged a neutral vessel called the *Goede Verwagting* for that purpose, and directed a Mr. Hodgson, of London, (through whom the orders for the brandy were given) to procure a license from the council office for the importation.

It appeared that Hodgson, who was the mutual agent of Corlass, and of a French house at Cognac, procured a license to this effect in August, 1808; but various difficulties arising to prevent the shipment by the *Goede Verwagting*, or any neutral vessel, this license expired; and in December, 1808, he applied for another, to import these same brandies in a vessel *under any flag*. The council, unwilling to grant this facility to *hostile navigation* without very forcible reasons, directed Mr. Hodgson to undergo an examination, to which he submitted, and produced various documents to show that the brandies, for which he solicited the license, had been ordered in March, April, and May, 1808, purchased in June, and subsequently paid for; so that they were then actually British property lying at Charente, in France; and that *they amounted to 262 puncheons*. Upon this representation, the license was granted for the importation of a cargo from Charente exclusively.

It further appeared, that a Dutch ship, the *Johannes Van Latten*, sailed from Charente in June, 1809, and arrived safe at Hull, laden with 289 puncheons of brandy, and having on board this license, *in originul*.

A few days, however, before the *Johannes* put to sea, the *Vrouw Cornelia* sailed from *Bordeaux*, with 300 puncheons of brandy, besides wine, cork &c. and on board her was put *a copy of this same license, falsely indorsed, as from Charente*. On her voyage she was captured, and formed the subject of the present proceedings.

The captors strongly urged, that this double use of the license was a fraud on the council, who issued it to protect 262 puncheons only; that a license to come from one port could not authorize sailing from another; that a protection for one hostile ship, and one cargo of hostile produce, could not cover two ships and two cargoes of a similar character; and, lastly, that as it was specially granted for *British property*, it could only operate on what was specifically ordered by the British houses, and paid for before capture.

The claimants excused the sending the brandy in two ships from different ports, on the plea of necessity, in consequence of French embargoes, &c. and Mr. Corlass swore, that *the whole 589 puncheons, which constituted*

*the two cargoes, were purchased under the original orders.* These orders, however, were not produced, nor any other corroboration of a purchase to this extent, except an affidavit in *English*, said to be made by the French shippers before the Mayor of Cognac. This document the captors treated as a forgery, pointing out the want of those water-marks and stamps, which it must have had, if genuine; and they stated as a known fact, that an individual in London had accumulated a large fortune by fabricating papers of this description.

They also undertook to shew, that the *Goede Verwagting* could carry no more than 260 or 270 puncheons, and consequently, if Mr. Corlass only ordered 246 puncheons, and enough to fill up the remainder of a vessel, and sent this vessel to receive it, he could not then mean to purchase 589 puncheons, nor could the French house justly compel him to take any thing like that quantity, in virtue of an order given in such terms. It was evidently, therefore, a subsequent speculation (probably by the French house) with a view to a double use of the license, in fraud of the conditions on which it was granted.

This cause, as affording an insight into the curious manœuvres of the license trade, seemed to excite very general attention. The sentence was affirmed.

JUNE 17.

Sir W. Scott gave judgment in favour of the captors of the *Fox*, and 17 other American ships, which have been detained by our cruizers under the orders of council since the French notification of the repeal of the Berlin and Milan decrees. The learned Judge inquired whether any proof could be exhibited of the enemy having actually rescinded these edicts, and as no such evidence was produced, he pronounced sentence of condemnation. The claimants, however, may bring the question before the Court of Appeal, and obtain a reversal of the present decision, if they can procure legal and satisfactory proof of the enemy having abandoned the system which gave origin to our orders in council.

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## NAVAL HISTORY OF THE PRESENT YEAR, 1811.

(May—June.)

### RETROSPECTIVE AND MISCELLANEOUS.

**T**HE disputes between Great Britain and America have not yet been settled; but, on the contrary, an incident has occurred, which seems likely to operate as a fresh obstacle to the adjustment of differences. In the month of May, the *National Intelligence*, which is usually considered as the organ of the American Government, contained the following remarks:—

“ Within the course of a few days past, several cases have occurred of impressment by British vessels on our coast from coasting vessels. These impressments have taken place under aggravated circumstances, and have excited, as they ought, a very general indignant feeling. The United States frigate, *President*, put to sea from Annapolis, under such circumstances as

justify the impression, that the object of her sailing was to obtain the release of these men, and rumours of an engagement off our Capes have reached us, which we present to our readers, barely observing, that it is well understood that the commanders of public vessels are generally instructed to submit to no question from any foreign vessel, which shall wear the semblance of a threat, in manner or in words."

Respecting the engagement alluded to above, the *Norfolk Gazette*, of May 24, presented the subjoined report :

"The following account, after being drawn up, was shewn to one of the Gentlemen who came up from the President yesterday, and may be relied upon as an accurate statement :

'The United States frigate, *President*, Commodore Rogers, arrived off the Hook yesterday forenoon from a cruize, and her captain of marines, Captain Caldwell, and Lieutenant Perry, came up to town in the afternoon, in a pilot boat. It appears that about nine o'clock in the evening of the 16th instant, the frigate *President* fell in with a sloop of war, about forty miles N. E. of Cape Henry; that when they had come up within fifty yards of her, Commodore Rogers hailed to know who she was and where from.—The Commander of the sloop of war answered by asking who and what the frigate was. Commodore Rogers, conceiving himself entitled to the first answer, hailed a second time, and instantly after received a shot which struck his main-mast: he returned it; upon which the sloop of war poured a broadside into him. He ranged up alongside, and an action commenced, each being ignorant at that time of the other's force. The sloop of war, after two broadsides, ceased firing for a few moments, and Commodore Rogers supposing she had struck him, gave orders immediately for the frigate to cease firing. But a few moments elapsed before the sloop of war, taking the *President* for a French frigate, commenced her fire again, and the battle was renewed, which lasted about ten minutes, when the sloop of war struck her colours. Commodore Rogers, judging from his superior force, that he must have injured her very much, determined to lie by her during the night, and early the next morning sent his boat with a Lieutenant on board, and finding that he had (to use a cant phrase) completely riddled her, crippled all three of her masts, and killed and wounded thirty of her men, offered his assistance to get her into port, which the commander of the sloop of war politely declined, saying, 'He believed he should be able to reach Halifax without any assistance. On being asked how he came to fire into the *President*, he answered, 'That he thought she was a Frenchman.'—The *President* has received little or no damage, and had only one boy slightly wounded in the arm.'

