The image shows a close-up of a book cover. The main surface is covered in marbled paper with a complex, organic pattern of dark, swirling lines and spots on a lighter background. On the left side, there is a dark, textured spine. At the bottom left corner, there is a small white rectangular label with black text.

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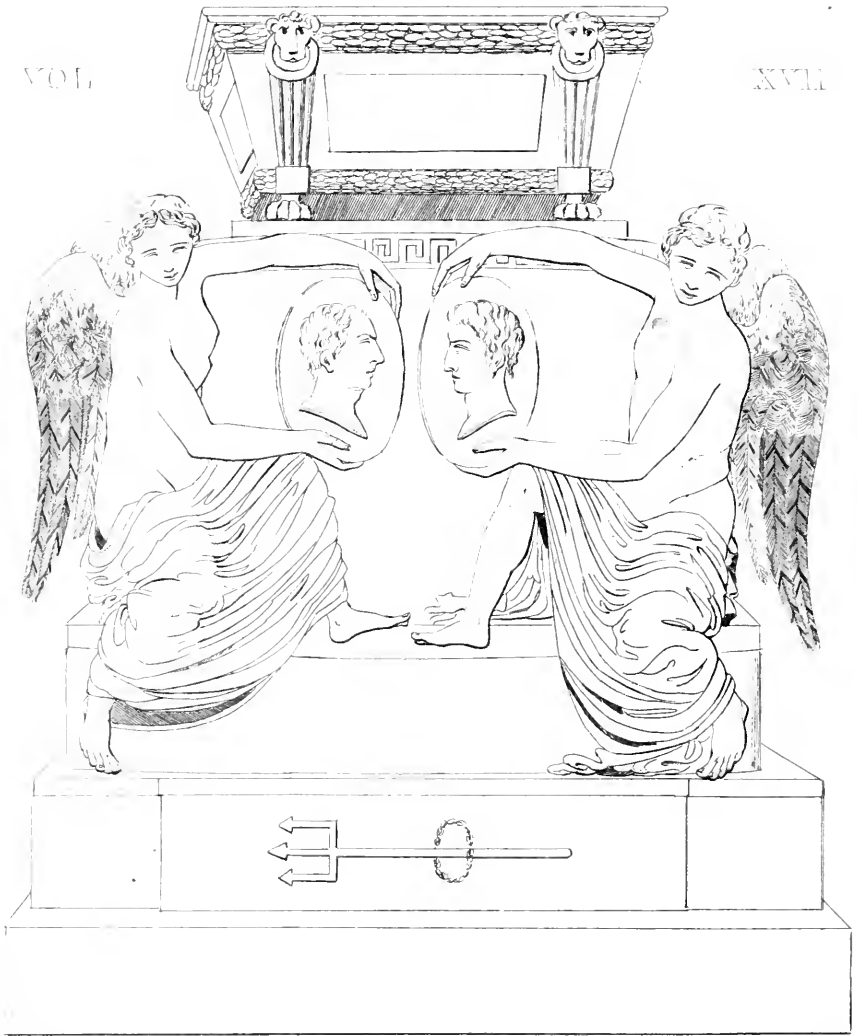


Fig. 1. del.?

Holl. sc.

*Monument to the memory of Captains Hoop and Rieu,
Erected in St. Paul's Cathedral.*

THE
Naval Chronicle,

FOR 1807:

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.

VOLUME THE SEVENTEENTH.

(FROM JANUARY TO JUNE.)

“ ENGLAND EXPECTS THAT EVERY MAN WILL DO HIS DUTY.”

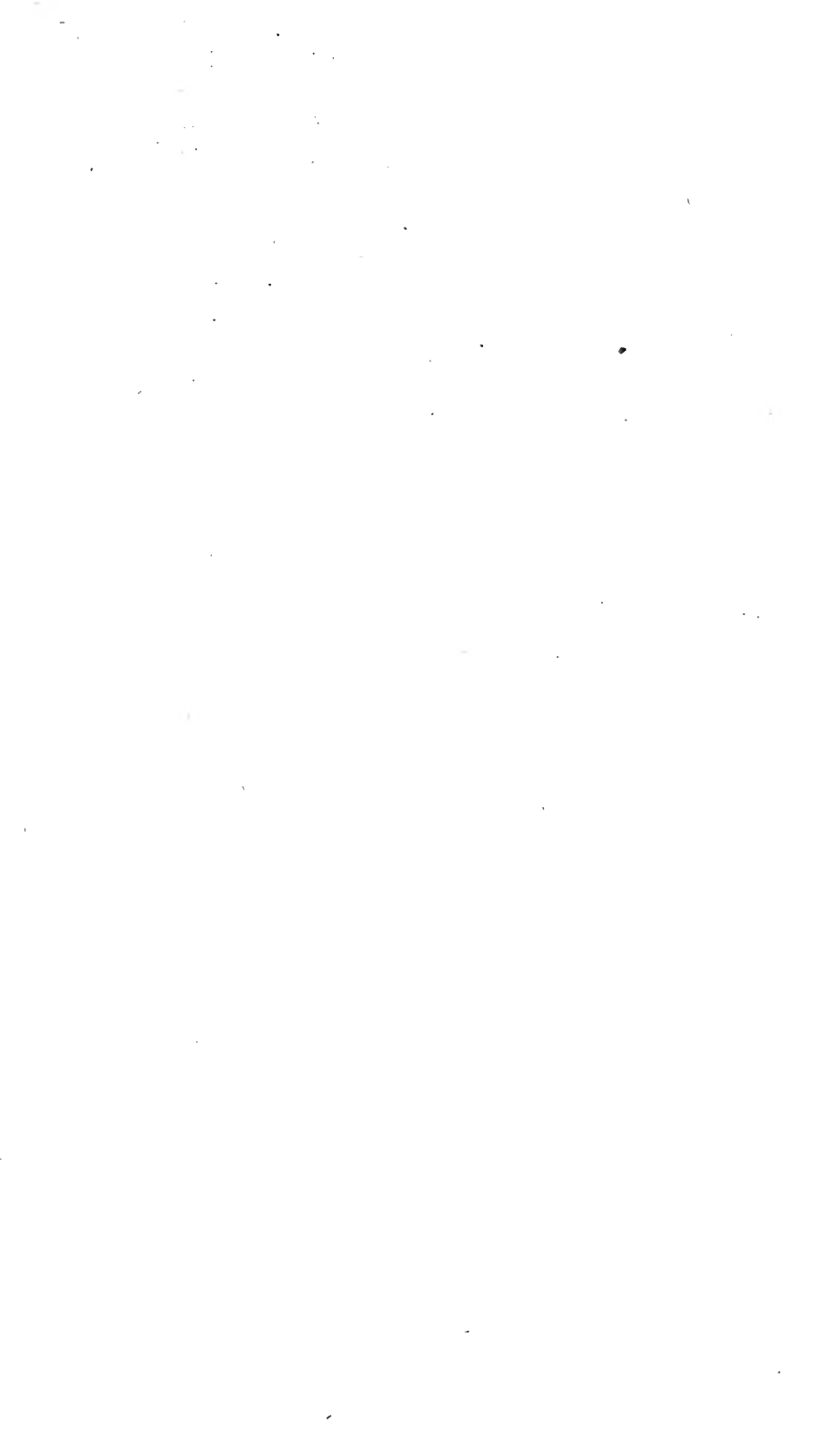
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MDCCCVII.



TO
JOHN HOLLOWAY, Esq.
ADMIRAL OF THE RED SQUADRON,
AND GOVERNOR AND COMMANDER IN CHIEF OF
NEWFOUNDLAND,

THIS SEVENTEENTH VOLUME OF THE

Naval Chronicle

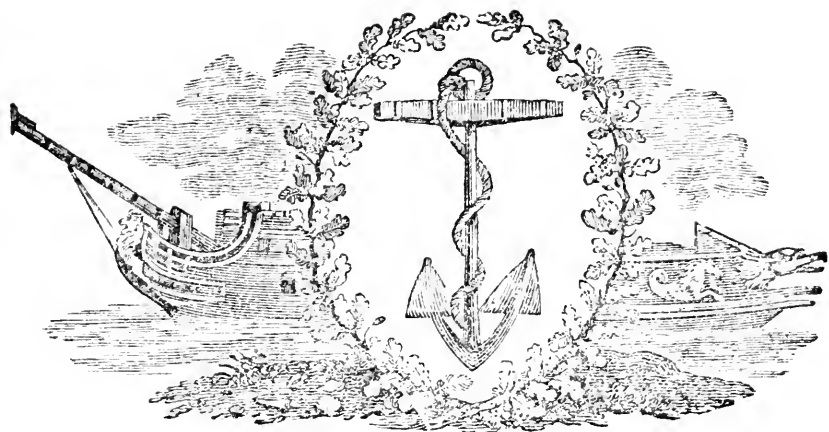
IS RESPECTFULLY DEDICATED

BY THE EDITORS.

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P R E F A C E

TO THE SEVENTEENTH VOLUME.

DURING the period which this portion of the NAVAL CHRONICLE embraces, our good old ship the BRITANNIA has suddenly changed its Officers, and its Quarter Masters, whose places have been occupied by the followers of her old Commander, WILLIAM PITT; and, as it was found necessary also to have a new Ship's Company, the press has been very hot throughout the different counties, and public notice was given by Commodore PERCIVAL, that the Boatswain would pipe all hands on the 22d of June.

Never did party run more high, never was abuse of the most angry and calumniating nature poured forth in such abundance from both sides: tending, in our humble opinion, to irritate the public mind, and to weaken that spirit of patriotism, which all who are true Englishmen should sedulously cherish. It too much reminds us of the wretched and illiberal Bulletins of the French.—In the present Ministry are men of the highest talents, and the most respectable character. In the late Ministry there was also an aggregate of public spirit, of independence, and of ability, which if it sometimes erred, and there never was any Ministry that did not err, most certainly deserved the thanks and the gratitude of their country.

The failure of the expedition against Constantinople, and our defeat in Egypt, have consequently been commented on with much asperity. When these events are discussed in the House of Commons, a more correct opinion can be formed, indeed the only one that can be relied on; and we pledge ourselves to collect this with impartiality. The recent communication from Monte Video, signed F, at page 492, gives a faithful account of the state of the inhabitants, and offers some judicious remarks respecting that valuable part of South America. We earnestly request similar communications from such of our friends as may be on foreign stations, or who are on board the different squadrons on the home service: as they materially tend to throw light on the naval history of this eventful period, and to correct the erroneous statements of self-created politicians.

The present Volume has rendered some service to our Naval History, by giving, from no common sources, the biographical memoirs of Sir Samuel Hood, of Sir Robert Calder, (page 89,) of Sir Francis Geary, (page 117,) of Captain Richard Budd Vincent, (page 255,) of the late Captain John Cooke, who fell in the memorable action off Trafalgar, (page 353,) and of Vice-Admiral Russell, (page 441.) These, as the reader may immediately perceive, have been selected without any idea of party or partiality. In recording the actions of the brave and worthy Admiral Geary, we revived the professional fame of a most excellent officer, and paid that justice, which is the duty of a Chronicler, to the exertions of former heroes: and in detailing the career which the brave Commander of the *Arrow*, Captain Vincent, had hitherto run, we have shown that our Work continues open to all ranks of the British Navy; and that our object in publishing these memoirs of living officers, is, by means of Biography, to collect those valuable and dispersed facts, which can alone give accuracy and interest to the subsequent historian. Amidst the variety of documents which have thus been preserved, the attention of the reader may be directed to that interesting letter from the then Captain Russell, dated off Sandy Hook, February 6, 1783, which gives so admirable an account

of his action in the Hussar with la Sybille, commanded by M. le Comte de Kregarou, and which has never before appeared in print.

Respecting other documents which we have received through the kindness of our friends, our thanks are due—I. for the excellent Letter which forms a sort of Journal of the proceedings of the Squadron under Commodore Keates, off Rochfort, in the month of December last, (page 47.)—II. To the comprehensive Narrative of the Proceedings of the Crew of His Majesty's ship Porpoise, after the loss of their ship, to their arrival at Canton, (pages 52, 131, 491, and 485.)—III. An account of the Speech delivered by Benjamin Milne, Esq., on the first establishment of Flamborough Light-house, (page 117.)—IV. Sir Richard Haddock's account of the 28th of May, 1672, (page 121.)—V. For an account of the situation of the Centaur, in the hurricane of July 29, 1805, (page 124.)—VI. For a short memoir of the recent services of Admiral Cornwallis, (page 202.)—VII. To Trinulo, for a Sailor's description of the House of Commons in 1773, (page 219.)—VIII. For the extract from Lieutenant Copmbe's Log, detailing the glorious exploit that was performed by the boats of the Galatea, (page 304.)—IX. For the valuable Journal of the proceedings of the Squadron under Sir J. Jervis, in the West Indies, during 1794 and 1795, (pages 312, 388, and 473.)—X. For the communication of the original MS. which narrates the voyage and loss of the Duke William, Transport, in 1758, (page 396.)—And XI. For the Naval Ballads that are inserted at pages 500, 501, and 503.

The LETTERS ON SERVICE, of which our Chronicle may now boast a very valuable collection, from the year 1799, record in the present Volume, amongst other brilliant exploits,—I. Captain Pearse's action in the Halcyon sloop, with the Spanish ship Neptuno dios de los Mares, a brig, and a zebéck, which terminated in the capture of the Neptuno, (page 78.)—II. Lieutenant Barker's capture of the French sloop privateer le Tigre, by His Majesty's armed brig Grenada, being the third which that officer had taken in the course of three weeks, (page 158.)—III. Captain Waldegrave's chase of eleven of the enemy's privateers in the Straits of Gibraltar, by His Majesty's sloop the Minorea, and his skilful manœuvre in capturing the largest, close to Cape Trafalgar, (page 159.)—IV. Particulars of an enterprize highly creditable to Lieutenant Mapleton, of the Impenuse, Lord

Cochrane, (page 167.)—V. From Captain Brisbane, of the *Arethusa*, giving an account of the gallant and resolute manner in which the Island of Curaçoa was taken by the four frigates under his command, (page 168.)—VI. List of men of war and armed vessels captured and destroyed by the squadron on the Jamaica station, from January 1, 1806, to January 1, 1807, (page 254.)—VII. Account of the spirit and gallantry that were displayed by the officers and men in the boats of the *Galatea* and *Cerberus*, off Martinique, (page 335.)—VIII. Gallant conduct of Captain Elphinstone, and Captain Troubridge, in the Java Seas, July 25, 1806, (page 338.)—The capture of Monte Video, as detailed by Admiral Stirling, (page 341.)—IX. Captain Sayer's letter, detailing the noble exertions of the officers of the *Galatea*, in their capture of the *Lynx*, (page 346.)—X. Captain Dacres' capture of the French schooner *Dauphin*, and his subsequent destruction of the Fort at Samana, a noted asylum for the enemy's privateers, (page 349.)—XI. Admiral Duckworth's proceedings in the Dardanelles, (page 425.)—XII. Captain Hallowell's account of the surrender of Alexandria, (page 433.)—XIII. A gallant attack made by the armed ship, *Sally*, Captain Chetham, on a column of French troops on the *Nehring*, (page 512.)—XIV. The capture of the *St. Pedro*, Spanish packet, by the boats of His Majesty's ship *Comus*, Captain Shipley, (page 515.)—XV. The destruction of some gun-boats and small craft, in the Spanish Main, by His Majesty's sloop *Lark*, Captain Nicholas, (page 516.)—XVI. And, though last, not least, Captain Barrie's capture of thirteen sail of a French convoy, and the destruction of a fourteenth; an achievement which, great as it was, would have been extended, had the wind been favourable, (page 517.)

In NAVAL LITERATURE we particularly recommend to our readers, in the first place, a Work which we ought long since to have paid a greater attention to; and we intend in our next Volume to give some extracts from it:

I. A Treatise on Naval Architecture, founded upon Philosophical and Rational Principles, towards establishing fixed rules for the best form and proportional dimensions, in length, breadth, and depth, of Merchants' ships in general, and also the management of them to the greatest advantage, by practical seamaanship; with important hints and remarks relating thereto, especially both for defence and attacks in war at sea, from long approved experience. By William Hutchinson, Mariner, lately a Dock Master at Liverpool.

2. **Authentic Materials for a History of the People of Malta :** In four Parts : containing the Form of Government under their own Magistrates, under the Grand Masters, and under the British Civil Commissioners ; their former Efforts to regain their ancient Rights and Liberties, and their present Claims thereto ; a Memorial to the King ; Revenues, Expenditure, Coins, Corn Measures, Agriculture, &c. By William Eton, Esq.

3. **The Present State of Turkey ;** together with the Geographical, Political, and Civil State of the Principalities of Moldavia and Wallachia. From observations made during a residence of fifteen years in Constantinople and the Turkish Provinces. By Thomas Thornton, Esq.

4. **Some Account of New Zealand,** particularly the Bay of Islands and surrounding Country ; with a description of the Religion and Government, Language, Arts, Manners, and Customs of the Natives. By John Savage, Esq. Surgeon.

5. **An History of Jamaica ;** with Observations on its Climate, Scenery, Trade, Productions, Negroes, Slave Trade, Diseases, Customs, Manners and Dispositions of the Inhabitants.—To which is added, an illustration of the advantages which are likely to result from the Abolition of the Slave Trade. By Robert Renny, Esq.

6. **Letters addressed to the Right Hon. Lord M——,** on the late Expeditions to the Spanish Main ; and on the expediency of a gradual and systematical Emancipation of Spanish America ; including the Sketch of a Plan for effecting it, in a manner beneficial to Great Britain and that Country. By a Native of Spanish America.

7. The Pamphlet just published, entitled “ *Free Trade to the East Indies,*” is an interesting publication. Although we will not enter into the merits of the subject, or give our opinion on it, we shall mention to our readers the contents of this production. The Author takes a comprehensive view of the Company’s present situation, and gives a full history of its civil transactions from its first charter, in 1600, to the present day. Having finished the history, he proceeds to consider, whether the exclusive charter of the East India Company be advantageous or disadvantageous to the British Empire. He then states, in a candid manner, all the arguments in defence of the present chartered monopoly. He investigates them calmly, and, in his opinion, refutes them clearly. After which, he concludes this part of the subject by endeavouring to point out the *necessity* and *advantages* of a Free Trade to the

East Indies, and, consequently, of a total termination to the present chartered monopoly.

For this purpose he first points out the hurtful effects of the present system. He shows—1st. The interests of the Public and of the East India Company are *contrary* to each other. 2. That the Company are totally *unable* to carry on the trade to its proper extent. 3. That the present system prevents competition, and represses the industry of the British Merchant and Manufacturer. 4. That the trade of rival nations is encouraged and increased, and *that the trade of America alone to the East Indies and China, actually exceeds that of Great Britain.* 5. That by exacting exorbitant profits, they impoverish the English people, and lessen our foreign trade. 6. That the Directors and Proprietors of the East India Company are totally unfit to be the Legislators of a great, extensive, and populous Empire. 7. The Directors are careless about the increase of trade, and despise all economy: and, 8. The immense private fortunes poured into the country, endanger its independence, and prove subversive of its happiness. These facts are all illustrated and explained in their order. The Author now points out the advantages which must undoubtedly be derived from a free trade. He states, that, 1st. A free trade to India would greatly increase our exports. 2d. A free trade to India would lessen the commerce of our maritime rivals with that country. 3dly. A free trade to India would equally increase the wealth and naval power of the State; and, 4thly, The condition of every class of the community would be greatly improved, in consequence of a free trade. The Author having supported all these propositions by various arguments and illustrations, concludes with a serious address to every friend of his country, in this important crisis.

This pamphlet is written with much spirit and force of argument, and has already excited considerable attention. It is said, that the Company are preparing an answer to it, which will shortly be published.

8. Thoughts on the value to Great Britain, of Commerce in general, and on the value and importance of the Colonial Trade in particular. By Charles Bosanquet, Esq.

9. An Account of the Navigation and Commerce of the Black Sea, collected from original sources. By Charles Wilkinson.

10. Voyages in Portugal, Spain, Asia Minor, Egypt, &c., from 1796 to 1801, with serious reflections, by F. Collins, late Lieutenant of the Dolphin.

11. A Clergyman of Nykoebing, in Denmark, has given the

description of an Island, the name of which is scarcely known to the Danes themselves: it is that of Mors, situated in the north-east part of Jutland, and formed by the Great Gulf of Lintfiord.

12. A new Map of the Feroe Islands has appeared in Denmark, constructed by M. Loevenvern, a distinguished Officer in the Navy; it comprehends a space from lat. $61^{\circ} 25'$, to lat. $62^{\circ} 25'$.

13. Captain Foote's vindication of his conduct, when Captain of His Majesty's ship Seahorse, and senior Officer in the Bay of Naples, in the summer of 1799. Pp. 171.

*** This admirable Pamphlet, which we shall notice more fully in our next Volume, has been published in consequence of a direct attack on this excellent Officer, by a Work which professes to contain "Genuine Memoirs of Lord Nelson's Life."

We are glad to hear, that Lord Mulgrave intends to furnish every one of His Majesty's ships with a set of correct charts, and to communicate also the numerous observations that have been made, and are constantly making, by different officers. This is worthy of the name of Mulgrave, and will eventually lead to other measures of a similar nature. We sincerely hope that amidst the scuffles of party, the great and leading interests of the nation will not for a moment be neglected: there are at present very cogent reasons, why a most marked and uniform attention should now be particularly given to the wishes and the comforts of the British Navy.

Mr. Arrowsmith has lately published a most valuable Chart of the Mediterranean, and two smaller ones, of the Straits of Constantinople and the Dardanelles.—His large Map of Scotland is also just published, which gives a most accurate delineation of its indented coast. He is also at present employed in drawing some more of those small Charts of detached places of public interest for our CHRONICLE, which have already given so much satisfaction.

It has been our custom to mention some of the Biographical Memoirs we have in hand, that we might, before publication of them, receive such anecdotes, and delineations of their professional character, as their respective acquaintance might wish to furnish: with this idea we therefore inform our numerous

literary friends, that we have at present on our table, the Lives of Vice-Admiral Sir J. T. Duckworth, of Vice-Admiral John Holloway, of Lord Cochrane, of the late Captain Pearson, Lieutenant-Governor of Greenwich Hospital, of Sir Andrew Snape Hamond, and of Admiral George Murray, now at the Mauritius.

We request the sons and relatives of other officers, who are at present serving their Country, or who, having served it, have drifted on the half-pay shoals, to assist and extend this valuable portion of our CHRONICLE ; which too many writers continue to steal from, without the smallest acknowledgment.

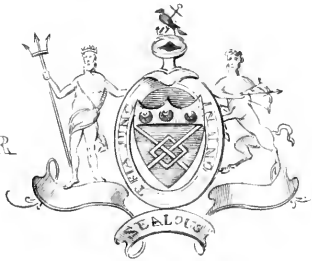
The large orders which we have lately received from foreigners, are particularly flattering ; and we beg to observe, that we should gladly insert whatever memoirs of foreign Naval Officers might be sent us. The variety of beautiful Drawings of Sea Coasts and Harbours which we have received, shall in time meet with the attention they deserve. We now take our leave, and return to our respective Stations ; anxiously hoping to perform our duty, and to preserve the good opinion which we have obtained.

All communications intended for insertion in the NAVAL CHRONICLE, are requested to be sent to Mr. GOLD, 103, Shoe Lane, London.

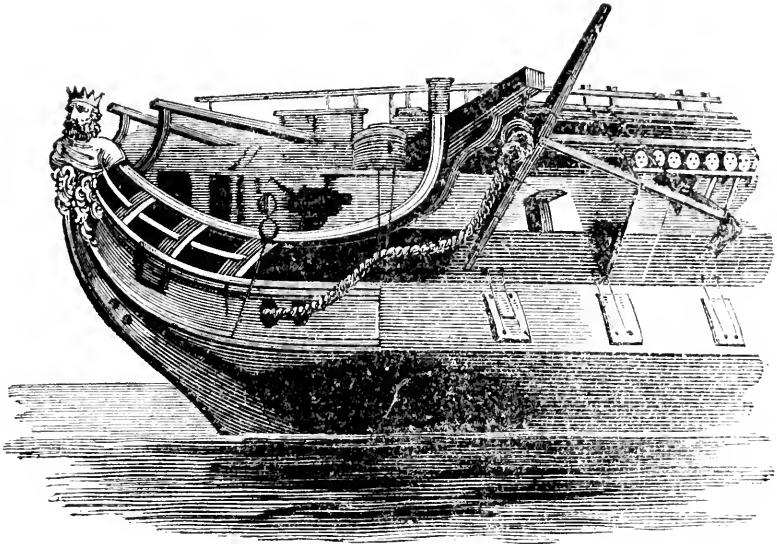


Ridley & Broad Sc.

COMMODORE SIR



SAMUEL HOOD K.B. & K.



The above Engraving by Nesbit, is from a Drawing by Pocock, and is an accurate representation of the *Bow* of the *Tonnant*, as she appeared after the Battle of Trafalgar.

BIOGRAPHICAL MEMOIR OF
COMMODORE SIR SAMUEL HOOD, K.B., K.S.F.,
 AND M.P. FOR THE CITY OF WESTMINSTER.

“ ——— THE HEART OF A SAILOR CAN FEEL,
 FOR HIS FRIEND'S, FOR HIS COUNTRY'S REPOSE ;
 TO THESE IT PRESENTS THE SMOOTH PEEL,—
 AND THE ROUGH OAK BENEATH, TO THEIR FOES.”

OGILVIE.

IT is recorded, on the sepulchral monument of a certain noble family, that “ all the brothers were valiant, and all the sisters virtuous.” With the female branches of the Hood family, we have not the honour of being acquainted; but, as far as our knowledge extends, respecting the males, we can with confidence assert them to be *all* “ valiant.”

Already has it been our task to emblazon the virtues and exploits of Sir Samuel Hood's noble relatives, the Lords Hood and Bridport; and to embalm the respected memory of his deceased brother: it now becomes our pleasing duty to exhibit

the more prominent traits of his own professional life—a life, of which upwards of thirty years have been spent in the service of his beloved country.

This gentleman, whose nautical career we are about to disclose, was born in the month of November, 1762; and consequently is now in his forty-fifth year. Sir Samuel's grandfather was the Rev. Arthur Hood, of Dawlish, Somersetshire, elder brother of the father of the Lords Hood and Bridport: his father was the late Mr. Samuel Hood, an opulent farmer, of Kingsland, in the parish of Netherby, Dorsetshire. Sir Samuel's eldest brother, Arthur, was unfortunately drowned in His Majesty's sloop *Pomona*, which foundered in a hurricane, on the Leeward Island station, in the year 1775;* and his second brother, Alexander, Captain of the *Mars*, was killed in that ship, in an action with *l'Hercule*, on the 21st of April, 1798 †.

From the above genealogical particulars, it appears that Sir Samuel Hood is second cousin to the two illustrious Admirals whom we have mentioned; and not nephew, as has been most generally understood.

Thus related, however, it is by no means surprising, that the subject of this memoir should emulate the proudest deeds of his predecessors and contemporaries—that he should mentally exclaim:—

“ That which Alexander sigh'd for,
That which Cæsar's soul possess'd,
That which heroes, kings have died for,
Glory!—animates my breast!”

About the age of fourteen, Mr. Hood commenced his naval career, as Midshipman, under the protection of the Right Honourable Lord Hood, who then (1776) commanded the *Courageux*. He remained in that ship, and in the *Robust* ‡,

* The *Pomona*, Captain Eastwood, and the *Ferret*, Captain Rodney, were lost we believe at the same time, and all their crews perished.

† *Vide* biographical memoir of the late Captain Alexander Hood, *NAVY CHRONICLE*, Vol. VI, page 173, *et seq.*

‡ Commanded by Captain Hood, now Lord Bridport.

until the year 1779. In 1778, while in the latter, he was present at the capture of two French frigates, the *Pallas* and the *Licorne**; and, on the 27th of July, in the same year, in the memorable engagement between Admiral Keppel and le Comte d'Orvilliers†, he had the honour of serving as *Aid-du-camp* to the Captain of the *Robust*.

In the course of the following year, Mr. Hood was removed into the *Lively* sloop; and, in 1780, he was in that vessel at the capture of la *Duchesse de Chartres*, a French privateer, which surrendered after a short action, in the British Channel.

At the latter end of the year 1780, Lord Hood having hoisted a Rear-Admiral's flag on board of the *Barfleur*‡, he was accompanied to the West Indies, in that ship, by his young *protégé*; who served under him, as acting Lieutenant, and Lieutenant, from the month of October, 1780, until the 31st of January, 1782.—During his services in the *Barfleur*, Lieutenant Hood exerted himself, as far as his rank and orders would permit, in the battle with de Grasse, off Martinique, on the 29th of April, 1781; in the engagement off the Chesapeake, on the 5th of September following§; and in the actions between the two fleets, at St. Kitt's, on the 25th and 26th of January, 1782.

Were it not that we have already given a copious and correct detail of these respective services, in our memoir of Lord Hood, we could here dwell with much pleasure upon their extent and importance; and would endeavour to offer some tribute to the gallantry and skill of those brave Commanders, who performed so much for the honour of the British flag. As it is, we must content ourselves with referring the reader to the lives of Lord Rodney, Lord Hood, and Lord Graves, whose actions form such conspicuous figures in the pages of our Chronicle ||. It

* June 17 and 18. *Vide* NAVAL CHRONICLE, Vol. I, page 273; and Vol. VII, page 293.

† *Vide* NAVAL CHRONICLE, Vol. I, page 271.

‡ *Vide* NAVAL CHRONICLE, Vol. II, page 7.

§ The British fleet was then commanded by the late Lord Graves.

|| *Vide* NAVAL CHRONICLE, Vol. I, page 353; Vol. II, page 1; and Vol. V, page 377.

would be unjust, however, to dismiss the subject, without observing, that the officer, to whom this memoir immediately relates, derived ample experience and profit from the situation in which he was placed. Acting so immediately under the eye of such distinguished Commanders as those whom we have mentioned, he could not but acquire a portion of their skill, and imbibe a sentiment of emulation, which opened to him a prospect of the brightest and the happiest results. We cannot consider Sir Samuel Hood as otherwise than extremely fortunate in having been thus stationed. Favoured by nature with an excellent constitution, a brave and martial spirit, fortune seems to have indulged him with an opportunity of turning those advantages to the best account.

On the 31st of January, 1782, five days after the second action at St. Kitts, Mr. Hood was promoted to the rank of Commander, and appointed to the *Renard* sloop, by the present Lord Viscount Hood. This appointment took place, it is worthy of remark, when he had scarcely passed his twentieth year; a presumptive proof that, joined to his family interest in the Navy, he had given sufficient indications of future eminence.

Captain Hood's command of the *Renard* appears to have been rather nominal than real. At the period of his appointment, that vessel was lying as a convalescent ship at Antigua; and, revolting from the state of inactivity to which such a service would have condemned him, he remained as a volunteer on board of the *Barfleur*.

“ The warrior's wish arose within his soul,
As Fancy pictur'd scenes of radiant hue;
He saw, at distance, Fame's immortal goal,
And future glories press'd upon his view !”

Captain Hood was in the *Barfleur* at the well-remembered actions of the 9th and 12th of April, 1782, in which his noble relation so conspicuously and eminently distinguished himself*; and, on the 19th of the same month, he was also at the capture

* *Vide NAVAL CHRONICLE*, Vol. I, page 369; and Vol. II, page 20.

of the French squadron in the Mona Passage, consisting of the *Jason*, *le Catois*, *l'Aimable*, and *la Ceres**.

This was the last engagement in which Captain Hood was concerned during the war.—When the preliminaries of peace were signed, he took the opportunity of going over to France, where he remained until the year 1785.

On his return to England, he was appointed to command the *Weazle* sloop of war, in which he proceeded to Halifax. He was there employed in surveying the coasts and harbours on that station; where, for the vigilance and activity of his services, he was rewarded, by the Commander in Chief at Halifax, with a Post Captain's commission †, and appointed to the command of the *Thisbe* frigate. Captain Hood remained at Halifax until the latter end of 1789, when the *Thisbe* was ordered to England and paid off.

In the month of May, 1790, he was appointed to the command of the *Juno* frigate, in which he proceeded to Jamaica. Whilst on this station, nothing particular occurred until the beginning of February, in the following year, when Captain Hood, in a manner the most honourable to his character as an officer and as a man, had the satisfaction of saving the lives of three men from a wreck, at sea. His ship was then lying in *St. Ann's Harbour*; and, in the height of a gale of wind, which increased to an absolute hurricane, a wreck was descried from the mast head, with three people upon it, over whom the waves broke with such unremitting violence, that it appeared scarcely possible to rescue them from their dreadful situation. The *Juno's* cutter and launch had been previously dispatched to the assistance of a vessel in the offing; so that Captain Hood had nothing but his own barge, with which to attempt the preservation of his unfortunate fellow creatures. From the extreme apparent danger, the crew evinced the greatest reluctance to descend into the barge, until Captain Hood undauntedly leaped in, exclaiming—*I never gave an order to a sailor in my*

* *Vide* NAVAL CHRONICLE, Vol. II, page 22.

† Dated May 24, 1788.

life, which I was not ready to undertake and execute myself! The barge then pushed off; and, through the most determined perseverance, Captain Hood had the happiness of succeeding in his gallant and meritorious effort. This was an action worthy even of Lord Nelson himself!

The following extract of a letter, dated Feb. 3, 1791, from a gentleman at St. Ann's, to the Printer of the *Kingston Daily Advertiser*, contains the only authentic narrative of this transaction, which has ever appeared; and is now, we believe, for the first time published in this country:—

Yesterday morning a ship in the offing under sail standing in, and having a signal of distress, Captain Hood, of the *Juno*, now lying here, sent a sailing boat (the launch) out to her, and which returned with an account that it was the *Fame*, Captain Moyze, of Bristol, which had been blown out of Spring Garden, where she parted four cables, and had not an anchor or cable on board. It was surprising with what expedition Captain Hood supplied her wants; for notwithstanding the extreme badness of the weather, it blowing very hard, and the sea being very high, he sent out an anchor and cable by two sailing boats, (the launch and cutter,) which could not, after delivering the anchor, regain this port, and we entertained some fears for their safety. We have however been just now informed, that they got safe into Runaway Bay, about nine miles to leeward.