The British vessel was the *Little Belt*, of 18 guns, Captain Bingham: We have seen several private letters, all of which flatly contradict the assertion, that Captain Bingham fired first; and add, that the *President* fired the first single shot, and also the first broadside. The official particulars of this unfortunate affair have not yet arrived.

A naval action has taken place, off Corsica, between an English sloop of war and a French frigate; in which strangely as it may sound in this country—and in France too, we conceive—the latter gained the victory! The

following report upon the subject—the only one that has reached us—is copied from the *Moniteur* :—

“ *To his Excellency the Minister of Marine.*

“ I have the honour to give you an account of the action I had on the 26th May, in the canal of Corsica, in the Emperor's brig *Abeille*, which I commanded provisionally, with his Britannic Majesty's ship *Alacrity*, Captain Palmer. On the 26th, at sun-rise, I descried a brig north of Cape St. Andre. I presumed it to be one of those from Genoa. I made the usual signals six miles distant.—She did not answer. I hoisted the Emperor's flag, and fired a gun, amidst the acclamations of the brave fellows of the *Abeille*. I ordered every thing to be cleared for action. The wind was at east—the enemy came down right before the wind. Being exactly east and west of each other, I slackened sail, in order not to make too much way and to be in a position to rake her fore and aft, if she continued her course. What I had foreseen happened; she continued her course and neared me; as soon as she was near enough, I kept close to the wind, and having got the weather gage, I stretched close in. As soon as I got a head of her, I shortened sail, and passing astern by her, sent her a broadside within pistol shot. I stood on the same track as she did, and continued fighting her on the larboard quarter at a quarter pistol shot. At the end of 20 minutes she slackened sail to pass me astern. I saw this, and coming up with her at the same time, I continued cannonading her on the starboard quarter. Not being able to keep her broadside to the wind, she bore away. I shortened sail, and poured two broadsides into her stern, upon which she struck. She carries twenty 32 pounders, the *Abeille* twenty 21 pounders. The *Alacrity* had as great a complement of men as the *Abeille*. The *Alacrity* had 15 killed, and 20 wounded; the *Abeille* seven killed, and 12 wounded; but the *Abeille* constantly fought under the most advantageous situation.”

I have the honour to be, &c.

“ *Abeille, under sail before Bastia, May 26.*” ARM. DEMAKAU.

In point of fact, the *Alacrity* only mounted 18 guns; and the probability is, either that she was in a disabled state, or that her opponent was a frigate of the largest class.

A recent letter from an officer of his Majesty's ship *Scylla*, mentions a gallant attack made by that ship on a squadron of the enemy's vessels, consisting of four men-of-war brigs, and two luggers, near the point of Perros, on the coast of France: the *Scylla* succeeded in forcing them to take refuge under the batteries between Isle Bas and the main, after having been much damaged in their sails and rigging by her fire. The Frenchmen afterwards suffered the *Scylla* to recapture a schooner in sight of their squadron, without making the least effort to assist her.

Buonaparte has lately visited Cherburg, and other parts of the French coast.

In consequence of the arrival of Sir James Saumarez' fleet in the Baltic, a cordon of troops has been drawn down to the Swedish coast, to prevent any attempts that may be made at debarkation.

On the 17th of June, the Board of Trade signified that no licenses outward to the Baltic would be granted longer than to the 30th of that month, and none inward from the Baltic after the 15th of August. On special application, however, it is now understood, that the former are to be extended to the 10th of July, and the latter to the 1st of September. Two reasons are assigned as the motives influencing Ministers to make this limitation.—1st. That Government expects that after the end of June, British ships will be enabled to navigate the Baltic. 2. That on account of the inconveniences both to the navy and the trade by weathering a late season in those waters, Government proposes to withdraw the fleet and the merchant vessels earlier this year from the Baltic than any preceding year.



## Letters on Service,

*Copied verbatim from the LONDON GAZETTE.*

ADMIRALTY-OFFICE, MAY 18, 1811.

*Extract of another Letter from Admiral Sir Charles Cotton, Bart. to John Wilson Croker, Esq. dated on board the San Josef, off Toulon, the 24th April, 1811.*

I HAVE the satisfaction to transmit the enclosed copy of a letter from Captain Bullen, of the *Cambrian*, dated the 16th instant, then senior officer on the coast of Catalonia, giving an account of the surrender of Figueras to the Spaniards on the 10th of this month, and the other successes therein mentioned. Their Lordships will perceive that I have, in consequence of this favourable turn of affairs, increased the force on the coast of Catalonia, in order to afford a more effectual co-operation to the Marquis of Campoverde, (from whom, and as well from major-general Doyle, I have also heard of the fall of Figueras) in his intended operations to drive the French from Rosas, and the other ports on the coast, and ensure supplies for the Spaniards reaching Figueras, and the other places in possession of our ally.

I should mention to their Lordships that the ammunition, with which the store-ship lately captured by the *Ajax* and *Unitè* was laden, will enable me to afford succour to the Spaniards in that respect, in compliance with their repeated application.

SIR,

*Cambrian, off Rosas, 16 April, 1811:*

I have great pleasure in sending to you, by the *Blossom*, the important intelligence of the surrender of Figueras to the Spaniards, on the 10th instant, and that St. Philon and Palamos were taken possession of by the *Cambrian* and *Volontaire* on the 12th and 14th, the guns all embarked, and the batteries destroyed. I am now on my way to Rosas and Cadequis, and I have reason to hope the latter place, with *Silva*, will also shortly be ours.