This morning our feelings were arrested by a most distressing scene—a signal of distress—a white shirt fastened to a piece of the shallop's mast, about six feet high, was seen about a mile at sea. With the glass we could plainly discover some people on the wreck of a small vessel, water logged, and scarcely tenable; the sea breaking over her with great violence, we could give her no assistance, having no craft here that durst venture out. The *Juno's* two sailing boats, (the cutter and launch,) as I have already told you, being wind bound at Runaway, and Captain Hood having no other boat but his barge, which no one on shore imagined could have lived in so turbulent an ocean as the wreck was in. Captain Hood however, as an encouragement to his bargemen, leaped himself into her, to undertake an affair of humanity, at the great risk of his own life. The spectators you may suppose were numerous; our distress was increased, instead of being allayed, by the bold attempt, for we expected every

moment to see the barge and her crew perish, the sea running mountains high, and with incredible violence; but it pleased the Almighty to favour the attempt, and to protect the brave and humane Captain Hood and his men: in less than half an hour the barge reached the wreck, which had now driven almost on the roaring reef; one of her crew had been drowned before Captain Hood came up with her; the remaining three were saved, but they were so exhausted, that they were not able of themselves to get into the barge; and in two minutes more, but for the assistance of Captain Hood, must have perished on the reef.

It required great management to keep the barge from filling, having been obliged to go so near the reef, to rescue the poor wretches from death, that she was amongst the breakers.

The wreck it seems was a Turtler, belonging to Montego Bay, and had upset about two miles from where the people were taken out of her.

You may form some idea of the violence of the sea from the wreck's being overset and righted again several times.

So highly was the Government of Jamaica impressed with a sense of the humane and adventurous conduct of Captain Hood, upon this occasion, that it immediately passed the following Resolution:—

HOUSE OF ASSEMBLY,

Tuesday, 22d day of February, 1791.

Resolved, *nem. con.*, that the Receiver-General do forthwith remit to the agent of this island, the sum of one hundred guineas, for the purchase of a sword, to be presented to Captain Samuel Hood, of His Majesty's ship Juno, as a testimony of the high sense which this House entertains of his merit, in saving (at the manifest peril of his own life, in a violent gale of wind, off the port of St. Ann, on the 3d inst.) the lives of three men, discovered on a wreck at sea, and who must inevitably have perished, but for his gallant and humane exertion.

Ordered that the Clerk of this House do transmit to Captain Samuel Hood, a copy of the foregoing resolution.

By the House,
GEORGE WRENCH,
Clerk to the Assembly.

Captain Hood returned to England, in the Juno, in the course of 1791; having, however, previously received the

following letter, containing the unanimous thanks of the Humane Society of Jamaica, for his philanthropic exertions:—

SIR,

THE Humane Society of Jamaica, ever ready to acknowledge those acts of benevolence, which do honour to their institution, have at their last general meeting unanimously voted that the thanks of the Society should be transmitted to you, for your humane and courageous exertions at St. Ann's Bay, in saving the lives of your fellow creatures at the imminent risk of your own. This, Sir, I do in behalf of the Society, taking this opportunity of wishing you a prosperous and safe voyage, to enjoy in the arms of your relatives, that happiness which must ever attend a benevolent and brave Man. I have the honour to be,

With esteem and respect, Sir,

Your most humble Servant,

JOHN HARRIS, Sec.

Samuel Hood, Esq.

July 8, 1791.

Some time after his arrival in England, Captain Hood was presented with the sword, which had been voted to him by the Government of Jamaica, accompanied by the following elegant and classical letter:—

SIR,

London, February 17, 1792.

IN obedience to the commands of the Assembly of Jamaica, I have the honour to present you with a Sword, the value of which is greatly increased by their unanimous resolution of the 22d Feb. 1791, of which the following is a copy.

Resolved, *nem. con.*, that the Receiver-General do forthwith remit to the agent of this island the sum of one hundred guineas, for the purchase of a sword, to be presented to Captain Samuel Hood, of His Majesty's ship Juno, as a testimony of the high sense the House has of his merit, in saving (at the manifest peril of his own life, in a violent gale of wind, off the port of St. Ann, on the 3d instant) the lives of three men, discovered on a wreck at sea, and who must inevitably have perished, but for his gallant and humane exertion.

In obedience to the commands of the Committee of Correspondence, I have ordered an Inscription to be engraved, which I hope will meet with their approbation, which is as follows:—

SAMUELI HOOD OB TRES CIVIS
SVO EXEMPLO, ET SVO PERICULO SERVATOS

D. D. D. SEQ. JAMAICENSIS.

MDCXCII.

To which I have added another very short inscription, upon the upper ornament of the scabbard, in order to perpetuate the memory of your speech to your sailors, when you sprang on board your boat to save the men on the wreck, which I am informed were these:—"I never gave an order to a sailor in my life, which I was not ready to undertake and execute myself."

The Inscription stands thus:—

OMNE NAUTARUM PERICULUM
MEO SUBIRE PARATUS.

Horace.—Ipsod. 1. Lib. 1.

Amongst the ornaments upon the hilt, you will find, in pursuance of my directions, an elegant enamel of the Corona Civica, the chaplet of oaken leaves, which the Roman Senate, in the time of its greatest prosperity, presented to any person that had signalized himself by saving the life of a citizen.—I take upon myself to say, that no Roman ever deserved that honour better than yourself; few so well: as you saved not one life only, but three: and what is more, at the imminent hazard of your own. The applause of the whole world will follow you to the end of time, and the same applause will follow that liberal Assembly, which has distinguished its own humanity by rewarding yours. Permit me, Sir, to add one wish of my own, and I have done. May victory in future finish the character, which humanity has begun; and may they both join hands in promoting you to the highest honour of your profession. I have the honour to be,

SIR,

Your most obedient, and obliged humble Servant,
STEPHEN FULLER.

*Captain Samuel Hood, of His
Majesty's Ship Juno.*

In the autumn of 1791, after his return to England, and in that of the succeeding year, Captain Hood had the honour of attending upon their Majesties at Weymouth. This duty must have afforded him a pleasing relaxation from the toils of severer service. But a scene more animating, more congenial to the enterprising spirit of this officer, was on the eve of presenting itself.

At the breaking out of the late war, in 1793, Captain Hood

was ordered up the Mediterranean, in his old ship, the *Juno*, and was there very actively employed*.

It will be recollected, that, in the month of December, 1793, Lord Hood had been under the necessity of evacuating Toulon; after which he proceeded, with his fleet, to Hieres Bay, there to await the arrival of a fleet of transports and victuallers from Gibraltar. Previously to the evacuation of Toulon, Captain Hood had been dispatched to Malta; and, on his return from that port, with supernumeraries for the fleet, being wholly unacquainted with the events which had occurred during his absence, he stood into Toulon harbour. His escape from the enemy, under the consideration that it was night when he entered the road, may be regarded as one of those fortunate circumstances, which history has but rarely an opportunity of recording. For his good fortune in this instance, however, Captain Hood was certainly much indebted to his own promptitude of decision, and activity of exertion. The justness of this position will be evident, from Captain Hood's narrative of the affair, as transmitted to Vice-Admiral Lord Hood, in the subjoined envelope :—

MY LORD,

Juno, Bay of Hieres, January 13, 1794.

I BEG leave to enclose your Lordship a narrative of the fortunate escape of His Majesty's ship *Juno*, under my command, from the port of Toulon, after having run ashore in the inner harbour on the night of the 11th instant.

The firm, steady, and quiet manner in which my orders were carried into execution, by Lieutenants Mason and Webly, in their respective stations; the attention of Mr. Kidd, the Master of the steerage, &c. with the very good conduct of every officer and man, were the sole means of the ship's preservation from the enemy, and for which I must request permission to give them my strongest recommendation. I have the honour to be,

With the greatest respect,

Your Lordship's very obliged humble Servant,



*To the Right Hon. Lord Hood, Vice-Admiral
of the Red, and Commander in Chief, &c.*

* For a detailed account of the proceedings at Toulon, see the biographical memoir of Lord Hood, NAVAL CHRONICLE, Vol. II, page 1, *et seq.*, and the series of Toulon Papers, in the same Volume.

Juno, Bay of Hieres, January 13, 1794.

ON the 3d instant I left the Island of Malta, having on board 350 supernumeraries, 46 officers and private marines of His Majesty's ship *Romney*; the remainder, Maltese, intended for the fleet.

On the night of the 7th passed the S.W. point of Sardinia, and steered a course for Toulon; on the 9th, about 11 A.M., made Cape Sicie, but found a current had set the ship some leagues to the westward of our expectation; hauled the wind, but it blowing hard from the eastward, with a strong lee current, we could but just fetch to the westward of the above Cape. The wind and current continuing, we could not, till the evening of the 11th, get as far to windward as Cape Sepet; having that evening, a little before 10 o'clock, found the ship would be able to fetch into Toulon. I did not like to wait till morning, as we had been thrown to leeward before; and having so many men on board, I thought it my indispensable duty to get in as fast as possible. At 10 I ordered the hands to be turned up, to bring ship to anchor, being then abreast of Cape Sepet, entering the outer harbour. Not having a Pilot on board, or any person acquainted with the Port, I placed two Midshipmen to look out, with night glasses, for the fleet; but not discovering any ships, until we got near the entrance of the inner harbour. I supposed they had moved up there in the eastern gale: at the same time, seeing one vessel, with several other lights, which I imagined to be the fleet's, I entered the inner harbour, under the top-sails only; but finding I could not weather a brig, which lay a little way to the point, called the Grand Tower, I ordered the foresail and driver to be set, to be ready to tack when on the other side of the brig. Soon after the brig hailed us, but I could not make out what language; I supposed they wanted to know what ship it was; I told them it was an English frigate, called the *Juno*: they answered, *Viva*. After asking, in English and French, for some time, what brig she was, and where the British Admiral lay, they appeared not to understand me, but called out as we passed under their stern, *Luff! Luff!* several times; which made me suppose there was shoal water near; the helm was instantly put a lee, but we found the ship was on shore before she got head to wind.—There being very little wind, and perfectly smooth, I ordered the sails to be clewed up, and hauled: at this time a boat went from the brig towards the town. Before the people were all off the yard, found the ship went astern very fast, by a flaw of wind that came

down the harbour: hoisted the driver and mizen-stay-sail, keeping the sheets to windward, that she might get farther from the shoal. The instant she lost her way, the bow being then in $\frac{1}{2}$ less 5, let go the best bower anchor, when she tended head to wind, the after part of the keel was aground, and we could not move the rudder. I ordered the launch and cutter to be hoisted out, and the ketch anchor, with two hawsers, to be put in them to warp the ship farther off. By the time the boats were out, a boat came alongside, after having been hailed, and we thought answered as if an officer had been in her. The people were all anxious to get out of her, two of whom appeared to be officers. One of them said he was come to inform me, that it was the regulation of the Port, and the Commanding Officer's orders, that I must go into another branch of the harbour, to perform ten days' quarantine. I kept asking him where Lord Hood's ship lay; but his not giving me any satisfactory answer, and one of the Midshipmen having at the same instant said, "they wear national cockades," I looked at one of their hats more stedfastly, and by the moon-light clearly distinguished the three colours. Perceiving they were suspected, and on my questioning them again about Lord Hood, one of them replied, "*Soyez tranquille, les Anglois sont de braves gens, nous les traitons bien; l'Amiral Anglois est sortie il y'a quelque tems.*"

It may be more easily conceived, than any words can express, what I felt at the moment. The circumstance of our situation of course was known throughout the ship. In an instant, and, saying we were all prisoners, the officers soon got near enough to know our situation. At the same time a flaw of wind coming down the harbour, Lieutenant Webby, third Lieutenant of the ship, said to me, "I believe, Sir, we shall be able to fetch out, if we can get her under sail." I immediately perceived we should have a chance of saving the ship; and at least if we did not, we ought not to lose His Majesty's ship without some contention. I ordered every person to their respective stations, and the Frenchmen to be sent below; they perceiving some bustle, two or three of them began to draw their sabres, on which I ordered some of the marines to take the half-pikes and force them below, which was soon done: I then ordered all the Maltese between decks, that we might not have confusion with too many men. I believe, in an instant, such a change in people was never seen; every officer and man was at his duty; and I do think, within three minutes, every sail in the ship was set, and the yards braced ready for

casting: the steady and active assistance of Lieutenant Turner, and all the officers, prevented any confusion from arising in our critical situation. As soon as the cable was taught, I ordered it to be cut, and had the great good fortune to see the ship start from the shore the moment the head sails were filled; a favourable flaw of wind coming at the same time, got good way on her, and we had then every prospect of getting out, if the forts did not disable us. To prevent being retarded by the boats, I ordered them to be cut adrift, as also the French boat. The moment the brig saw us begin to loose sails, we could plainly perceive she was getting her guns ready, and we also saw lights upon all the batteries. When we had shot far enough for the brig's guns to bear on us, which was not more than three ships' lengths, she began to fire, and also a fort a little on the starboard bow, and soon after all of them, on both sides, as they could bring their guns to bear. As soon as the sails were well trimmed, I beat to quarters, to get the guns ready, but not with an intention of firing till we were sure of getting out. When we got abreast of the centre port of the land of Cape Sepet, I was afraid we should have been obliged to make a tack; but as we drew near the shore, and were ready, she came up two points, and just weathered the Cape. As we passed very close along that shore, the batteries kept up as brisk a fire as the wetness of the weather would permit. When I could afford to keep the ship a little from the wind, I ordered some guns to be fired at a battery that had just opened abreast of us, which quieted them a little; we then stopped firing till we could keep her away, with the wind abaft the beam; when, for a few minutes, we kept up a very brisk fire on the last battery we had to pass, and which I believe must have otherwise done us great damage.

At half-past 12, being out of reach of their shot, the firing ceased. Fortunately we had no person hurt; some shot cut the sails; part of the standing and running rigging shot away; and two French 36-pound shot, that struck the hull, is all the damage the ship sustained.

Early in the succeeding month (February) Lord Hood proceeded towards Corsica, with the view of reducing that island. On this occasion, the *Juno*, with the *Egmont*, *Fortitude*, and *Lowestoff*, under the orders of Commodore Linzee, in the *Alcide*, was dispatched to the Gulf of St. Fiorenzo, for the

purpose of facilitating and covering the debarkation of some troops, under the command of Lieutenant-General Dundas. This object was effected on the 7th, in a Bay to the westward of Mortello*. We have stated, in our memoir of Lord Hood, that, "by the incredible exertions of the British seamen, in dragging guns up precipices almost perpendicular, the heights, which overlook the town of Mortello, were taken." In this service Captain Hood was very actively employed, for which he afterwards received the thanks of the Commander in Chief of the land forces.

On the day after that on which the debarkation of the troops had been effected, it was thought expedient to attack the tower of Mortello, from the Bay; and the Juno, in conjunction with the Fortitude, Captain Young, accordingly commenced a cannonade against it, which lasted for two hours and a half. The attempt was ineffectual; but the bravery of the assailants was not the less conspicuous: at least it may be presumed so, from the following communication, addressed by Commodore Linzee to Captain Hood:—

Alcide, 9th February, 1794.

MEMORANDUM.—Commodore Linzee requests Captain Hood will thank the officers and crew of His Majesty's ship Juno, (in his name,) for their steady and gallant behaviour in the action of yesterday.

Captain Hood, Juno.

ROBERT LINZEE.

It was, we believe, on the 10th, or 11th of February, that the town surrendered, in consequence of the galling fire, which was kept up against it, from some great guns on an adjacent height.

On the night of the 17th, the heights of Fornelli were vigorously attacked, and carried by assault. The enemy then retreated into the town of St. Fiorenzo, which they also evacuated on the 19th, and continued their retreat towards Bastia. Two fine French frigates, la Minerve and la Fortunée, which were lying off the town, were destroyed. On these

* *Vide NAVAL CHRONICLE, Vol. II, page 38.*

occasions, Captain Hood again particularly distinguished himself; and, for his different services in this quarter, he had the satisfaction of receiving the thanks of the Commander in Chief.

We are not exactly informed, as to the manner in which Captain Hood was employed, in the subsequent attack upon Bastia; though he certainly was attached to the fleet at that time. At the blockade and capture of Calvi, he served in *l'Aigle* frigate; and his conduct was mentioned by the Commander in Chief, on that occasion, as highly meritorious.

Captain Hood continued in *l'Aigle* until the year 1796; and, during the whole of 1795, he had the command of a small squadron in the Archipelago, for the purpose of protecting the trade, and blockading a squadron of the enemy's frigates, of equal force, at Smyrna. For the unwearied activity and vigilance which he displayed, while on that station, he received the thanks of the Levant Company, conveyed in the following very handsome and gratifying letter, from Mr. Spencer Smith, His Majesty's Minister at the Court of Constantinople:—

SIR,

Constantinople, January 9, 1796.

A DISPATCH, addressed to this Embassy by the R. W. Levant Company, under the date of 29th September, has been lately received by me, since the departure of his Excellency the Ambassador, containing the following paragraph relating to you, Sir:

“The testimony given by your Excellency, of Captain Hood's activity and judgment in protecting the factory and our trade, with a force hardly superior to the enemy, is highly flattering to that gentleman, and his conduct on the occasion merits our warmest approbation. We request you will have the goodness to communicate to Captain Hood the enclosed extract of the minutes of our general court, expressive of our thanks for his gallant conduct, and attention to the protection of our trade.”

In the absence of Mr. Liston, this pleasing commission has devolved to me, and I avail myself of the first opportunity to convey the above honourable testimony of your meritorious behaviour, accompanied by a copy of the extract alluded to.

I am presenting you my personal compliments on this occasion,

allow me to add the expression of my own admiration of the edifying example afforded by your late command upon the Levant station, forming a striking contrast with the conduct of our unworthy enemies, under the eyes of the Ottoman nation, and tending to extend and perpetuate the renown of the British national character.

I have the honour to be,
With great respect, truth, and regard,

SIR,

Your very obedient humble Servant,

Samuel Hood, Esq.

J. SPENCER SMITH.

Captain Hood had also the pleasure of receiving the subjoined communication from Mr. Werry, His Majesty's Consul at Smyrna, enclosing the thanks of the British Factory at that port:—

SIR,

Smyrna, December 2, 1795.

I HAVE the honour to transmit you the enclosed letter of thanks from the British Factory of Merchants established here, a copy of which I have also transmitted to the Levant Company, in order that their sentiments of the essential services you have rendered them may be made known, and publicly acknowledged.

I am very anxious to have news of the safety of the *Nemesis*, not having any intelligence since you left us. I dispatch a boat with orders to go to Salonica, unless they fall in with that ship at sea; and wrote by an express to Mr. Smith, at Constantinople, giving him every information, and saying how necessary it was Captain Linzee should be advised of his situation, and of your departure for the Commander in Chief. The boat returned on the 28th, after being from here seven days: had not been able to weather Myteline, the wind blowing strong from southward. On the 29th we sent off your waterman, in a large boat for Salonica, and I ordered a smaller boat to cruise for ten days off the entrance of the Gulf, to put letters on board, in case he should attempt this port.

Since you sailed, the *Sensible*, and *la Sardine*, have got below the Castle, nearly in your berth. *Le Rosignol*, the day after you was known to have been out of the Gulf, they rigged and remounted her battery: she remains in the Bay.

The French division is stationed for the present as follows: *la Republicaine*, of 74; *la Junon*, of 44; and the brig, of 14 guns,

cruising off Myteline; *la Justice*, of 36, and *l'Artemise*, 36, one of which is dismasted, are at the Dardanelles; *la Badine*, it was reported, was cruising off Scirgo. We hope she has fallen in with your ship, as a small recompense for disturbing us so unexpectedly.

It is very extraordinary, however, none of them has yet made their appearance here; we conjecture from that circumstance they are looking out for the *Nemesis*. Whatever their real intention is, we know not; they report every where, they come to destroy the frigates and English property where they find it; at present those here have not overcome the disgrace they fell in, by not accepting the opportunity of fighting your ships.

I flatter myself, Sir, I need not repeat what pleasure it will be to me if I can be made useful to you in this part of Asia. I beg to assure you how much I am, Sir,

Your much obliged,
And most obedient humble Servant,

Samuel Hood, Esq.

FRANCIS WERRY.

SIR,

P.S. The gentlemen of the Factory request you will do them the favour to represent to the Commander in Chief the great loss it will be to them to have the goods already purchased remain here any time, and particularly the cargoes at Salonica, which in part are perishable. We are not free of apprehensions from the insolence of the crews of this squadron, who, I have just now heard, are expected in a day or two.

I have the honour to be, Sir,

Your devoted Servant,

FRANCIS WERRY.

The following is the letter of thanks to Captain Hood, from the British Factory at Smyrna, alluded to in the above letter:—

SIR

Smyrna, December 2, 1795.

IMPRESSED as we are with the liveliest sense of gratitude towards you, Sir, for the innumerable benefits which we have derived in our trade and persons from your protection, during the time you have been in those seas, we should do the greatest violence to our feelings, and justly incur the imputation of a want of this sentiment, if we were to suppress the expression of it. Permit us therefore, Sir, to offer you our warmest acknowledg-

ments, for the very effectual and satisfactory manner in which you have accomplished the object for which you were sent here by the Commander in Chief in the Mediterranean, and your very condescending and obliging attention to every request of ours, consistent with your duty; and to assure you, that we shall consider ourselves as peculiarly bound to retain a deep and grateful sense of the important benefits which we are indebted to you for:—benefits which have been extended, in a great measure, to every foreign nation here, who speak in the highest terms of admiration of the propriety and dignity which have marked your conduct; which forms such a striking contrast with that of our enemies here, that even the Turks themselves, who are partial to the French, join in the general applause, and have received so favourable an impression from it of our national character, that we assume no small degree of pride to ourselves from the circumstance. To superior merit, like yours, no commendations of ours can confer additional lustre; we therefore confine ourselves to mere matter of fact in this particular, and shall content ourselves with assuring you, that you will ever have a place in the admiration and affection of the British Factory, every individual of which would esteem himself happy in the occasion of giving you proofs of those sentiments; and our regrets that you should have experienced so many inconveniences, from the necessity of being unconnected with the shore, and considerably heightened, by this circumstance having put it out of our power to show you personally that respect and those attentions, which you are so much entitled to from us.

We have the honour to be, with the most respectful attachment,
Sir, your most devoted, and much obliged humble Servants,

F. WERRY, Consul,	JAS. LA FONTAINE,
GEORGE PERKINS,	WM. BARKER,
ANTHONY HAYES,	WM. TOMKINSON,
JOSEPH FRANEL,	EDWARD LEE,
JOHN HALTASS,	JOHN LEE.
R. WILKINSON,	

Samuel Hood, Esq.

In the month of April, 1796, Captain Hood was appointed to command the *Zealous*, of 74 guns; in which, during that year, he was actively employed under Sir John Jervis, off Toulon; and, in 1797, off Cadiz. In the summer of the latter year, he was with Lord Nelson, at Teneriffe, when his Lord-

ship had the misfortune of losing his arm*. By his spirited and judicious conduct, in effecting the return of the British troops and seamen from their disastrous attack, he had the satisfaction of endearing himself to that great Commander, that lamented Hero, whose loss we can never cease to deplore. After Rear-Admiral Nelson had been wounded, and carried back to his ship; after all the boats had been either sunk by the dreadful fire from the enemy's batteries, or swamped in the surf, Captain Hood and Sir Thomas Troubridge found themselves in the heart of the town of Santa Cruz, at the head of a few seamen and marines, armed with pikes, but surrounded by some thousands of Spaniards. Their situation was most critical. It was dark; and, for the present, the enemy were kept in check, from not being acquainted with the position, or number, of the invaders; but, by day-light, their miserable force must inevitably be discovered! They deliberated; and

“ Decision followed, as the thunderbolt
The lightning's flash!”

Captain Hood immediately waited on the Spanish Governor, Don Juan Antoine Gatterry, with the following laconic message:—“ *I am come, Sir, from the commanding Officer of the British troops and seamen now within your walls, and in possession of the principal strutto, to say, that as we are disappointed in the object which we came for, (alluding to specie,) provided you will furnish us with boats—those we came in being all lost—we will return peaceably to our ships; but, should any means be taken to molest or retard us, we will fire your town in different places, and force our way out of it at the point of the bayonet.*” Taking out his watch, he added:—“ *I am directed to give you ten minutes to consider of this offer.*”

The Governor was astonished at the proposal, made with such confidence, on the part of men whom he conceived to be already in his power. He observed, *that he had thought they were his prisoners; but, as it was not so, he would hold a council with his officers, and let the British Commander know the*

* Vide NAVAL CHRONICLE, Vol. III, page 178.

result in the course of an hour. To this Captain Hood coolly replied, that he was limited to a second, and that his friends were anxiously awaiting his return, to re-commence hostilities, should not his demand have been complied with. He was about to take his leave; when the Governor, alarmed at the probable consequences of driving Englishmen to extremity, acceded to his proposal. He accordingly provided boats, and sent all the English off to their ships, where they had ceased to be expected, laden with fruit, and various other refreshments.—The conduct of the Spanish Governor was indeed eminently noble and generous. Previously to the embarkation of the invaders, he furnished them with a ration of biscuit and wine; and gave orders, that such of the British, as had been wounded, should be received into the hospital. He also intimated to Admiral Nelson, that he was at liberty to send on shore, and purchase whatever necessaries the squadron might be in need of, whilst it remained off the island.

In 1798, Captain Hood was employed in blockading the port of Rochfort. He was recalled from this station, for the purpose, it was said, of commanding a secret and remote expedition; and was only waiting to be relieved by Captain Keats, when some of the enemy's frigates, attempting to escape by night, afforded him another opportunity of displaying his vigilance and skill, in preventing the accomplishment of their object.

Instead, however, of being appointed to the command of an expedition, Captain Hood, in the *Zealous*, (with Sir Thomas Trowbridge, in the *Culloden*, and nine other ships,) was dispatched to reinforce the squadron of Lord Nelson.

On the memorable 1st of August, 1798, Captain Hood, having the 'look-out, first discovered the French fleet in the Bay of Aboukir, and was ordered, by signal, to reconnoitre their position. When Admiral Nelson, about six in the evening, arrived off the Bay of Shoals, he hove to, and hailed Captain Hood, to ask him, "*What he thought of attacking the enemy that night?*" His answer was, "*We have now eleven fathoms water; and, if the Admiral will give me leave, I will lead in,*

making known my soundings by signal, and bring the van ship of the enemy to action." Late as it was, the firmness of this answer decided the Admiral, who said, "Go on, and I wish you success." During this conversation, the Goliath passed, and took the lead, which she kept; but, not bringing up alongside the first ship, went on to engage the second. On this, Captain Hood exclaimed to his officers:—"Thank God! my friend Foley has left me the van ship." He soon after took such a position on the bow of le Guerrier, the ship in question, as to shoot away all her masts, and effect her capture, in twelve minutes from the time that the Zealous commenced her fire. This was achieved without the loss of a man, or the slightest injury to Captain Hood's ship.

The Zealous afterwards engaged, alone, the four French ships which escaped*, until called off by signal. The total loss which she sustained in the conflict amounted to only one scaman killed, and seven wounded.

For the service which Captain Hood rendered, in this glorious and important engagement, he was subsequently honoured with the thanks of Parliament; and was also presented with a sword by the City of London.

After the victory of Aboukir, Admiral Nelson proceeded to Naples, and left Captain Hood with the command of the following squadron, on the coast of Egypt:—

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Zealous.....	74	Captain Samuel Hood.
† Goliath	74	——— Thomas Foley.
Swiftsure	74	——— Benjamin Hallowell.
Emerald	36	——— T. M. Waller.
Alcmene	32	——— George Hope.
Fortune, polacre	18	
Bonne Citoyenne.....	20	
‡ Seahorse.....	38	——— Ed. J. Foote.
La Torride, advice boat		
La Legere,do.....		

* Le Guillaume Tell, of 80 guns; le Genereux, 74; la Diaue, 48; and la Justice, 44.

† Returned to join the fleet under Admiral Nelson.

‡ Joined afterwards.

With this force, Captain Hood kept the port of Alexandria closely blockaded. He also contributed, in a material degree, to the interests of this country, by his amicable communications with all the Pachas and Governors under the Grand Seignior; and particularly with Jezzar, Pacha of Acre, whose friendship he succeeded in acquiring.

While on this station, Captain Hood took, and destroyed, upwards of thirty of the neutral transports, which had carried the enemy's troops to Egypt; and, as an honorary reward for his services, was presented, by the Grand Seignior, with a handsome snuff-box, set with diamonds.

In the month of February, 1799, he joined Lord Nelson at Palermo, and was employed in reducing His Sicilian Majesty's subjects to obedience, and in driving the French out of the kingdom of Naples.—At Salerno*, with only forty marines belonging to the *Zealous*, Captain Hood kept in check a force of 3000 men, who were attacking that place, until the few Neapolitans that had taken up arms had time to escape. The enemy attempted to surround the little band of Neapolitan royalists; but, favoured by the exertions of Captain Hood, they had the good fortune to effect a retreat, with the loss of only two killed, nine wounded, and six prisoners. Twice also Captain Hood drove the French out of Salerno, by the fire from the *Zealous*.

Captain Hood was afterwards employed on shore at Naples, in taking charge of Castel Nuovo †; and kept the city perfectly

* Salerno is a sea-port town of Italy, in the kingdom of Naples, and capital of the province of Principato Citra. It has a good harbour, fortified, and defended by a castle. It is situated at the distance of twenty-six miles, E.S.E. from Naples.

† Castel Nuovo was taken possession of on the 26th of June, the French having previously evacuated the City of Naples. This is one of the five castles which protect the city. It has a communication with the royal palace, and on one side is contiguous to the sea. Its arsenal formerly contained 50,000 complete stand of arms.

quiet, during the siege of St. Elmo*, and of Capua †, until the period of their reduction. His Sicilian Majesty acknowledged these services, by presenting him with a snuff-box, enriched with diamonds; and at the same time conferring on him the rank of Commander of the Order of St. Ferdinand and of Merit.

This honour was confirmed to Captain Hood, by his own Sovereign's royal license and permission, enclosed for him in the following letter to Lord Viscount Hood :—

MY DEAR LORD,

College of Arms, May 1, 1801.

AS I am at present unacquainted with the address of Captain Samuel Hood, I take the liberty, at the suggestion of Sir Thomas Troubridge, to commit to your Lordship's obliging care the enclosed Royal License, authorizing your distinguished relative to accept the rank of Commander of the Order of St. Ferdinand and of Merit, and to bear the Insignia of the said Order; as also the letter of notification of His Sicilian Majesty's Secretary of State; both which instruments have been duly recorded in this College.

Captain Hood's Agents have discharged the usual fees accruing upon the occasion, at the Duke of Portland's Office, and at this College. I have the honour to be, with great respect,

Your Lordship's faithful and obedient humble Servant,

ISAAC HEARD,

Lord Viscount Hood, &c. &c. &c.

Garter.

The subjoined is a copy of His Majesty's License, for Captain Hood's acceptance of the Sicilian Order of St. Ferdinand and of Merit :—

GEORGE R.

GEORGE the Third, by the Grace of God, of the United Kingdom of Great Britain and Ireland, King, Defender of the Faith, &c. To our right trusty and right entirely beloved

* The French, when they evacuated Naples, retained possession of the fort of St. Elmo, or St. Eramo, which is hewn out of a rock, towards the west of the city. Its subterraneous works are wide, lofty, and bomb-proof; and it has eight reservoirs for water. The harbour is spacious, with a canal and a mole nearly 500 paces in length; and, on the whole, it is a place of great strength. On the present occasion, it held out eight days, during which time our heavy batteries were advanced within 180 yards of the ditch. Sir Thomas Troubridge, assisted first by Captain Ball, and afterwards by Captain (now Admiral) Hallowell, commanded the forces which were landed from the English squadron.

† Capua is situated fifteen miles north of Naples.

Cousin, Charles Duke of Norfolk, Earl Marshal, and our Hereditary Marshal of England, greeting. Whereas our good Brother, Ferdinand the Fourth, King of the Two Sicilies, hath solicited our consent to allow our trusty and well-beloved Captain Samuel Hood, of our Royal Navy, to have the rank of Commander of the Order of St. Ferdinand and of Merit, which it is our said good brother's intention to confer upon him. And we being graciously pleased to approve thereof; know ye that we, of our princely grace and special favour, have given and granted, and by these presents do give and grant, unto him the said Captain Samuel Hood, our royal license and permission to accept the said gracious mark of His Sicilian Majesty's favour, and bear the Insignia of Commander of the said Order. Our will and pleasure therefore is, that you, Charles Duke of Norfolk, to whom the cognizance of matters of this nature doth properly belong, do require and command, that this our concession and declaration be registered in our College of Arms, together with the relative documents, to the end that our Officers of Arms, and all others, upon occasion, may take full notice and have knowledge thereof. And for so doing this shall be your warrant. Given at our Court at St. James's, the seventh day of January, 1801, in the forty-first year of our reign.

By His Majesty's command,

PORTLAND.

Recorded in the College of Arms, London, in the register 36, pursuant to a warrant from the Most Noble Charles Duke of Norfolk, Earl Marshal, and Hereditary Marshal of England, and examined therewith this fourth day of February, 1801.

GEORGE HARRISON,

Norroy Register.

Captain Samuel Hood, License to accept the Rank of Commander of the Order of St. Ferdinand and of Merit, and to bear the Insignia of Commander of the said Order.