The fall of Figueras has roused the Spaniards, who are arming in all directions, and *Hostalrich* and *Gerona* are at this moment garrisoned by Spanish troops. The only correct account I can learn is, that four hundred Italians, with two hundred French troops, were left to protect Figueras, and that the former, disgusted with the treatment they daily receive from the French, and being also half starved, opened the gates of the fortress to a body of Spanish troops (apprized of their intention) who rushed into the castle and put every Frenchman to the sword.

At this moment about two thousand effective Spanish troops are in full possession of this important place; and General *Sarsfield* is on his way with more, as well as supplies of every kind.

The French General *D'Hilliers*, who has the command in Catalonia, on hearing of the fall of Figueras, has abandoned all his holds in Spain, except *Barcelona*, and is collecting the whole of his force to attack it, as well as to prevent supplies from getting in; but I am told a quantity of provisions was concealed in the town, unknown to the French, which have been given up to the Spanish troops in the castle, who are in the highest spirits possible.

The *Terzagant* continues to watch *Barcelona*, and I purpose remaining off here with the *Volontaire*, ready for any thing that may offer; as under all the existing circumstances, I think it likely *Rosas* may give up.

I also beg to inform you, that a large Settee, deeply laden with grain for Barcelona from Port Vendee, was, the night before last, most handsomely cut out from under the Medes Islands and batteries by the boats of this ship, led on by Lieutenant Conolly, without a man being hurt.

I beg leave to offer you my congratulations on the fall of Figueras, and the fair prospect it opens.

I have the honour to be, &c.

(Signed)

CHA. BULLEN.

*Admiral Sir Charles Cotton, Bart.*

P. S. Since writing the above, I spoke a small boat from Begar, which tells me the French General had made a rash attempt to recover Figueras two days since, and lost seven hundred men.

MAY 18, 1811.

Rear-Admiral Otway has transmitted to John Wilson Croker, Esq. a letter from Lieutenant Alexander Sinclair, commanding his Majesty's gun-brig Fancy, giving an account of his having, on the 8th instant, taken, on the coast of Scotland, two Danish Privateers, one of two guns and fifteen men, and the other of three guns and twenty-five men, and retaken two vessels which had been captured by the latter.

Commodore Penrose, at Gibraltar, has transmitted to John Wilson Croker, Esq. a letter which he had received from Lieutenant Peter Williams, commanding his Majesty's cutter Entreprenante, giving an account of his having driven a French Privateer, of six guns and forty-five men, on shore near Malaga, and retaken her prize, a Spanish brig.

JUNE 1, 1811.

*Copy of a Letter from Admiral Sir Charles Cotton, Bart. commander in Chief of H. M. ships and vessels in the Mediterranean, to John Wilson Croker Esq. dated on board the San Josef, off Mahon, the 17th April, 1811.*

SIR,

You will be pleased to lay before the Lords Commissioners of the Admiralty the accompanying copies of two letters, dated the 4th and 13th February, from Captain Whitby of the Cerberus, addressed to the senior officer of Corfu, giving an account of some successful enterprises performed in the Adriatic by that ship and the Active, together with a list of the wounded, and lists of the enemy's vessels captured and destroyed on the 3d and 12th February last.

I have the honour to be, &c.

C. COTTON.

*His Majesty's Ship Cerberus, at Sea,  
4th February 1811.*

SIR,

Having discovered four vessels at anchor under Pestichi, it being nearly calm, I despatched the barges of this ship and the Active, under the command of Lieutenant Haye of the latter, to attempt bringing them out, in which he completely succeeded, although exposed to a heavy fire of musketry from the soldiers quartered at that place.

Lieutenant Haye speaks in high terms of the conduct of the petty officers, seamen, and royal marines employed under him for their cool and steady conduct on the occasion.

Enclosed is a list of the vessels captured, and return of the wounded, which I am happy to say is only one man belonging to the Active.

I have the honour to be, &c.

HENRY WHITBY, Captain.

To Geo. Eyre, Esq. Captain of H. M. S.  
Magnificent, senior officer, &c.

*List of enemy's vessels captured and destroyed by the boats of H. M. ships Cerberus and Active, under the directions of Lieutenant Haye of the latter, in the Port of Pestichi, February 3, 1811*

Venetian Trabaccolo Carlo Grimaldi, from Ancona, sent to Lissa.

Venetian Trabaccolo, name unknown, from Ancona, destroyed; cargo put on board H. M. S. Active.

Venetian Trabaccolo, name unknown, from Ancona, sent to Lissa.

Venetian Trabaccolo, name unknown, from Ancona, sent to Lissa.

HENRY WHITBY, Captain.

*Report of one man wounded in the barge of H. M. S. Active, J. A. Gordon, Esq. Captain, cutting out four vessels at Pestichi, coast of Italy, 5th February 1811, in company with the barge of H. M. S. Cerberus.*

Francis Free, Landman, badly.

J. A. GORDON, Captain.

SIR,

H. M. S. Cerberus, February 13, 1811.

Having completed the water of H. M. ships under my command at Lissa, on the 9th instant, I proceeded to reconnoitre the coast of Italy with this ship and Active, in hopes of intercepting vessels which were reported to have sailed from Ancona for Corfu and taken shelter in various harbours along the coast, during the southerly winds just set in.

On the morning of the 12th instant we discovered several vessels lying under the town of Ortano, and as the wind was light, the boats of both ships were despatched, under the orders of Lieutenant Dickinson (first of the Cerberus) to bring them out if practicable. On the near approach of the boats to the vessels a fire of great guns and small arms was instantly opened from an armed Trabaccolo (which was not till then observed) and soldiers posted on the beach and hills commanding the bay; our boats formed in close order, gave three hearty cheers, and in a few minutes cleared all before them, the men from the vessels and the troops on shore running in all directions.