The *Zealous* was paid off in the month of May, 1800, and Sir Samuel Hood was appointed to the *Courageux*, of 74 guns, in which he was for some time actively employed in the Channel Fleet. The *Courageux* afterwards formed part of a detached squadron, under Sir J. B. Warren, at Ferrol and Vigo, until January 1801; at which period Sir Samuel was

removed into the *Venerable*, another 74 gun ship. In the *Venerable* he was again employed in the Channel fleet, until the month of April; when he escorted a valuable fleet of East Indiamen beyond the Cape de Verdes. On his return, he joined Sir James Saumarez, off Cadiz; and, after making some captures on that station, was in the action of the 6th of July, at Algesiras*. This action, it will be recollected, was not of the most fortunate stamp; but, as we had occasion to observe, in our memoir of Sir James Saumarez, the failure was attributable to causes which no prudence could foresee, which no valour could controul.—Sir James Saumarez, in his official account of this attack upon the enemy's fleet in Algesiras Bay, says:—"I had previously directed Captain Hood, in the *Venerable*, from his experience and knowledge of the anchorage, to lead the squadron, which he executed with his accustomed gallantry; and although it was not intended he should anchor, he found himself under the necessity so to do, from the wind's failing, (a circumstance so much to be apprehended in this country,) and to which circumstance I have to regret the want of success in this well intended enterprise."—Sir James Saumarez also observes: "My thanks are particularly due to all the Captains, officers, and men under my orders; and although their endeavours have not been crowned with success, I trust the thousands of spectators from His Majesty's garrison, and also the surrounding coast, will do justice to their valour and intrepidity, which was not to be checked by the fire from the numerous batteries, however formidable, that surround Algesiras."—Sir Samuel Hood's ship, on this occasion, sustained a loss of eight killed, and twenty-five wounded.

After this action, Linois, the French Commander, was reinforced with a Spanish squadron of five sail of the line; notwithstanding which, and notwithstanding the crippled state of his own ships, Sir James Saumarez determined to pursue, and attack the enemy†. A glorious victory, in which Sir Samuel Hood had the honour of bearing a distinguished part, was the

* *Vide NAVAL CHRONICLE*, Vol. VI, page 109, and 146. † *Ibid.* p. 113, and 145

result of this determination. In the evening of July 12, the enemy's ships were observed to have cleared Cabareta Point; at eight, Sir James bore up after them; and, by eleven, the engagement had commenced. The Admiral continued the pursuit all night. "It blew excessively hard till daylight," says Sir James Saumarez, in his dispatch of July 13, "and in the morning the only ships in company were the Venerable and Thames, a-head of the Cæsar, and one of the French ships at some distance from them, standing towards the shoal of Couil, besides the Spencer a-stern coming up.—All the ships immediately made sail with a fresh breeze; but, as we approached, the wind suddenly failing, the Venerable was alone able to bring her to action, which Captain Hood did in the most gallant manner, and had nearly silenced the French ship, when his main-mast (which had been before wounded) was unfortunately shot away, and it coming nearly calm, the enemy's ship was enabled to get off without any possibility of following her. The highest praise is due to Captain Hood, the officers and men of the Venerable, for their spirit and gallantry in the action, which entitled them to better success. The French ship was an 84, with additional guns on the gunwale. This action was so near the shore, that the Venerable struck on one of the shoals, but was soon after got off, and taken in tow by the Thames, but with the loss of all her masts."—Sir James Saumarez, in his official letter of the following day, observes:—"Captain Hood's merits are held in too high estimation to receive additional lustre from any praises I can bestow; but I only do justice to my own feelings when I observe, that in no instance have I known superior bravery to that displayed by him on this occasion*."

In this engagement, the Venerable had 30 killed, and 100 wounded†.—On his arrival at Gibraltar, after the action, Sir

* For Sir Samuel Hood's own account of his engagement with this French ship, (the Formidable,) the reader is referred to the VIth Volume of the NAVAL CHRONICLE, page 239.

† The Gazette's account of this action (*vide* NAVAL CHRONICLE, Vol. VI, page 239) states the loss of the Venerable to have been 18 killed, and 87 wounded; but Sir Samuel Hood's Memorial, which will presently appear, mentions the loss as above. The latter account, we presume, may be the correct one.

Samuel Hood, in common with the other Captains of the fleet, received the following Memorandum of Thanks from the Admiral:—

Cesar, Rosia Bay, July 15, 1801.

Rear-Admiral Sir James Saumarez, Bart. has the happiness to offer his most heartfelt congratulations to the Captains, officers, and men, of the ships he has the honour to command, on the signal success with which it has pleased the Almighty God to crown their zealous exertions in the service of their country.

To the discipline and valour of British seamen, is to be ascribed their great superiority over the enemy, who although treble the force of the English squadron, in number of guns and weight of metal, have been so singularly defeated.

The Rear-Admiral has not failed to transmit, in his late dispatches, a report of the unparalleled exertions of all the officers and men in refitting His Majesty's ships after the battle of Algeiras, (where their conduct and bravery were equally conspicuous,) which has led to the late glorious success.

Sir Samuel Hood had afterwards the satisfaction of receiving the particular Thanks of the Admiralty, in addition to the general vote of thanks from Parliament, for his great and extraordinary exertions.

Sir Samuel returned to England in the month of November; and, on the signing of the Preliminaries of Peace, his ship, the *Venerable*, was paid off.

His services, however, were too valuable and important, for him to be permitted a long enjoyment of repose. In the month of October, 1802, he was appointed a joint Commissioner for the Government of the Island of Trinidad; and, on the death of Rear-Admiral Totty, he was appointed Commander in Chief on the Barbadoes and Leeward Island station.

At the breaking out of the present war, Sir Samuel Hood, in conjunction with General Grinfield, the Commander in Chief of the army, captured the Islands of St. Lucia* and Tobago; made prisoners upwards of twelve hundred of the enemy's troops; and completely destroyed their trade in those seas.

* St. Lucia surrendered to His Majesty's arms on the 22d of June, 1803. *Vide* NAVAL CHRONICLE, Vol. X, page 260. Tobago surrendered on the 30th of the same month.

Within the period of three months, Sir Samuel also, in conjunction with General Grinfield, captured the valuable colonies of Demerara, Issequibo, and Berbice* ; and, in about eight months after, he compelled the settlement of Surinam † to surrender, and subsequently reduced the island of Martinique to the greatest distress.

In addition to the above-mentioned important captures, Sir Samuel Hood took and destroyed, as our *Letters upon Service* most amply testify, a great number of the enemy's privateers and ships of war, upon the Leeward Island station ; and protected our own trade in that quarter, to the entire satisfaction of all parties. For these numerous and signal services, His Majesty was graciously pleased to bestow upon him, as a distinguishing mark of his royal favour, the most honourable Order of the Bath.

On the arrival of Rear-Admiral Cochrane in the West Indies in 1805, Sir Samuel Hood returned to England ; but, before his departure from the Leeward Islands, he was presented with the most flattering addresses from the respective Legislative Assemblies, accompanied by an elegant service of plate, valued at three hundred guineas. The garrison of Barbadoes made him a similar present, as a token of their gratitude for his attention to them, during his three expeditions, against St. Lucia and Tobago, Demerara, Issequibo, and Berbice, and Surinam. Sir Samuel also experienced many highly gratifying marks of attention, from the merchants and inhabitants, for his services in the colonies, and for the protection which he had afforded to the trade.

After his return to England, in the course of 1805, this deserving officer was made a Colonel of Marines.

Early in the year 1805, Sir Samuel Hood was appointed to the *Centaur*, and placed under the orders of Earl St. Vincent,

* Demerara and Issequibo surrendered on the 19th of September. *Vide* NAVAL CHRONICLE, Vol. X, page 501 ; and Vol. XI, page 57, *et seq.* Berbice surrendered on the 24th. *Ibid.* page 57, *et seq.*

† This colony surrendered, by capitulation, on the 4th of May, 1804. *Vide* NAVAL CHRONICLE, Vol. XII, page 80, *et seq.* On this occasion, Major General Sir Charles Green was the military commander.

who gave him the command of seven sail of the line, with some smaller vessels, to watch the motions of the enemy off Rochfort. On the morning of September 25, after four months' perseverance in this service, he had the good fortune to fall in with a squadron of the enemy, consisting of five large frigates and two corvettes, full of troops. In the action which ensued, Sir Samuel was severely wounded, and was afterwards under the necessity of having his right arm amputated. He succeeded, however, in capturing four of the frigates, all very fine ships, one of which bore the French Commodore's pendant.—Sir Samuel's official account of this action has so recently appeared in the *NAVAL CHRONICLE* *, that we now feel it unnecessary to enlarge upon the subject; but justice requires us to state, that, although he had seven sail of the line, &c. under his orders, only three of his ships—the Centaur, Monarch, and Mars—were able to come up with the enemy. The total loss of Sir Samuel's squadron consisted of 9 killed, and 32 wounded.

For his conduct upon this occasion, and in consideration of the loss of his arm, and of his former numerous services, His Majesty has since been most graciously pleased to order him a pension of 500*l.* *per annum*.

Having brought the subject of this memoir thus far upon his career of glory, we shall subjoin, by way of summary of what we have advanced, the following

MEMORIAL of Sir Samuel Hood, K.B., a Commodore in His Majesty's Navy, setting forth his Services, and the loss of his right arm, in an Action with a Squadron of the Enemy's Frigates on the 25th of September last; and praying a Pension.

To the King's Most Excellent Majesty in Council,

The Memorial of Sir Samuel Hood, Knight of the most honourable Order of the Bath, and a Commodore in your Majesty's Royal Navy,

MOST HUMBLY SHEWETH,

THAT your Majesty's Memorialist has served upwards of thirty years in the Royal Navy; as Midshipman in your Majesty's

* Vol. XVI, page 316.

ships *Courageux* and *Robust*, from the year 1776 to the beginning of the year 1779; that he was actively cruising in the former ship, and in the latter, at the capture of *la Pallas* and *Licorne* in 1778, and in the action of the 27th July, was Aid-de-camp to the Captain, in which action the ship had 9 men killed and 23 wounded; that he served in His Majesty's sloop *Lively* in the latter part of the year 1779, until October 1780, and was at the capture of the *Duchesse de Chartres* privateer, in the Bristol Channel, after a short action; that he served as acting, and Lieutenant of His Majesty's ship *Barfleur*, under the flag of Sir Samuel (Now Lord Viscount) Hood, from October 1780, to the 31st January, 1782, and was in the action of the 29th of April, 1781, with Count de Grasse, off Martinique: in the action of the two fleets off the Chesapeake, the 5th of September 1781, and in the actions of the 25th and 26th of January 1782, between the two fleets at St. Kitt's; that your Majesty's Memorialist was then first Lieutenant of the *Barfleur*, and was promoted the 31st of January, 1782, at St. Kitt's, while the enemy's fleet was in sight, into His Majesty's sloop *Renarde*, she being laid up as a convalescent ship at Antigua; your Majesty's Memorialist seeing this would be an inactive life, volunteered to remain on board the *Barfleur*, and was in that ship serving as Volunteer in the memorable battles of the 9th and 12th of April, 1782, in which the *Barfleur*, wearing Sir Samuel (now Lord) Hood's flag, bore a very conspicuous part, and suffered a great loss in men; that he also was in her at the capture of the squadron of the enemy in the Mona Passage, on the 19th of April, 1782; that owing to some misunderstanding on the subject of your Majesty's Memorialist, he was not promoted. Sir Samuel (now Lord) Hood would not ask Sir George Rodney the favour, and Sir George would not give it without a request from Lord Hood, which then prevented your Majesty's Memorialist from being promoted: he therefore remained a Volunteer in the *Barfleur* until the preliminaries of peace were signed, when he joined his sloop at Antigua, and carried recommendations to Admiral Pigot, but he had unfortunately sailed for England, by which your Majesty's Memorialist was again prevented from gaining the rank of Post Captain; and in June 1783, the *Renarde* being paid off, your Majesty's Memorialist went to France, that he might obtain useful knowledge for his future services to your Majesty; that he was, on his return to England in 1785, appointed to the *Weazle* sloop of war, and sent on the Halifax station, where, from his gaining a thorough

knowledge of the coast, he made his services very useful to the Commander in Chief on that station, and was in 1788 rewarded with a Post Commission, and appointed to the command of His Majesty's ship *Thisbe*, where he continued until the latter end of the following year, when the *Thisbe* was ordered to England, and being a few days only stationed to protect the Revenue, he captured a famous smuggling cutter, called the *Lively*, of one hundred and twenty tons, and was, on his return to Portsmouth, paid off. In May, 1790, he was appointed to your Majesty's ship *Juno*, and shortly after proceeded to Jamaica, where your Majesty's Memorialist, in 1791, had the good fortune by his exertions in the barge, to save the lives of three men from a wreck at sea, for which the Assembly at Jamaica gave him a sword, value one hundred guineas; that your Majesty's Memorialist returned to England, and was stationed to protect the Revenue in the Channel, between Dunnose and the Start, and had the honour, that and the following year, to attend your Majesty at Weymouth.

In 1793 your Majesty's Memorialist was employed in the Channel, and made several captures from the enemy, two of them were privateers; he then, in the *Juno*, proceeded to the Mediterranean, where he was actively employed, and in that ship's escape from Toulon, he trusts his judgment and firmness were conspicuously displayed; that, in February, she was employed at the attack of St. Fiorenzo, and particularly engaged against Mortello Tower; and your Majesty's Memorialist received the thanks of the Admiral for his conduct, and also those of the Commander in Chief on shore, for his services in getting cannon up for the several batteries, and otherwise aiding the army in the reduction of that port. Your Memorialist was immediately after appointed to your Majesty's ship *l'Aigle*, in which he served until 1796, and was employed at the blockade and capture of the port of Calvi; that your Majesty's Memorialist the whole of 1795 was employed in the command of a small squadron in the Archipelago, where he not only protected the trade, but also kept blockading a squadron of the enemy's frigates of equal force, and received the thanks of the Levant Company, with that of the British Factory in those seas, in very handsome terms; your Majesty's Memorialist, in April 1796, was appointed to the command of your Majesty's ship *Zealous*, and was actively employed under Sir John Jervis, (now Earl St. Vincent,) off Toulon, in the same year, and in 1797 off Cadiz; your Majesty's Memorialist accompanied Lord Nelson in

the *Zealous* to Teneriffé, and was in the action when he lost his arm; the next year he also served under him in following the enemy's fleet up the Mediterranean, and was at the Battle of the Nile, in which the *Zealous* alone captured the *Guerrier*, the van ship of the enemy, which was dismasted twelve minutes after the *Zealous* opened her fire; that your Majesty's Memorialist in the *Zealous* alone, engaged the four ships escaped, until she was recalled by signal; that your Majesty's Memorialist, after the action, was left by the late Lord Nelson with the command of a squadron on the coast of Egypt, and kept the port of Alexandria closely blockaded, which afterwards hastened its capture; he opened an amicable communication with all the Pchas and Governors under the Grand Seignior, and conciliated a friendship with Jezzar Pacha of Acre, which was afterwards of essential service to Sir Sidney Smith, and gave the squadron abundant supplies and refreshments during its stay on the coast of Egypt; that your Majesty's Memorialist took and destroyed above thirty of the neutral transports that carried the enemy's troops to Egypt, and the squadron made some other captures; that he was sometimes engaged in annoying the enemy on shore with the gun-boats; and was, as an acknowledgment for his services by the Grand Seignior, presented with a handsome snuff-box set with diamonds; that your Memorialist returned to join Lord Nelson at Palermo, in the month of February 1789, and afterwards was employed with Lord Nelson in reducing His Sicilian Majesty's dominions to obedience, and driving the French out of the kingdom of Naples; that at Salerno, the enemy, with a force of 3000 men, attacked that place, and your Majesty's Memorialist, with only 40 marines, kept the whole army in check, until the few Neapolitans who had taken up arms had time to escape; and though the enemy attempted to surround this small party, he was enabled to embark the greater part, with the loss only of two killed, six wounded, and nine taken prisoners; that your Majesty's Memorialist drove the enemy twice out of Salerno by the fire of the *Zealous*, and very much assisted the Royalist Party; that your Majesty's Memorialist was afterwards employed on shore at Naples, in taking charge of Castel Nuovo, and kept the city most perfectly quiet during the siege of Elmo and Capua, till the period of their reduction; which services His Sicilian Majesty acknowledged, by giving your Memorialist a handsome snuff-box set with diamonds, and conferring on him (with your Majesty's permission) the rank of Commander of St. Ferdinand and of Merit,

the Order of; that your Majesty's Memorialist, after distressing the enemy's trade on the coast of Spain, was ordered to England; and the *Zealous*, in May 1801, being found in want of great repairs, your Majesty's Memorialist was appointed to the command of the *Courageux*, and was actively employed in her in the Channel fleet, and in a detached squadron under Sir John Warren, at Ferrol and Vigo, until January 1801; your Majesty's Memorialist was then appointed to the *Venerable*, and actively employed in that ship in the Channel fleet, until April, when she escorted a valuable fleet for the East Indies beyond Cape de Verdes, and returned off Cadiz, after making some captures; that your Majesty's Memorialist soon afterwards joined Sir James Saumarez, and put himself under his command, had the honour of being in the action on the 6th July, at Algeiras, and in those of the 12th and 18th, when the *Venerable* had all her masts shot away, and had 30 men killed, and 100 wounded, for which your Majesty's Memorialist was not only thanked by Sir James Saumarez, but also particularly by the Admiralty; that your Majesty's Memorialist, after the *Venerable* was refitted, returned to England, and in November, from the ship wanting considerable repairs, and preliminaries of peace being signed, he was paid off; that your Majesty's Memorialist was in October appointed a joint Commissioner of the island of Trinidad, and, on the death of Rear-Admiral Totty, was appointed Commodore and Commander in Chief on the Barbadoes and Leeward Island station, to which he proceeded in the *Blenheim*; that on the suspicion of the commencement of hostilities, every arrangement was made for attacking the enemy's colonies and trade, the success of which was, that within ten days after the receipt of the information of war being declared, the islands St. Lucia and Tobago were captured, the enemy's trade quite destroyed in those seas, and more than 1200 of their troops made prisoners; and in conjunction with the Commanders in Chief of the army, the valuable colonies of Demerara, Berbice, Issequibo, and Surinam, were placed under His Majesty's Government within twelve months, Martinique reduced to the greatest distress, many of the enemy's privateers were taken and destroyed, and our own trade protected, to the satisfaction of all parties: those services received your Majesty's gracious approbation, and the distinguished honour of the most honourable Order of the Bath.—In February, 1805, an enemy's force, much superior to your Majesty's squadron, made its appearance in the West Indies. Your Majesty's Memorialist collected

all the scattered force, threw reinforcements of troops into the islands most likely to be attacked, and joined Rear-Admiral Cochrane's squadron with the only ship of the line he had, and frigates that could be of service to him, and was then superseded in the command by the arrival of this senior officer. Your Majesty's Memorialist received the most flattering marks of attention from the merchants and inhabitants, for his services in the colonies, in the protection of their trade, and annoyance of the enemy, when he returned to England, and was early this year appointed to the command of the *Centaur*, and placed under the orders of Earl St. Vincent, who gave your Majesty's Memorialist a command of seven sail of the line and other small vessels, to watch the motions of the enemy off Rochfort. After four months perseverance in this service, your Majesty's Memorialist had the good fortune to fall in with, and capture the greatest part of a squadron of the enemy's frigates, full of troops, endeavouring to escape; and in the action into which the *Centaur* had the good fortune to get up, your Majesty's Memorialist was severely wounded, and was obliged to suffer the amputation of his right arm. Your Majesty's Memorialist prays you will be pleased to take this his severe loss while in command of the above squadron, and those his other services herein mentioned, together with the circumstance of his having lost two brothers in your Majesty's Naval service, into your Majesty's most gracious consideration, and your Memorialist in duty bound will ever pray.



[Fac-simile after the loss of his arm.]

Centaur, Spithead, December 8, 1806.

In the year 1782, Sir Samuel Hood met with a very serious accident, which is not recorded in the above Memorial. At the time that he was serving as a Volunteer in the *Barfleur*, that ship being then in Port Royal Harbour, a fire broke out on board of a merchantman, which excited considerable alarm. Sir Samuel was very actively employed in the hold, in making some necessary clearance, for the purpose of getting the *Barfleur* out of the reach of the flames, when a hawser, suddenly hauled away from the spot where he was standing, tore up a part of

the flesh of one of his legs. This wound was a long time before it healed; and even at present, on any excess of fatigue, it gives him considerable pain. Sir Samuel, however, from a point of honour, as the hurt had not been incurred in the regular course of service, refused to mention it in his Memorial. Had he been less delicate, it is not unlikely that the munificence of his Sovereign might have been somewhat farther extended.

At the late general Election, Sir Samuel Hood's professional services having acquired him a just portion of popularity, he had the honour of being returned as one of the Members of Parliament for the City of Westminster. Throughout the fifteen days' poll, he maintained a decided superiority of numbers; and, at the close of the books, on the last day, he had polled 5478 votes; whilst Mr. Sheridan had but 4758, and Mr. Paull, the unsuccessful candidate, only 4481.—Agreeably to custom, from time immemorial, Sir Samuel was afterwards chaired by the populace. As this is a ceremony, with the nature of which some of our readers may be unacquainted, for their information and amusement, whilst employed perhaps upon a tedious and unprofitable cruise, we shall here insert the *Order of Procession*, in which Sir Samuel, accompanied by Mr. Sheridan, the Treasurer of the Navy, was conveyed from the hustings, at Covent Garden, through Catherine Street, and thence to the Thatched House Tavern, in St. James's Street, where the parties dined with a numerous assemblage of their friends.—

ORDER OF PROCESSION.

High Constable on horseback, Constables, Marrow-bones and Cleavers, and three Banners.

SIR SAMUEL HOOD'S CAR.

Band of Music, Gentlemen on horseback, Lord Petersham, Hon. Berkeley Craven, Mr. Mellish, Hon. Mr. Barry, Mr. Homan, &c., &c.

Beadles of St. Ann's, Banner, and Parochial Committee for conducting the Election.

Beadles of St. Clement and St. Mary-le-Strand, Banner, and Committee.

Beadles of St. George, Hanover Square, Banner, and Committee.
 Beadles of St. James, Banner, and Committee.
 Beadles of St. Margaret's and St. John's, Banner, and Committee.
 Beadles of St. Martin in the Fields, Banner, and Committee.
 Beadles of St. Paul and St. Martin-le-Grand, Banner, and
 Committee.
 Large Banner—"THE PEOPLE'S CHOICE."
 Banner—"Sacred to Female Patriotism."
 Gentlemen on horseback, two and two.
 Band of Music.
 Party of Sir Samuel Hood's Seamen,
 Various Banners of Mr. Sheridan's, intermixed with Sir Samuel
 Hood's.

THE CAR WITH THE MEMBERS,

Surrounded by their Friends, drawn by six horses, decorated
 with ribands.
 The Busts of Mr. Fox and Lord Nelson, both crowned with
 laurel.
 Members' Carriages, with many of those of the Nobility and
 Gentry, &c. &c.

Since his election, Sir Samuel Hood has sailed with a
 squadron of ships, to the Baltic; for the supposed purpose of
 convincing the enemy of the impracticability of any attempt to
 shut us out of those seas.—Lord Nelson, it will be recollected,
 obtained three great victories after the loss of his arm; and,
 when we reflect upon what the subject of this memoir has
 already achieved—when we reflect, that, to him, it has ever
 seemed

"————— an easy leap,
 To pluck bright honour from the pale-faced moon;
 Or dive into the bottom of the deep,
 Where fathom line could never touch the ground,
 And pluck up drowned honour by the locks,"

SHAKESPEARE.

we are fully justified in forming the most sanguine expectations
 of his future progress.

We have only to add, that, whilst in Barbadoes, on the 6th
 of November, 1804, Sir Samuel Hood married Mary, the
 eldest daughter of the Governor, Lord Seaforth, the represen-

tative of the ancient Earls of that title in Scotland; by his wife, the daughter of Dr. Proby, Dean of Litchfield, uncle to the present Earl Carysfort*.

Sir Samuel Hood is at present the presumptive heir of the Right Honourable Lord Viscount Bridport; his Lordship's patent having been made out, with remainder to the second and every other son or sons born after him of Henry Hood, only son of Samuel Lord Viscount Hood, and their heirs respectively; to Alexander Hood, who was killed in the Mars; and to his surviving brother, the present Sir Samuel Hood, and their heirs.

NAVAL ANECDOTES, COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTIS IN GURGITI VASTO.

GALLANT EXPLOIT OF LIEUTENANT KERR.

ON the 1st of July, the boats of the Jason frigate, Captain Cochrane, and of the Maria schooner, were sent, under the command of Lieutenant C. Kerr, of the former ship, to silence a small fort on the coast of Porto Rico, which had annoyed the Maria very much the day before. On landing close under the fort, the boats grounded at such a distance, that the men were up to their middle in the water, by which all their ammunition was spoiled, and they consequently could not fire a single musket against the enemy. The Spaniards kept up a smart and well-directed fire, which killed and wounded a number of our people, and, among others, the second in command, Master of the Maria, was struck at once by four bullets, and almost instantly expired. In this situation, Lieutenant Kerr, considering that either hesita-

* Lady Hood had nearly met with a fatal accident, when, upon the return of Sir Samuel to port, after his engagement with the frigates, she went on board the Centaur to visit him. She got alongside the ship between three and four o'clock in the morning: it was then quite dark; and the boat, not having been properly made fast, drifted away from the ship at the moment she was getting out: Lady Hood consequently fell overboard; and, had it not been for the most active exertion, she must inevitably have been drowned. The alarm of Sir Samuel upon this occasion may be more easily conceived than described.

tion or retreat threatened certain destruction to the whole party, instantly stormed the fort, and carried it without farther resistance, the Spaniards all running off the moment our brave tars began to advance. In the fort, instead of a single cannon, which they only supposed it to possess, were found five; an iron 24-pounder, three brass twelves, and an iron eight-pounder. The first four were immediately spiked, and the last was turned against the Spaniards, who still lurked in the bushes near the place. By some unfortunate mistake, just as our men were about to leave the fort, a cartridge, much too large, was brought from the magazines; and, after it had been cut, the overplus powder was left upon the ground, immediately under the gun. On firing, a spark set this loose powder on fire, which communicated to the magazine, and blew it up, by which two of our men were killed, and three badly wounded. Lieutenant Kerr was wounded in the leg by a splinter, and had his face so much burnt, as to be in danger of losing his sight. Of 40 men who landed from the boats, 22 were killed or wounded, all before storming, excepting those killed and wounded by the explosion.

In about a month after the accident, however, Lieutenant Kerr was so much recovered, as to be nearly able to resume his duty.

DISTRESS OF SIR RICHARD STRACHAN'S SQUADRON.

THE following extract of a letter, from a young gentleman on board of His Majesty's ship *Montague*, to his father, dated Cawsand Bay, September the 30th, 1806, merits preservation; as it conveys some idea of the course of Sir Richard Strachan's squadron, in pursuit of Jerome Buonaparté; and of the subsequent distress and danger to which it was exposed:—

We this moment arrived from the coast of America, under jury-top-masts; and as I have reason to think we are the first of the squadron, I shall give you the following account of our dangerous circuit round the Atlantic ocean. From England we made all expedition to Madeira and St. Jago; from St. Jago we returned to St. Michael. Standing northward from this island, we fell in with a vessel bound to England, with dispatches from the West Indies, announcing the French squadron's arrival at Martinico, for which we immediately steered, and had the pleasure of seeing Barbadoes in the short space of fourteen days, whose distance is 2200 miles. We expected to have surprised Jerome and his

squadron; but were greatly disappointed in finding them pursued to the northward by Sir J. B. Warren, whose vigilance, no doubt, has been equal to our own. It was now necessary to victual and water before we could proceed any farther, after having suffered considerably from the saltness of provisions, intense heat, and a scarcity of water; but, before even this was nearly completed, we sailed, with all expedition, to the northward. I am, however, sorry to say, our endeavours in this were soon frustrated by the following dreadful event:—On the 17th of August, it blowing fresh, the Admiral, in the *Cæsar*, made a signal of having sprung a leak. The gale increased towards night into a most dreadful and alarming hurricane. It was supposed by the most experienced seamen, that a vessel could not survive this tremendous night. Nothing could be heard but the violence of the wind; yet every thing was effected for the preservation of our ship, beyond imagination. The lightning that prevailed at intervals, depicted the most awful atmosphere; and the rain, which was a great means of allaying the sea for our preservation, fell in a solid mass; no sail could be set, so that we lay entirely at the mercy of the waves, which, thank Heaven! were less turbulent than the wind. The damages we sustained require a much abler description than I can give you, especially if I extend it beyond the *Montague*, who, I am fearful, felt it much more favourable than others. The next morning, being the 18th, it was debated whether we should cut away our main-mast; but as the wind began to abate, and the sea not being very high, we saved it, though in an useless condition. As the sky cleared up, we saw the *Audacious* to windward, totally dismasted, with whom we parted company that night. We now directed our course to Virginia, the latitude of rendezvous. Several fine days were employed in repairing damages, fishing our main-mast, getting up jury top-masts, &c.

On the 2d of September, we had another severe gale, very little inferior, excepting for wind, to the former, in which the sea ran so high, that many people received violent contusions, and were in danger of being washed overboard. Our Captain finding it impossible to stay any longer in this turbulent latitude, after running the greatest risk, and using every possible means to join the squadron, we bore up for England; and the ship has been preserved entirely through the good conduct and perseverance of our intrepid officers and seamen; she arrived here in a deplorable condition, with neither sails, rigging, masts, nor yards.

In making England, we again fell in with the poor *Audacious*,

who we found had suffered considerably that night; her fore-mast fell overboard, and her fore-yard went through her decks; all her boats were destroyed, excepting one; and she informed us, she heard frequent firing of guns, as signals of distress. She remained a perfect wreck five days, during which she saw a deal of wreck floating.

PROCEEDINGS OF PRINCE JEROME BUONAPARTE, IN
THE VETERAN.

THIS distinguished, and valiant personage, having had the good luck to elude the grasp of our cruisers, the *Moniteur*, of September the 3d, thus announced his fortunate return to France:—

Captain Jerome Buonaparté, who commanded the Veteran, arrived in France on the 26th ult. He gives an account, that he has left the squadron under the command of Vice-Admiral Guillaumetz in the best condition, having made 30 rich prizes, and being in pursuit of a numerous convoy.

It is impossible to give a detailed account of the operations of our squadron, which is commanded by that Admiral, *as it would unfold the object of his mission*. It is sufficient to say, that he has already injured the English commerce to the amount of 20 millions!

The Veteran celebrated the feast of the Emperor on the 15th of August, in a manner *very honourable* to its Captain and brave crew. The following is an account of it, taken from the Journal:—

August 15.—At the dawn of day we perceived two English ships of war escorting a convoy of 16 sail. A general cry of “Long live the Emperor!” resounded through the ship, which *in an instant* crowded all its sails. Being arrived within cannon shot, we hoisted English colours. The enemy made signals, to which we did not answer; but observing that the ships *dispersed*, and *sought for safety in flight*, we hoisted the French flag, and accompanied it with a discharge of cannon. The frigates manœuvred, and a part of the convoy followed their example. The Veteran *immediately pursued* those to the windward, which were twelve in number, of which she took nine:—The Alexander, of 210 tons; the John and Isabella, 350; the Janus, 350; the Silver Eel, 400; the Success, 55; the William, 70; the Esther, 300; the Hilton, 200; the Lydia, 210.

The convoy was coming from Quebec, and was loaded with masts, pitch, skins, and other produce of that colony. The prizes are valued at five millions of li res.

On the 16th, at four P.M., the Veteran having collected the English crews, and what was most valuable of the cargoes, set the vessels on fire, and took advantage of several American ships which she met, to dispose of the English sailors on board them.

During the nine months that the Veteran has been on her cruise, she has lost but five men. The crew have constantly been in good health. Some scorbutic symptoms made their appearance before the ship arrived at St. Salvador, where the men were perfectly cured.

Admiral Cochrane, with four ships and two frigates, appeared at the distance of three leagues to the windward of the French squadron off Tortola: but that Admiral, *perceiving that the French squadron maneuvered to bring him to an engagement*, put to sea, and having the wind, soon disappeared.

Not contented with the preceding rhodomontade, another of the French papers, of the 9th of September, exhibited the following pompous and bombastic detail:—

Prince Jerome Buonaparté arrived on Sunday at St. Cloud, after his *long cruise*. His Majesty immediately presented him with the Great Riband of the Legion of Honour. From the 13th December, to the 26th of August, this Prince continually kept the sea *in the midst of hostile squadrons*, supporting in every quarter the honour of the French flag, and doing *irreparable mischief* to the English commerce. In tracing the history of his voyage, as it is detailed in the English papers, we see him, on his first putting to sea, compel the convoy destined for the East Indies and America to return to the Irish ports: from thence he went to St. Helena, in which remote cruise he destroyed several enemy's vessels. The squadron afterwards put into St. Salvador, the capital of the Brazils, to procure fresh provisions for the few sick they had on board. It afterwards coasted along South America, and destroyed several English privateers; and, on a sudden, appeared in the West Indies, *throwing the trade and colonies of the enemy into consternation*, and *obliging* Admiral Cochrane to take shelter in Barbadoes. After it quitted Martinique, it went to St. Domingo, where it repressed the scandalous traffic of some American adventurers, who trade with the rebel negroes. It appears that, in

pursuing them to the northward, the squadron encountered a gale of wind, which separated the Veteran from the other ships. The *Prince* then steered for the coast of France, and after having chased several other vessels, he destroyed *above half* the Quebec convoy, and *put to flight* the frigates which accompanied it. The loss of this convoy creates the most *painful sensation* in England, because it was freighted with timber for the Navy, which was *much wanted*. At last the Veteran entered a French port, without the English Government being able, notwithstanding they had covered the seas with superior squadrons, under the orders of Duckworth, Louis, Cochran, Strachan, and Warren, to prevent the French division from fulfilling any one of its missions. Letters from l'Orient mention, that *Prince Jerome*, during this long cruise, wished to partake the fatigues of it like *any other officer*; and that the only time when Admiral Duckworth, with a *superior force*, was near enough to render an engagement *probable*, the *Prince* entreated Admiral Guillaumetz to be allowed *the honour of leading the squadron into action*. The crews, *animated by his example*, manifested the *greatest impatience* to engage; and every thing leads us to *hope* the result of it *would have been glorious* to the French Navy, if the wind had not separated the two squadrons, and given Admiral Guillaumetz an opportunity of pursuing his destination.