To prevent any annoyance whilst the prizes were bringing out, Lieutenant Dickinson landed with the marines under Lieutenant Mears of that corps embarked in the Active, and a division of small-arm men under Mr. James Rennie, master's-mate of this ship, taking a strong position on the hills, and planting the British flag at the very gates of the town, whilst the Launches, under Lieutenants Haye and Campston, with the barge of the Active, under Mr. James Gibson, master's-mate of that ship, were employed in covering them with the carronades. This judicious and advantageous movement was of the greatest service to those employed at the sea side, as it kept the soldiers and inhabitants, who had collected in great force, in check, and allowed the work which had been so ably undertaken to be most fully completed, as in addition to the convoy consisting of ten sail (under the vessel armed with six guns) which was found in the harbour laden with grain, oil, &c. Two large magazines filled with all sorts of naval and military stores destined for the Garrison of Corfu, (and which it is said they stand in much need of) was most completely destroyed by fire, and I feel convinced the enemy will suffer most severely by this capture, as they must have

been some time in making so large a collection. As I believe you are unacquainted with the situation of Ortano, I must beg leave to state it, and you will then be able to form your own opinion of the difficulties that existed and to which our men and boats were necessarily exposed.

The harbour is formed by a large pier running out into the sea, and connected with a range of hills leading to the town, which stands on the top of the highest, completely commanding the vessels in the bay and the road up to it, so that the marines, to gain the strong post they had, and to prevent being exposed to the severe fire of musketry, were obliged to climb up the rocks by their hands, with a prospect of falling down a precipice every step they took.

Having detailed to you, sir, the particulars of this service, I have much pleasure in adding that our loss has been only four wounded; and when it is considered that they were exposed to a teasing fire from the bushes and houses from ten in the morning until three in the afternoon, it will, I trust, be thought trifling in comparison with the annoyance the enemy have received by the capture and destruction of their magazines and vessels.

I cannot speak too highly of the gallant conduct of Lieutenant Dickinson on this occasion; the style in which he boarded the *Trabaccolo*, armed with six guns and full of men, with the gig of this ship, supported by the barge under Mr. Rennie, (of whom he speaks in the highest terms of praise) forms only a small part of his merit; his arrangements being so well made and so promptly executed by those under him, were such as to have ensured the most complete success, could it have been possible for the enemy to have collected any additional regular force, with that already opposed to them.

No language I can make use of is strong enough to express the zeal and conduct of every person concerned.

I feel particularly indebted to Captain Gordon of the judicious manner his ship was placed, by which means he prevented any body of the enemy from forming in the rear of our men, and the promptitude and zealous co-operation I have constantly experienced from him since we have been serving together.

Enclosed is a list of the vessels captured and destroyed.

I have the honour to be, &c.

HENRY WHITEBY, Captain.

To George Eyre, Esq. Captain of H. M. S.

*Magnificent, senior officer, &c.*

*List of enemy's vessels captured and destroyed by the boats of H. M. S. Cerberus and Active, under the directions of Lieutenant James Dickinson of the former, in the Port of Ortano, on the 12th of February 1811.*

Venetian *Trabaccolo* L'Eugenie, of six guns, commanded by a Lieutenant, from Ancona bound to Corfu; sent to Lissa.

Venetian Transport *La Fortunée*, No. 52, from Ancona bound to Corfu, laden with corn; brought out and afterwards burnt; cargo put into a transport.

Venetian Transport, name unknown, from Ancona bound to Corfu, laden with oil; sent to Lissa.

Venetian Transport, name unknown, No. 2, from Ancona bound to Corfu, laden with plank and corn; sent to Lissa.

Venetian Transport *St. Anonguato*, from Ancona bound to Corfu, laden with hemp and cordage.

Venetian Transport, name unknown, No. 50, from Ancona bound to Corfu, laden with wheat.

Venetian Transport, name unknown, No. 55, from Ancona bound to Corfu, partly laden with sundries

Venetian Transport L'Anime del Purgatorio, from Ancona bound to Corfu, laden with rice; cargo taken on board and vessel burnt.

Venetian Transport, name unknown, laden with wheat.

Two Venetian Transports, names unknown, from Ancona bound to Corfu; burnt in the port; together with two magazines of oil, soldiers' cloathing, ammunition, and naval stores, viz. cables, blocks, hawsers, hemp, &c.

HENRY WHITBY, Captain.

JUNE 4, 1811.

Vice-Admiral Sir James Saumarez, Bart. and K. B. has transmitted to John Wilson Croker, Esq. a letter he had received from Captain Lowe, of H. M. Sloop, the Diligence, giving an account of his having, on the 9th of last month, captured a Danish row-boat Privateer, carrying two swivels and sixteen men.

JUNE 8, 1811

*Extract of a Letter from Admiral Sir Charles Cotton, Bart. commander in chief of H. M. ships and vessels in the Mediterranean, to John Wilson Croker, Esq. dated on board the San Josef, at Mahon, the 8th March, 1811.*

You will receive herewith for the information of the Lords Commissioners of the Admiralty, copy of a letter from Captain Eyre, the senior officer off Corfu, to Rear Admiral Boyles, dated the 10th ultimo, giving an account of the capture, on the evening of the 6th, of an enemy's convoy from Otranto, with stores, provisions, and troops for the garrison of Corfu, the latter upwards of five hundred in number. Captain Eyre also mentions, in a letter of the 13th of February, that four more vessels, one laden with shot and the others corn, had also fallen into his hands, which make in the whole thirty sail, but he has not transmitted any list.

SIR, *H. M. S. Magnificent, off Fano, February 10, 1811.*

The enemy having long been without any favourable opportunity of sending from the Italian ports supplies to Corfu, availed himself of a strong northerly wind on the evening of the 6th instant, when twenty-five vessels sailed from Otranto, twenty-two of which I have the satisfaction to inform you were captured by this squadron, one of them, a vessel of one hundred tons, was loaded with ordnance stores, and another of the same size with every article of sails, cordage, and ammunition proper for the equipment of twenty-five gun vessels.

The rest were loaded with corn, and having also on board three hundred and fifty soldiers intended as a reinforcement for the garrison of Corfu.

I am happy to add to the list four more vessels with corn, which were captured last night.

I have the honour to be, &c.

*To Charles Boyle, Esq. Rear-Admiral of the White.* GEO. EYRE.

JUNE 15, 1811.

*Copy of a letter from Rear-Admiral Sir Richard Goodwin Keats, K. B. to John Wilson Croker, Esq. dated on board the Milford, Bay of Cadiz, 27th May 1811.*

SIR,

I have the honour to transmit herewith, for the information of the Lords Commissioners of the Admiralty, a copy of my letter of this date, and its enclosures, to the commander in chief, Admiral Sir Charles Cotton, Bart.

I have the honour to be, &c.

R. G. KEATS.

SIR,

*H. M. S. Milford, Bay of Cadiz, 27th May 1811.*

I have the honour herewith to transmit two letters which I have received

from Captain Price of the *Sabine*, who this morning sent in three, and this afternoon one, of the enemy's small Privateers; and I have much pleasure in calling your attention to the judicious and spirited manner in which the enterprise, planned by Captain Price, and which led to the capture of three of the Privateers, was executed under the immediate command of Lieutenant Usherwood, assisted by Lieutenant P. Finnuane, Mr. T. Settle the master, and several inferior volunteer officers and seamen of that sloop.

I have the honour to be, &c.

Admiral Sir-C. Cotton, Bart, &c.

R. G. KEATS.

SIR,

*H. M. Sloop Sabine, off Sibiona, 27th May 1811.*

I have the honour to acquaint you, whilst cruising off Sibiona, in pursuance of your orders, I deemed it practicable, on the night of the 26th instant, to take out the five French Privateers lying in that Roadstead, which had so dangerously annoyed the commerce on this coast; I accordingly anchored the *Sabine* as close as possible, and despatched the boats under the command of Lieutenant Usherwood, assisted by Lieutenant Finnuane, Mr. Settle, master, warrant officers, midshipmen, and volunteers from the brig, who, I am happy to say, succeeded most admirably, each boat taking a Privateer, though moored under the battery and protected by their crews, one hundred and twenty five in number, and a strong guard of soldiers. They are very fine vessels, sail exceedingly fast, and had a complement of twenty-five men each; the prisoners taken were marched from Antwerp for that duty.

Lieutenant Usherwood speaks most highly of all the officers and men on this service; and I can no otherwise account for its being performed with so little loss on our side (as the soldiers and crew drew two of the vessels on shore, after taken, by a lawser fast to the lower gudgeon, and were repulsed with cutlass) than from the determined bravery of the officers and men, and the judgment with which Lieutenant Usherwood executed the plan of attack, who is an excellent officer. I beg leave to enclose a list of wounded and vessels captured.

I have the honour to be, &c.

Sir Rd. Keats, K. B. &c.

GEORGE PRICE, Commander.

*A list of vessels captured by the boats of H. M. sloop Sabine, on the 26th May 1811, in Sibiona Roadstead.*

Guardia de Via, Monsieur Graw, Lieutenant de Vaisseau, of two four-pounders and twenty-five men.

Canari, of two four-pounders and twenty-five men.

Madina, of two four-pounders and twenty-five men.

GEORGE PRICE, Captain.

*List of wounded in H. M. sloop Sabine in action with the enemy's Privateers in Sibiona Roadstead, on the 26th May, 1811.*

John Shurry, private marine, wounded by a musket ball in the arm.

GEORGE PRICE, Captain.

SIR,

*H. M. Sloop Sabine, off Sibiona, 27th May 1811.*

I have the honour to inform you of the capture of another of the enemy's French Privateers and her prize, in company with *H. M. sloop Papillon*, this morning, between Rota and Sibiona. I cannot conclude without remarking the determined obstinacy of her crew, who would not surrender till the *Papillon* run her down, although under a heavy fire of our guns and musketry.

I am happy to add it was in our power to save all her crew.

I have the honour to be, &c.

To Sir Richard G. Keats, K. B. &c.

GEORGE PRICE.

## Promotions and Appointments.

## Captains, &amp;c. appointed.

The Hon. — Cadogan, to the Havannah; — Epworth, to the Nyaden; F. M. Maurice, to the Magnet; — Bell to the Musquito; — Perceval, to the Phipps; Robert Hockings, to the Demerary; Abel Ferris, to the Druid; — Brown, to the Dannemarek (acting); Robert Hall, to command the flotilla at Sicily; — Kempthorne, to the impress service at Portsmouth; R. Fowler, (posted) to the Nyaden; the Hon. Chas. Paget, to the Malta; Thomas Usher, to the America; — Cumby, to the Hyperion; — Greaves, to the Polyphemus; Francis Austin, to the Elephant; J. Bingham, to the Egmont.

Robert Ward, Esq. one of the Lords of the Admiralty, is appointed Clerk of the Ordnance, in lieu of the Hon. Cropley Ashley Cooper, now Earl of Shaftesbury.

Colonel Theophilus Lewis, second commandant of the 1st or Chatham Division of Royal Marines, has been promoted to the rank of Major-general in the Army.

The Right Hon. Horatio Lord Walpole, to be a Lord of the Admiralty.

Since the establishment of the present form of the regal branch of government, H. R. H. the Prince Regent has been pleased, in the name and on the behalf of the King, to make the following colonial and consular appointments, a knowledge of which is interesting to the navy:—

Sir James Cockburn, Bart. to be governor and commander-in-chief of the Bermuda Islands.

J. Hodgson, Esq. major-general in the army, to be governor and commander-in chief of the Island of Curaçoa.

Lieutenant-general Sir John Francis Cradock, K.B. and K.C. to be governor and commander-in-chief of the settlement of the Cape of Good Hope.

William Harding Read, Esq. to be his Majesty's consul-general in the Azores. Louis Hargave, Esq. to be his Majesty's consul in the Balearic Islands. Robert Staples, Esq. to be his Majesty's consul at Buenos Ayres and its dependencies.