His *Royal Highness*, PRINCE Jerome Buonaparté, has not only been invested with the great riband of the Legion of Honour, since his return to France, but he has had the *honour* to be promoted to the rank of Rear-Admiral; and, according to report, he is on the eve of being married to a Princess of the House of Wirtemberg!!!

DANGERS OF THE ASTREA FRIGATE.

THE following letter describes, with affecting minuteness, the incidents of this dangerous, and almost fatal voyage:—

Flisneur, December 1, 1806.

After a tremendous passage, no description of which can give any adequate idea of its horrors, the *Astrea* frigate arrived here, I may say almost a total wreck. We had little to complain of, considering the season of the year, and the dreary region we were approaching, from the time we left the English coast, till Friday

1st, when we made the Neze of Norway, which is the southern part of that country. We had the shore upon the larboard hand, a good breeze of wind, and were going at the rate of ten knots; when, on a sudden, without the smallest indication whatever that such an evil was impending, one of the most terrible gales of wind broke upon us, that the oldest seaman ever witnessed. The roar of its sudden burst is yet in my ears. Tremendous as the tempest was, the admirable discipline of the ship, and the alertness of our men, were able to meet it with every exertion that, under such a difficulty, it was possible to make; but the weight of the storm, and its rapidity, had disabled our rigging considerably; and it was only such a crew as we had, that, under Providence, was able to work our safety. For a time we apprehended that our fate was inevitable, and that the *Astrea* was destined to leave her ribs on the shoals of Norway; but we were reserved for new, and still more alarming dangers, though, thank God, ultimately for safety. We disengaged the vessel from the shore with infinite difficulty, and, pursuing our course, we had to encounter the risk of touching upon the Skaws, which are off the point of Jutland, and which are objects of terror to the best Pilots even in the finest weather.— With the best preparations that precaution and seamanship could take; every man looking out that was possible; sounding continually; and the Master and Pilot as vigilant, as our officers and men were strenuous and active, we escaped the Skaws, and got into the Cattegat. Here our confidence was somewhat restored; and the piercing cold, and the furious gale that was blowing, were scarcely inconveniencies, when we reflected upon what we had escaped. In this disposition, our spirits felt relieved, though there was not any material abatement of our caution; our Pilot did not seem to give us much cause for apprehension, and we were pursuing our course briskly, when, to our dismay, the ship struck! We found ourselves upon a reef of rocks, perhaps those called the New Dangers, about three miles from the island of Anholt, and about nine miles, as well as I can guess, from any other shore. It will require some aid from the fancy of whoever has witnessed a scene of this sort, to imagine our condition. We immediately hoisted signals, and fired guns of distress—but in vain. Not a soul from the shore put off to assist us in any way. Several vessels passed us, indifferent spectators of our distress, and insensible to every indication we made to them of our dreadful situation: their crews were as callous as the reef of rocks. All this time no effort was spared on board the *Astrea*, that coolness and seamanship

could devise. The mizen and main-masts were cut away, the guns were thrown overboard, as well as the stores and provisions, to a considerable degree. Still the vessel laboured hard, and the water was rushing through her bottom, in a degree that left no man the hope of being saved. Before it gained considerably, a great quantity of the ballast was thrown over. At this awful moment, it was only a British man of war that could exhibit so noble a display of cool and sober heroism. The conduct of every man in the ship was great beyond all praise. Although impending death had levelled us all to a sentiment of equality, and though every man expected momentary engulfment, still not a voice was heard but the command of the officers from one end of the ship to the other—not a face betrayed fear—not an instance of turbulent despair; every man was displaying, in this sort of passive courage, as much heroism as if he were grappled with an enemy. The miraculous efforts made by the crew, with all the pumps, kept the water from gaining wholly upon us; and while we were in the midst of all this exertion, to our astonishment, and to our horror in some respects, the ship floated! Judge of our situation, lightened even to the loss of some of our ballast, with only the foremast standing, and the vessel so damaged in the bottom, as that it required all the pumps to prevent the water gaining to a fatal increase upon us! Those terrific difficulties, however, only showed the resources of skill and courage. In an incredibly short time, jury, main, and mizen-masts were rigged, though only a few could be spared from the pumps; and, as the wind was fair, we took a farewell of the reef that had been nearly so fatal to us: and at length, exhausted almost to death, we arrived here this day.

During the dreadful scene we had experienced, Lord Hutchinson and his suite were not inactive assistants. New as the danger was, they were as composed under it as any person on board, though the expectation of safety was abandoned by all. If British seamen wanted the force of example, they would have it very amply, in the amazing coolness and collectedness of Lord Hutchinson during the whole of our danger, in which the force of his Lordship's mind afforded some valuable suggestions. His Lordship, I am sorry to say, has not escaped the effects of his exertions and privations for nearly three days; he is gone on shore somewhat indisposed.

CORRESPONDENCE.

MR. EDITOR,

I HAVE had the honour of filling *several* of your pages, and the pleasure of perusing the *whole* of them. Your labours have been extended through a most eventful period of general history, and one most peculiarly honourable to the profession your work is designed to inform, and to do justice to. If you have space enough vacant from the labours of more valuable correspondents, be so good as to insert this letter, for the sake of its topic, which I hold to be most critically interesting, not to the Navy only, but to the national honour and character.

Whatever expressions fall from the lips of Lord Howick, must come with weight, as sanctioned by the known abilities and integrity of the speaker. Such is my opinion of that nobleman, that it is painful to me to differ from him; but I very much lamented to see the following sentence inserted in your last CHRONICLE, and the newspapers, as part of a speech made by his Lordship:—

“ Sir H. P. has chosen to write circular letters to manufacturing towns, on the principle, and from the *fatal influence* of that *patriotic society at Lloyd’s*, which is held out to the Navy, as giving *greater encouragement than the government of the country.*”

What, Sir! am I to consider this society, which is so justly esteemed a very high honour to our national character, as exerting, or having used, a *fatal influence*? Was it in the power of our Government, as now and usually executed, to have placed so many *prisoners, widows, and orphans*, in comparatively easy and comfortable circumstances? *Would, or could* the Government (I repeat, as now executed,) have given so many honourable marks of reward as decorate the houses and tables of those who have fought their country’s battles, which afford so much honest pride, and which excite so much honourable emulation in the friends and relations of those who have won these trophies? I have always observed, Mr. Editor, that it is not the massy plate to which the attention is drawn, but the inscription which records the deeds which have merited the meed of honour.

Nor can we travel far in this island, without meeting some maimed seaman or marine, who is enjoying comfort from the munificence of this truly *patriotic society*. Sir, I believe, that the society at Lloyd’s only acts for the nation at large, and that there

is no town or hamlet that does not add its mite towards this great and benevolent undertaking.

This society has always appeared to me to have come forward to *assist* the executive Government in a point, wherein the most liberal administration could not have given way to its wishes, with respect to the magnitude of pecuniary reward and assistance, in the case of death or wounds. With respect to the honorary rewards which have been given by the society, they are the applauses of our country reduced into a form, which descend to gratify posterity for ages to come. Where, then, arises the *fatal influence* of this society?

But this short sentence gives rise to another question.—What *encouragement* does the Navy receive from the *Government of the country*? Does it receive Justice?

I believe, Sir, that I may assert in full confidence, that the honour of the gold chains and medals is what our Admirals and Captains look forward to in the day of battle; they wish no other, they can think of no higher. This mark of their Sovereign's approbation, and the thanks of the Houses of Lords and Commons, are the brightest jewels in the cabinet of a naval officer; but these are only given on momentous occasions; and they should not be too common. But besides these honourable marks of distinction for actions of high national import, what are the *encouragements* shown to the Navy by the *Government of the country*? and there are actions of equal enterprise, and at least of equal danger, and which merit some honourable distinction.

A naval officer or seaman has two very powerful encouragements—one self-derived, "*that every man has done his duty*"—the other is the applause of his country; and I have never esteemed the gifts of the *patriotic society* but as visible and durable testimonies of that applause.

Had so just a man as I esteem Lord H. to be, remained longer at the head of the Admiralty, he might have been more able to have appreciated this subject, and to see the *difficulties* and *discouragements* which attend the naval service. But, unfortunately, before any man has been long enough at the head of the Admiralty to form, much less execute, any plan for the advantage of the service, he is dismissed, or removed to some other office.

If his Lordship ever wishes to befriend the Navy, let him inquire of the naval agents respecting the delays and difficulties attending the receiving the pay of officers, particularly Captains. Let him inquire into the ruinous injustice which has taken place

respecting prize appeals. Let him inquire how many officers, after having done their duty in the most heroic manner, have never received the most slight or distant token of approbation, but perhaps have met with checks respecting trifling informalities, which might have been spared at any time. Let him observe how heavily the promotions, after even the great victory of Trafalgar, were dragged out of office. Let him observe how almost all promotions for eminent services have been wrung *from the Government of the Country*.

But I trespass beyond proper bounds. Should this meet the eye of Lord H. I have no doubt but that the subject will attract his attention. I approve rather of requesting you to insert this letter, instead of addressing myself at once to his Lordship, in the hope of its attracting the attention of many besides, who may judge of the merits of the case, and yield essential benefit to the naval service, and of course to the nation at large, by due regard to its contents.

I remain, Sir, &c. &c.

P. S. In common with many of your readers, I am anxious to hear particulars of the nature of the inquiries of the Board of Revision, and of their progress.

I should think you might so much curtail some of the reports of the Board of Inquiry, as to give us some prospect of seeing the end. The *results* of many of their inquiries are sufficient.

EXTRACT of a Letter from the Rev. Mr. ———, on board one of His Majesty's ships off Rochfort.

Quiberon Bay, Wednesday, December 17th, 1805.

Last Thursday I sent you word that we had arrived on our cruising ground off Rochfort. On account of a severe gale, which we experienced during the two following days, the chief part of Commodore Keate's squadron put into this bay on Sunday. The *Dragon* came in the next day, but had suffered a good deal. She grounded upon a shoal in entering the bay, and remained upon it five minutes; and before this she was very near going upon the rocks of Belleisle, from the difficulty she had in weathering them. The *Kent* has not appeared yet, and we are in some anxiety about her and the gun-brig. We found the *Renown*, Captain Durham,

here, with two frigates, the *Blanche* and *Niobe*. His station is off *Orient*, but he has been here nearly a fortnight, on account of the tempestuous weather. The *Montague* is one of our squadron; I mentioned the *Spartiate* in her stead. The *Revenge* is expected to return home directly.

This is a noble bay, and large enough to contain all the Navy of England. The French, I dare say, are very angry that they cannot prevent our using it thus freely. Our anchorage is about ten miles distant from the main land, where there is a large town, with a handsome church, very perceivable, and a signal tower, which is often at work. You will see by the map, that the two great rivers that flow from *Vannes* and *Nantes* are no great distance from our present situation: but there seems a cessation of all traffic; we have only seen two American merchant brigs since we have been here.

There are two islands, *Hedic* and *Houat*, very near us. They were once fortified, but in 1795 Sir J. B. Warren came hither with his squadron of frigates, took possession of them, and they have been since used by us for watering our own ships. I landed upon *Hedic* yesterday with the watering party. This island does not seem more than two miles round; it contains a small village, and, I should think, at most 100 inhabitants. Their chief subsistence arises from fishing; but they grow some corn, and they may have 200 head of cattle: they have a good market for these from our ships, though they are extremely small; but they do not ask more than about three pounds a piece for them. The money this brings them, and what they get for their vegetables, they take over to the Continent, and bring back whatever necessaries they stand in need of. They all wear wooden shoes, and their dress and figures are exactly what I have seen in old French pictures. There is a chapel in the island, but in no very good state, and a Priest. I was very sorry that I missed seeing the latter: from my ignorance of their language I could not discover where he lived, and all their houses appeared equally insignificant. The Priest of course is acquainted with Latin, and then perhaps I could have made myself understood. I picked up a few shells, but none very valuable; in one place the soil is covered with them. I probably may go again from the ship before we leave this bay; our boats go every day.

Houat seems a larger island, and better inhabited; but as it is farther off, it has not yet been visited. We shall most likely continue here as long as the wind keeps westerly; for it prevents

the French putting to sea; and if it blew strong when we were away from hence, we might again feel the danger of a lee shore.

The 25th.—I wish you all a merry Christmas. On the day after I last wrote, the *Fame* came into Quiberon Bay. Ever since we parted company with her she had been endeavouring to join Captain Keates' squadron, and during the gale I have mentioned before, she found herself, about ten at night, close to the isle d'Ien: she was so near, that she could distinguish the lights in the houses above her on the rocks.

On the 19th inst. the *Renown*, with the small craft, sailed out of the Bay, to endeavour to intercept a number of French sloops that were trying to get round Belleisle, but they did not succeed in the attempt. It was highly diverting to see the Frenchmen separating on viewing our intent, and running in all haste to their own shores for safety.

On the 20th, signal was made for our sailing, but almost immediately as we were under weigh we were ordered to anchor again; and it was perhaps lucky for us we did so, as a hard gale from N. W. continued blowing during that and the two following days.

On the 23d the wind was more moderate, and we got fairly out; but about two P. M. we sprung our fore-top-mast, which occasioned the whole of us to put back. On anchoring in our old situation the Commodore sent word that we should fit a new one directly, and be ready for sailing the next day at six A. M., when we were again under weigh, and we have since kept our station remarkably well. The wind still continues in its old quarter, N. W., which has obliged us to tack very frequently; but we have now obtained a very tolerable offing, as we are about fifteen miles S. W. of Belleisle. The *Renown* came out with us yesterday, but she will not probably be long away from Quiberon Bay, as it lies convenient for her station; but we, most likely, shall not see it again, as Captain Keates has had strict orders from the Admiralty to keep at sea as much as possible. On this account he was very anxious to get away from thence. We left the *Dragon* in the bay; she is ordered home when she has supplied the *Penelope* frigate with some of her stores. The *Revenge* sailed for England on the 23d. I sent no letter by her, for the reason I have before mentioned, but I shall send you this by the next opportunity that offers. The *Fame* has not been in sight since yesterday

evening; all the other ships are good sailers; the Superb is super-excellent in every respect.

Sunday, Dec. 28th.—Since I last wrote we have had delightful weather; in my cabin the thermometer has generally stood at 60°, and was hardly ever below that in Quiberon Bay. I suppose you have had frost and snow, and hard weather. The Kent and Fame joined us yesterday, so we are now quite ready for the Rochfort squadron whenever it may choose to make its appearance. We hear of their being at single anchor.

Jan. 7th, 1807.—We have been at our present anchorage ever since the 1st instant. The wind coming easterly, we stood towards the land the day before; and at noon, when we tacked, we were about eight miles from Sables d'Ollone, which appeared to be a large town with a handsome light house near it. We found the Blanche off there. She had just driven a French cutter ashore, and her boats were out to try to destroy her; but as the cutter was within the range of a large battery, they were obliged to return on board without effecting their purpose.

PLATE CCXXIII.

THE village of Walmer—probably so called, *quasi vallum maris*, that is, the wall, or fortification made against the sea—is situated about a mile to the southward of Deal, and about half a mile from the sea-shore.

Walmer Castle is one of the three castles (Walmer, Deal, and Sandown,) built by King Henry the VIIIth, in the year 1539, for the defence of the coast; and, by Act 32 of the same Sovereign, it was placed under the government of the Lord Warden of the Cinque Ports. This castle has four round lunettes of very thick stone arched work, with many large port-holes. In the middle is a great round tower, with a cistern at the top, and underneath an arched cavern, bomb proof: the whole is encompassed by a fosse, over which is a draw-bridge.

Before the three castles were built, there were, between the sites of Deal and Walmer Castles, two eminences of earth, called the *Great* and *Little Bulwark*; and another between the north end of Deal and Sandown Castle (all of which are now remaining); and there was probably one about the middle of the town, and others on the spots where the castles now stand. They had em-

embrasures for guns ; and together formed a defensive line of batteries along that part of the coast, when there was deep water, and where ships of war could approach the shore, to cover the debarkation of an enemy's army.

Walmer Castle occupies a remarkably pleasant situation, close to the shore, having an uninterrupted view of the Downs, and the adjoining channel, as far as the coast of France. The apartments towards the sea, having been modernized, and handsomely fitted up, have been used some years by the Constable and Lord Warden of Dover Castle, for his residence in that part of the country. The truly great Mr. Pitt, the late Lord Warden, resided there whenever his public duties would permit his absence from the capital.

The history of the Cinque Ports is detailed by Hams in his History of Kent, page 466 ; by old Lambard, in his Perambulation of that county ; and latterly by Halstead.

The first Cinque Ports were Hastings, Dover, Hithe, Romney, and Sandwich, and so they are still. But this was not always the order of naming them. Winchelsea and Rye were very soon added to them, as the two ancient towns, as were afterwards many other places, which therefore were called Members or Limbs of the Ports.

The Navy of the Cinque Ports was anciently called the King's Navy, for he had no other, properly speaking, for many hundreds of years together. And though, as Harris adds, " Their first design, Lambard and some others make to have been, for the honourable transportation and safe conduct of the King's own person, or his army, over the narrow seas ; yet the Ports have not only most diligently performed that service, but they have most valiantly behaved themselves against the enemies of their country, from time to time, as occasion offered itself, or the necessity of the realm required."