## Lieutenants, &amp;c. appointed.

John Geary, to the Thracian; — Bartholomew, to the Richmond, G. B.; R. Shepherd, to the Andacious; William Hillyar, to the Caledonia; A. Duncan, to the Tyrian; H. Boyes, to the Boyne; William Kelly, (1) to the Royal George; John Price, (1) to command the Zephyr sloop; Stewart Blacker, to the Impetueux; James Moodie, to the America; Andrew Parry, to the Ulysses; John Lucas (2) to the Venus; Robert Tweed, to the Fame; John Arguimbau, to the Goldfinch; James Clitherow, to the Dreadnought; John C. Symonds, to the Christian VIIth; James Niven, to the Trinculo; Walter P. Wade, to the Theseus; Percy Brett, Edward Paul, and Charles Du Cane, to the Egmont; Charles Webb, to the Gladiator; W. W. West, to the Cordelia; William Elhson, to the Rinaldo; R. Weymouth, to the Revenge; G. R. Douglas, to the Comet; Richard Pigot, to the Druid; J. G. M'Killop, to the Roebuck; Benj. Walker, to the Volcano; Fletcher N. Clark, to the Aboukir; John George Victor, to the Fortunée; George M. M. Podder, to the Argo; George Henry Campbell, to the Saldanha; James F. Warren, to the Mermaid; Nich. Odger, to the Belette; George Mills, to the Dominica;

Henry Preston, to the *Impetueux*; Owen Owen, to the *Anholt*; James Fitzpatrick, to the *Nanur*; James Rees, to the *Abercrombie*; — Clephane, to command the *Charybdis*; — Nepean, to the impress service at Portsmouth; — Victor, to the *Fortunée*; J. F. Warren, to the *Mermaid*; — Horace Petley, to the *St. Fiorenzo*; T. Stone, (2) to the *Vulture*; T. Hastings, to the *Hyacinth*; R. C. Bartou, and J. Lyons, to the *Repulse*.

Lieutenants, Sir David Dunn, James Dickinson, J. Henderson, and Wooldridge, of the *Amphion*, *Cerberus*, *Active*, and *Volage*; being the first lieutenants in those ships in the late gallant action in the Adriatic, have been in consequence promoted to the rank of commanders.

Mr. Robert Bushell, to be master of the *Medusa*; Mr. P. Miller, to be master of the *Hyacinth*.

Mr. Hamlin, midshipman, to a lieutenancy in the *Epheria*.

Edward Hawke Lockyer, Esq. to be secretary to Sir Edward Pellew.

Mr. Horton, purser, to the *Gloire*; Mr. Winter, purser, to the *Resistance*; and Mr. Horniman, purser, to the *Sirius*.

#### List of Masters appointed in the last month.

David Glegg, *Havannah*; John White, *Shannon*; P. Miller, *Rover*; John Smith, *Hawke*; James Finlayson, *Orlando*; John Coleman, *Prince Frederick*.

#### List of Midshipmen passed in the last month.

*Sheerness*.—Richard Nason, James Gordon, Robert John Hanns, Chr. Beer.

*Portsmouth*.—J. W. H. Handley, John Miller, Wm. Weiss, Alfred Mathews, George Thomas, Robert Carter.

*Plymouth*.—Wm. Popham, Isaac Bramwell, Rd. H. King, H. G. Etough, Charles Goulet, Charles Thornbury, — Braitwithe, Wm. Crichton, W. P. Pinet, Edw. Mallett, George Jarratt, Stephen Hodge, Charles Lambert.

#### Surgeons appointed.

Hugh Hughes, to the *Gorgon*, hospital ship; James Nesbitt, to the *Egmont*; E. F. Bromley, to the *America*; Wm. Cather, to the *Argonaut*, hospital ship; E. C. Fegetnier, to the *Minorca*; Francis Logan, to the *Hyacinth*; Stephen Jones, to the *Helicon*; W. A. Bates, to the *Fame*; Thomas Heron, to the *Buckingham*; Andrew Douglas, to the *Argonaut*, hospital ship, *vice* Cather; Edward Coates, to the *Utile*; Morgan Williams, to the *Quebec*; Alexander Taylor, to the *Havannah*; Alexander M'Glashan, to the *Cambrian*; Alexander Ross, to the *Resistance*; William Stenhouse, to the *Tonnant*; Thomas Gray, to the *Magnet*; George Major, to the *Strombolo*; Edward Hopley, to the *Mermaid*; E. L. Duke, to the *Pylades*; James Nimmo, to the *Ruby*.

Mr. Thomas Watherstone, surgeon of the *Argonaut*, hospital ship, at Chatham, has been appointed to supersede Mr. R. Mulberry, as surgeon of the Chatham division of royal marines, and Mr. Robert Mulberry has been superannuated in consequence of a paralytic stroke.

#### Assistant-surgeons appointed.

R. M. Roth, and J. Edgar, to be supernumeraries, at the disposal of the commander-in-chief in the *Baltic*; George King, to the *Amazon*; Primrose Lyon, to the *Raisnable*; Nicholas Roche, to the *Emerald*; Matthew Little, to be an hospital mate at Yarmouth; Richard Bacon, to the *Namur*; Robert Anderson, to the *Valiant*; Rodolphus Kent, to the *Christian VIIth*;



Maurice Roberts, to the Medusa; Edward Jeffery, to the Havannah; Alexander Paterson, Hugh Moffet, Thomas Proudfoot, Robert Macdonald, John Cameron, Joseph Praedon, William M'Kay, and John Cooke, to proceed to the Leeward Islands, to be at the disposal of the commander-in-chief on that station; Patrick Clark, to the Berwick; Peter de Porre, to the Spy, store-ship; Andrew Lowry, to the Bedford; James M'Kerrow, to the Egmont; Robert Bateman, to the Island of Anholt; R. B. Sander-son, to proceed to the Mediterranean as a supernumerary; John Smith, to the Arrow schooner; William Plampin, hospital mate at Haslar; Wm. M'Farlane, to proceed as a supernumerary to the River Tagus; James Kennedy, to the Egmont; James Stevenson, to the Victory; John Hardy, to the Druid; John Drummond, to the Pyramus; Alfred Nicholson, to the Moanmouth; Herman Cochrane, to the Inconstant.

BIRTH.

Lately, of a daughter, the Lady of Captain T. Le M. Gosselin, R.N. of Somerset-street.

MARRIAGES.

Lately, at St. Vincent's, Captain William Dowers, of H. M. sloop Ring-dove, to Miss Ross, daughter of T. Ross, Esq. merchant, of St. Vincent's.

Lately, Henry Douglas, Esq. son of Admiral Douglas, to Miss Crabtree, of Witton, Norfolk.

May 28, at Edinborough, Captain Sykes, R.N. to Miss Earl, daughter of E. Earl, Esq. Chairman of the Board of Customs in Scotland.

On the 1st of June, at Widley, Hants, by the Rev. J. Henville, Captain Curtis, R.N. to Miss Greetham, of East Cosham.

Lately, at Gibraltar, Captain Allen, of H.M.S. Franchise, to Miss Skinner, daughter of Colonel Skinner, Royal Engineers.

At St. John's, Newfoundland, Mr. Thomas Elliott, master of H.M.S. Hazard, to Miss Lucinda Bulger, second daughter of John Bulger, Esq. of St. John's.

At Penzance, Mr. Parkins, surgeon of the royal navy, to Miss Mary Johns, of the same place.

Mr. William Moss, of the Navy Office, to Sarah, second daughter of Mr. Leave, surveyor, Featherstone-buildings, Holborn.

June 17, at Thurlston Church, near Kingsbridge, Mr. Josiah Oake, commanding his Majesty's store-ship Cormorant, to Miss Sally Tutley, of Salcombe.

At Bombay, on the 27th September, 1810, Captain James Timbrell, of the Exeter East Indiaman, to Harriet, second daughter of Charles Armstrong, Esq. of Upper Charlotte-street.

OBITUARY.

May 4, Mr. Bassett, of Portsea, schoolmaster, formerly of the R.N.

May 6, Rear-admiral Graves, of Penrice-house, Cornwall.

May 6, at Lyme Regis, Mrs. Monckton, wife of Captain Monckton, R.N. aged 50 years.

May 7, William Boscawen, Esq. one of the commissioners for victualing H. M. navy. He was an excellent scholar, a good poet, and a truly worthy man. His translation of Horace is altogether esteemed the best English version in point of spirit and accuracy.

May 8, at Portsmouth, Mr. Bissett, of Portsea, formerly a school-master in the R.N.

May 10, Mr. Cannon, second clerk in the master-shipwright's office, Dock-yard, Portsmouth.

May 11, the Rev. Samuel Collis, chaplain of H. M. S. the Berwick.

May 18, on board H. M. S. *Wolverene*, on his passage from the Mediterranean to Portsmouth, Lieutenant Edmund Powell, R. N. aged 20, late of H. M. S. *Aigle*, son of Dr. Powell, of Truro.

May 19, at the advanced age of 82 years, Mr. Joseph Palmer, an old and respectable inhabitant of Portsmouth, who had served 66 years in this dock-yard with unblemished reputation.

May 24, suddenly, at Portsmouth, Mr. Adams, purser in the R. N.

The right honourable HENRY DUNDAS, Lord Viscount MELVILLE, expired, in the course of Tuesday night 28th May, at the house of his son-in-law and nephew, the Lord Chief Baron. His Lordship had been in his usual state of health for some time preceding, and had attended, occasionally, the General Assembly during its sitting. He was deeply affected at the death of his respected friend the Lord President (Blair) whose funeral he was to attend the succeeding day, and expressed his apprehension that the scene would be a trying one, and bear strong upon his feelings.

On the character of this statesman, the steady friend of Mr. Pitt, and firm supporter of all his measures, the history of this country, for the last 28 years, distinguished by so many important events, forms the best comment. His political conduct was manly and decisive; warm and sincere in his attachments, he was equally open and intrepid in his opposition.

His Lordship was upwards of 70 years of age. He entered Advocate in 1763, and his first promotion was to be one of the Assessors of the city of Edinburgh. He was afterwards an Advocate-Depute and Solicitor-General; and in 1775, on Sir James Montgomery being made Lord Chief Baron, he succeeded him as Lord Advocate, which place he occupied till 1783. He was elected a member for the county of Edinburgh in 1774, in which he continued for several sessions of Parliament, and resigned it in favour of the present Lord Chief Baron, when he represented the city of Edinburgh till 1803, in which year he was advanced to the Peerage.

His Lordship was appointed Treasurer of the Navy in the year 1782, under the late Marquis of Lansdown, (then Earl of Shelburne,) in which office he continued until the dissolution of the administration. In December 1783, when Mr. Pitt became Prime Minister, he was again appointed to the same situation, which he held till the resignation of Mr. Pitt in 1801, along with the office of President of the Board of Control, and principal Secretary of State. The last public situation which he held was that of First Lord of the Admiralty, in which he was affable in his manners and easy of access, and on this account gave general satisfaction to those who had business to transact at his office. While treasurer of the navy, he devised several improvements in the details of the office, which have been found of great service; and in particular, his regulations in regard to the payment of seamen's wages, have contributed much to the comfort of those brave men.

In 1805, he was created Viscount Melville and Baron Dunira; he was a Privy-Councillor, Lord Privy Seal, and Governor of the Band of Scotland, &c. His Lordship was the youngest son of the Right Hon. Robert Dundas, Lord President of the Court of Session, by Miss Gordon, daughter of Sir William Gordon of Gordonston, Bart. He was twice married; first, to Miss Rannie, daughter of Captain Rannie of Melville, by whom he has one son, Robert, (now Viscount Melville) President of the Board of Control, and M. P. for the county of Edinburgh, who married Miss Saunders, and has children; and three daughters, the eldest of whom was married to Mr. Drummond, and afterwards to Mr. Strange, both

bankers in London; the second married her cousin, the present Lord Chief Baron; and the third is married to the Hon. George Abercromby. The two youngest daughters have families.

A separation having taken place between his Lordship and his wife, he married again Lady Jean Hope, daughter of the late and sister to the present Lord Hopetoun, but has left no issue by this marriage.

His Lordship was a tall and well made man, an acute, argumentative, and ready speaker; in private society a most agreeable companion, and greatly beloved by the numerous circle of his friends.

The death of Lord Melville occasions a vacancy for the parliamentary representation of the county of Edinburgh, or, more properly, Mid-Lothian.

Lately, on board his Majesty's ship Implacable, Mr. Thomas Hookham, Midshipman, eldest son of Mr. Jordan Hookham, New Bond street,

John Jeffreys, Esq. lately clerk of the Cheque, at Woolwich, a native of Portsea; formerly many years chief clerk in the Commissioner's office at Portsmouth Dock-yard.

In the West Indies, of the yellow fever, in his 19th year, Lieut. Broderip, of his Majesty's ship Arachne, eldest son of the late Mr. Robert Broderip, of Bristol.

May 23, at Merlin's Vale, near Haverford West, Charles Bowen Mends, Esq. R.N.

March 28, at the Cape of Good Hope, Captain William Selby, of H. M. S. Owen Glendowr.

June 2, suddenly, at Forge, Dumfriesshire, Rear Admiral Dundas.

At sea, of a consumption, Frederick Cottrell, Esq. Captain of H. M. S. Nyaden, aged 31.

June 17, in Upper Berkeley Street, Lieutenant Robert Drummond, R. N. aged 22.

June 4, at Tiverton, aged 35, Mr. John Tucker, late purser of H. M. S. Clyde, and son of Mr. Tucker, of Tiverton.

June 10, at Torpoint, Lieutenant Sibrell, of the Piercer gun-brig, son of Mr. Sibrell, ship-builder, late of Plymouth.

Of the yellow fever, on the 29th of April, on board the Inconstant frigate, in the Gulf of Mexico, George, third son of Mr. N. Bolingbroke. His eulogium is thus given by his commander, Commodore Owen: "The attention of the surgeon was most unremitting, and when he made the sad report to me, he could not, had it been his brother, have felt more—Every respect has been paid to his remains—I will not, my dear Sir, dwell upon the sad history—you will feel comfort in knowing he is sincerely regretted by every one—beloved by every one. I will say no more, a parent must feel the loss of a son, whose conduct held the promise of much comfort to his friends."—The same dreadful malady in a short time carried off 7 officers and 22 of the crew.

Lately at Portsea, Robert Adams Esq. Purser of H. M. S. Hldefonso, formerly many years an eminent ship-builder at Bucklers Hard.

Lately, drowned, at Aymonte, in Spain, Lieutenant Rallick commander of the Basilisk gun-brig.

May 18, at Portsea, at an advanced age, Jacques Samuel Charrier, upwards of 30 years French master at the Royal Naval Academy in Portsmouth Dock-yard.

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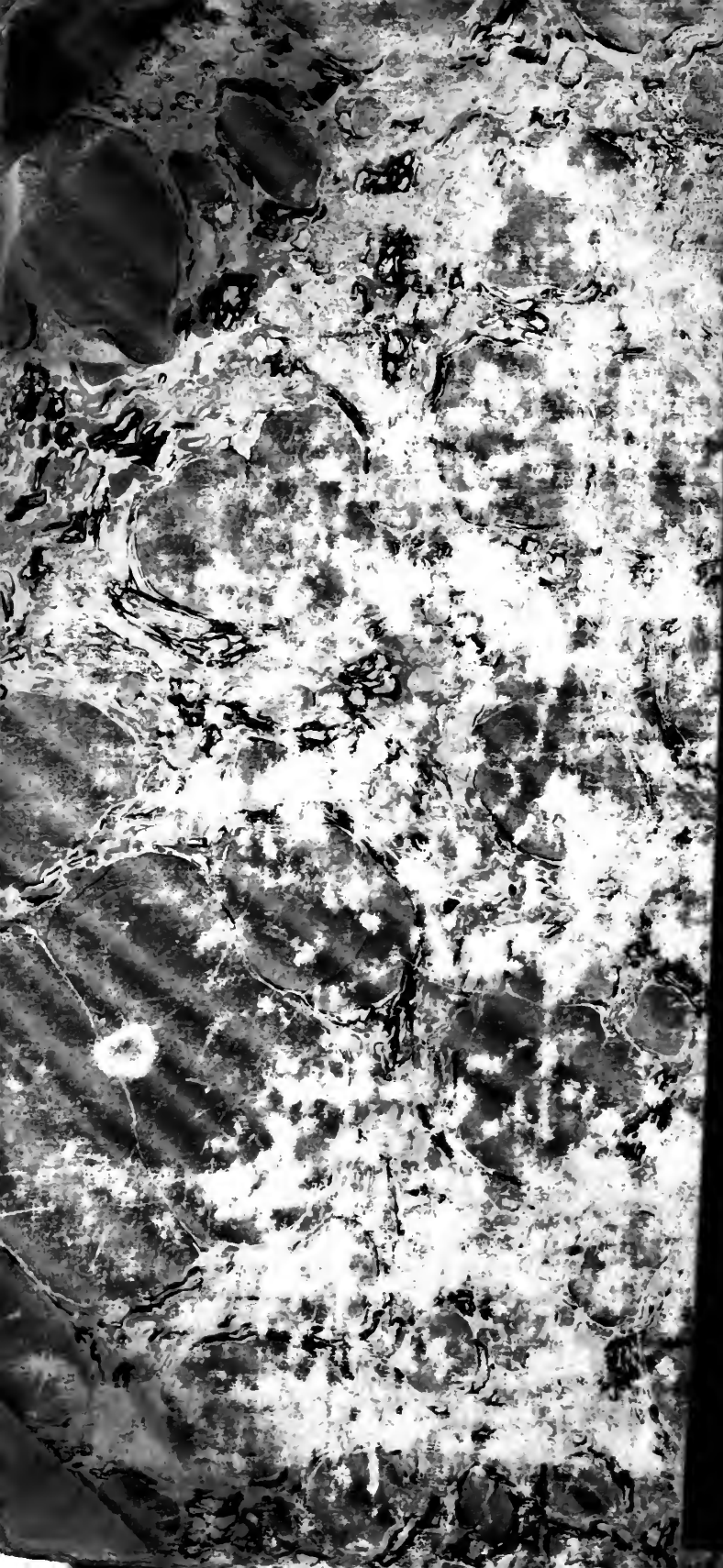
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