The first charter was granted to the Cinque Ports in 1077 by William. That king also appointed a Constable of Dover Castle, who is now called Lord Warden of the Cinque Ports, and is invested with the command of them.

The present Constable, who succeeded the Right Hon. William Pitt, is Lord Hawkesbury.


CORRECT RELATION OF SHIPWRECKS.

[Continued from page 413.]

No. XV.

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

FALCONER.


 NARRATIVE OF THE WRECK

OF

HIS MAJESTY'S SHIP PORPOISE,

LIEUTENANT ROBERT FOWLER, COMMANDER,

ON A REEF OF CORAL IN THE PACIFIC OCEAN, AUGUST 17TH, 1803,

*And the subsequent Proceedings till the Arrival of the Crew at
Canton; with a little extraneous Matter relative to the Colony
of New South Wales.*

BY ONE OF THE CREW.

Ille salutiferam porrexit ab æthere dextram,
Et me de rapidis per euntem sustulit undis.

A PSALMIS BUCHAN.

THE whole tribe of wood-hewers should be employed in cutting down timber for masts, which, when seasoned, should be made into proper sizes, for gun-brigs, sloops, and twenty gun-ships; by which, tonnage and labour would be saved, and their importation rendered as profitable as possible. But as there must of necessity be more workmen than are requisite to furnish this article of consumption, the rest might prepare timber for house-building, enclosures, or even in building small vessels, to transport corn from settlement to settlement; which, if not wanted by Government, might be disposed of to private individuals, in exchange for produce, or money, if their circumstances permitted. As the strength, security, riches, and prosperity of the colony, will consist, like the mother country, in ships and trade, rearing up sailors is of the first consequence; and I would encourage always a maritime spirit in the youth. The Seal fishery should meet with my warmest patronage; and to individuals among the settlers, entering into such a speculation, I would give them a due proportion of Government men, with one or two boys in every vessel, who should be victualled by the colony. I would also

employ vessels in bringing coral, for the purposes of building, and manure; and the Norfolk pine, from the harbours we before spoke of: which should be carried on in colonial vessels, with a large proportion of men, to diffuse nautical knowledge as widely as could be admitted, without prejudice to agriculture.

With respect to the settlers, very little more than what has already been hinted, needs to be said. The enfranchised should be admitted to all the privileges of those who had voluntarily emigrated. Industry, fair dealing, and correctness of behaviour, should never want encouragement; and, to promote their happiness, and prevent monopoly, they should have, in exchange for their corn, bacon, &c. from the general store, what articles of clothing, and necessities of life, were wanting to make their life easy and comfortable. That prostitution, and illegitimate sexual intercourse, might be partly abolished, I would hold out rewards to the parents of such children as were lawfully begotten, by adding a few acres to his farm for every child his wife brought him; or, if he were a mechanic, by something equivalent in the way of his profession. In an infant state, monopoly can only be prevented by the immediate interference of Government;—which renders it necessary for Government, itself, to act the merchant for the public weal. There should be therefore every article of traffic in their store-houses, which ought to be sold at a reasonable profit; and every person turning merchant, prohibited from selling his goods at a higher rate. To prevent imposition, tables of the prices of articles might be affixed in the public places, signed by the Commissary.

As for the children, I would superintend their education with a truly parental solicitude; and endeavour, from the moment of their birth, to train them up in the principles of truth, honesty, and integrity. Those children belonging to convicts, I would have under my immediate tuition; and, as soon as suckled, they should be removed from the mother into a school. While the children were nursing, I would have them, at a certain hour every day, be presented in a body by their mothers, for inspection, to see that they were kept clean; and, from the time of their weaning, to the age of three years, they should be under the management of nurses, appropriated for the purpose: they should then be sent out to schools, boys and girls indiscriminately; and taught to read, write, and figure, till they had reached their tenth or twelfth year, when they should be separated; the males learning some trade, and the females the qualifications necessary for making

them good housewives. To interest the different parts of the colony, as much as possible, in each other's welfare, and to infuse a maritime spirit among the males, I would send all the boys of New South Wales to be educated with the girls of Van Dieman's Land; and, *vice versâ*; allowing each of them once a year to visit their relations; by which means they would make a small voyage annually, and be connected to each other, by all the ties of friendship, and the tenderest affection. They would thus be familiarized to a sea life, without neglect of education, and grow sailors insensibly. To such of the settlers as chose, I would recommend a plan exactly similar; or that they should adopt each others boys, in the different settlements; to which, on both sides, I should pledge myself to see justice done; and they should be educated with the Government children, in the public school. I will no longer multiply words, in describing minutely every circumstance, as you may easily comprehend the rest, from the outline I have drawn. Suffice it to say, that all my institutions should tend to make them hardy, enterprising, industrious, generous, and disinterested to each other; which, in the execution, could not fail to make them love and esteem their mother country. I would always have in view that law of Solon, which absolved bastards from paying any deference or respect to their parents; and prevent them, under colour of that pretext, from shaking off their connexion with the mother country. Lest it might give too great a predilection for a sea life, to the prejudice of agriculture, I would keep at home one; or, if the family were numerous, two, to inherit the trade and property of the father.

Let us next take a view of the means most proper for accomplishing all these measures.—The practice of hiring transports, for the conveyance of prisoners to New South Wales, I would abolish entirely, from the many unpleasant accidents that have actually happened, and may always be dreaded, in vessels of that description. Many Masters of convict ships have conducted themselves with a humanity that does them honour; but others again have, from pusillanimity, and fear, had recourse to such harsh and arbitrary measures, as to stir up their prisoners to mutiny, or to bring on disease by consequence of confinement, and breathing an impure air. Examples directly in point, we had experience of, in the *Coromandel*, *Hercules*, and *Atlas* transports; all of which arrived in Sydney Cove, when we happened to be there in 1802. One of them did not lose a soul during the voyage, but brought all her cargo out in a state of unexampled good health: another

had mutiny to an alarming degree; in consequence of which, not less than a dozen of the poor miscreants were either killed, or desperately wounded; and, to wind up the scene of misery, scurvy and fever found their way into the ship. But, in the third ship, though there was no butchery, there was still distress enough to beggar all description; for a malignant fever, and scurvy conjoined, carried off a number; and, I have been credibly informed, several died in confinement; and, shocking to relate, with irons on their legs. The shooting of a man, of the name of Pendergrass, was attended with circumstances of a disgraceful nature. He was suspected, and generally believed, to have been a principal ring-leader in the mutiny, and was brought on the quarter-deck after the mutiny had been quelled; where, after half an hour's interrogation, and solicitation to confess his having been accessory to the affair, he, notwithstanding his pleading innocence to the last, was deliberately shot.

You may very likely think I have amplified and exaggerated this picture; but I do assure you, it is neither more nor less, than the evidence of a number of witnesses, who were present on the occasion, and who made their depositions to this effect, in the Vice-Admiralty Court at Sydney.

In the Glatton, and Calcutta, there was no such work; and it will never happen, where order, regularity, and discipline, are enforced. I hope in God, for the sake of humanity, that King's ships will in future be employed in the convict service; and that a ship may be appropriated for that service alone. One 41 gun-ship, *armée en flûte*, devoted entirely for the transporting those depraved wretches, who, by their misdeeds, have forfeited all right and claim to the protection of the laws of their country, would, I am persuaded, save a number of lives; and she would take back any masts, and logs of pine, which might be ready to ship, without delay: so that her voyage would be performed in a year. As in our dock-yards a quantity of coarse oil is also required, that quantity might be procured through this channel; which would all tend to defray the expenses to the country, and be of incalculable service to the colony. In the ship bringing out the stores for the colony, I would have the raw materials alone brought out of such articles as could be manufactured there. Hides, oil, and wool, they have in abundance; the first of which, they are unable to tan, from want of bark; and the second, which is, in reality, the staple commodity of the colony, if well followed up, would require a few vessels of considerable burthen, to have

the privilege of going backwards and forwards to Britain, to market. The oak would grow in perfection in Van Dieman's Land; and ought, by all means, to be planted there, for the purposes of tanning, as well as ship-building. The skin of the fur seal is a marketable article in China, and would fetch valuable returns of tea, sugar, spice, &c. From the increase of the breed of sheep, there will soon be wool sufficient to clothe the whole. Artificers of every description, are much wanted to instruct the youth. Liberal salaries, to invite men of abilities to teach the different arts, is more wanted for that colony, than any other thing. I would have academies for instructing the youth, not only in reading, writing, and ciphering, but in all the mechanical professions; which, as soon as there is a proper circulation of trade, would turn to good account.

There is already laid the foundation of a great power, which, in process of time, will extend itself to the farthest limits of the coast; and, if the saying of Lord Bacon is true, "that knowledge is power," the dissemination of knowledge is certainly of the first importance, whether considered in a moral or political view, for rendering that foundation solid and lasting, and raising a beautiful superstructure so much sooner to maturity and perfection. It is high time to dismiss the subject, and advert to our passage from the reef to China, and from thence to England.

The two colonial vessels, *Frances* and *Cumberland*, came, as I have already said, with the *Rolla*; and the following were the arrangements that had taken place:—The *Rolla* was to receive the officers and crew of the *Porpoise*, with which she was to proceed to Canton; where they were to be distributed among such of the East India Company's ships, as their servants in that part of the world might think proper. The *Frances* was to take on board such stores saved from the wreck, as she could conveniently and safely carry, with any of the officers or people that had a desire to return, and proceed with them forthwith to Port Jackson. Mr. Denis Lacy, one of the Master's Mates of the *Investigator*, with half a dozen volunteers, returned also, in our schooner, the *Resource*. Poor Lacy having served his time as a Midshipman, was anxious to get home; and thought that by going back, and meeting the *Calcutta*, he would accomplish his design more expeditiously, and anticipate us in our arrival by the round about way of China. He embarked in a small brig from Port Jackson to the *Mauritius*, and we are yet unacquainted with his destiny. As the strictest habits of intimacy subsisted betwixt us,

I feel particularly interested in his behalf, and regret much, that my remonstrances against the step he took, were ineffectual. Upon our favourite parade, on the morning of parting, I urged the matter afresh, but his inflexible resolution was not to be shaken; and he has paid full dearly for his unfortunate opinion. I never, in the whole course of my life, knew a young man, who followed up with such application and perseverance, any scheme he had projected. Neither labour, industry, nor patience, were spared; and by his unremitting assiduity, he generally succeeded in whatever he had undertaken. When he joined us at the Cape of Good Hope, his knowledge in navigation did not much exceed the boundaries of a day's work; but he never rested a moment afterwards, till he had acquired a proficiency in all the branches of the art, and understood perfectly its principles. His fate, whatever it may be, will be lamented by all his messmates; and I will never cease to cherish, with affectionate regard, the recollection of his warmth of friendship.

[To be continued.]



*Farther Particulars of the Shipwreck of the Athenienne, as given
Vol. XVI, page 495.*

THE following interesting particulars of the loss of His Majesty's ship *Athenienne*, are given by one of the Officers who belonged to her:—

*Falerno Bay, on board His Majesty's Ship Intrepid,
October 27, 1806.*

When I left you, I little thought of the misfortunes that awaited me. The 4th day after sailing from the Rock we passed Sardinia, and were all in high spirits, not doubting but we should arrive at Malta the next day; but, dreadful to relate, that very night (the 20th), at about a quarter before ten, when going fully nine knots an hour, the *Athenienne* struck on the rocks known by the name of the Skirkes, or Quills; they were completely under water, and at least sixty miles from any shore. The shock was terrible, and the dreadful consternation into which the crew were thrown, was beyond any thing you can possibly conceive. The most awful painting or description of shipwreck was a mere nothing to it. Every soul was instantly upon deck, most of them naked, and in such a state of despair, as to be perfectly unable to make the smallest exertion. Some went below and gave themselves up to

their fate; others took possession of the poop, being highest out of the water (for in a very few minutes the lee side of the quarter was covered with water); others, who had more presence of mind, took to the boats; three of which, containing twenty-seven men, got off from the ship very early, about a quarter of an hour after she struck. At this time all the masts went overboard. Two other boats, in endeavouring to escape, were swamped, and all the people in them perished. I fortunately failed in an attempt to get into one of them. There now remained only two boats; one I found, upon inquiry, had her side knocked in, from the falling of the foremast; the other (the launch) I regarded as the only possible remaining chance; the odds against which were very great, for she was still nearly in her station, a-midships, and crowded with people, so that it was impossible to use the least power to set her afloat. I however leapt into her, and was soon followed by General Campbell, who is now along with me. I made several efforts to get the men out of her, so as to make an attempt to shove her off, but all in vain. Though I leapt out myself, as an example, very few followed me. I therefore again took my place in her, and after remaining there full half an hour, expecting every moment that her bottom would be knocked out, by the sea dashing her against the spars upon which she rested, a fortunate wave washed us out of the wreck. We had oars all ready, and immediately pulled from her; but thinking we could take in a few more men, although we had already an hundred on board, we rowed under the stern with that intention, but so great was the anxiety of those upon the poop to join us, that we were in the most imminent danger of being overwhelmed by numbers jumping into her. The general cry in the boat was, "*Pull off!*" which we did, after having taken in only two officers, who jumped overboard.

It was now nearly an hour and a half from the time the ship had struck. The anxiety of our minds was dreadful; but the moment that we pulled off from the wreck, for the last time (for I forgot to tell you that we returned three times), leaving poor Raynsford, with 350 men, without, I may say, the most distant hope, has left an impression upon my mind much more powerful than all that I suffered before that time. We immediately pulled towards the Island of Maritimo, which (with the assistance of a miserable sail, made out of the men's shirts) we got sight of at day-light the morning of the 21st. We at the same time boarded a Danish vessel, that gave us a sail, bread and water, and a little brandy.

We put two officers and twenty men on board of her, who went to look out for the wreck; but the wind blew so fresh they could make nothing of it, and have put into this port. Sir Sidney Smith has sent off from this place the *Eagle* and a transport: but it has blown very hard ever since; I fear, if they even reached the spot they could be of no service, as we have every reason to suppose that the wreck went to pieces soon after we left her.

After leaving the *Dane*, we stood towards *Maritimo*, which we reached about four o'clock in the evening, after having been sixteen hours in the boats. Two of the boats which first escaped from the ship were in sight when we boarded the *Dane*, and followed us to *Maritimo*, where we remained all night, and next night we arrived at *Trepani*, where we slept. The following morning, the 23d, General Campbell and myself set off for *Palermo* by land, which we reached in the evening of the 24th.

Sir Sidney Smith waited upon us, and procured us a passage to *Messina*, on board of a Neapolitan frigate. We dined on board of the *Intrepid* the 25th, and were to have sailed in the evening, but it has blown so fresh ever since, that we have been detained here, and cannot even go on shore. As you may suppose, I have lost every thing; the moment the ship struck I pulled off my boots, put on slippers, and did not put even a cob in my pocket, for fear I should be under the necessity of swimming: but as I had made up my mind to lose my life, the saving of that makes my other losses very light, although they exceeded 1000*l*.

No entreaties could prevail on Captain Baynsford to quit his ship. From the first moment of her striking to the launch's last quitting her, he conducted himself in a manner the most heroic—his presence of mind never forsook him, and his whole faculties were employed in the means of saving his people.

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#### ACCOUNT OF THE LOSS OF L'AIMABLE MARTHE, ON THE COAST OF WALES, IN THE YEAR 1786.

THE following account of the Shipwreck of M. Durand, formerly Governor of Isle St. Louis, is extracted from that gentleman's "*Voyage to Senegal*." We have much pleasure in presenting it to our readers, as it contains some interesting anecdotes of the humane, hospitable, and generous conduct of our gallant countryman, Sir Henry Trollope:—

I left the *Senegal* for *Havre*, says M. Durand, on the 24th of July, 1786, on board the brigantine *L'aimable Marthe*; the crew

consisted of the Captain, whose name was Dorè, a Lieutenant, a Carpenter, a Mate, and three sailors. The passengers were Messrs. Gourg, Naval Commissioners at Senegal, Longer, Captain of a frigate, Bernard, my Cook, a young negro, and myself.

After an uncommonly long and dangerous passage, we were of opinion, on the 12th September, in the morning, that we should arrive in the course of the night at Havre; and we in consequence gave ourselves up to that pleasure which travellers always experience at the end of a long voyage; when I perceived that the Captain was out in his reckoning, and that we were in the British Channel. I informed him of this circumstance, and his surprise was equal to my own. The weather was stormy, the sea ran high, and the rapid gusts of wind indicated an approaching tempest.

At three o'clock we were in sight of Sundy Island, and attempted to take refuge in it; but our efforts were unavailing; and we then directed our course for the Bay of Tumbby, which we entered, though here our hopes of finding shelter also proved abortive; and we could not withstand the violence of the wind and tide. We were however near enough to the shore to observe the inhabitants collecting upon it, and expressing their regret that they could not afford us any assistance. We had dropped our lower anchor, but we were under the necessity of cutting the cable, and then our loss seemed inevitable. We nevertheless attempted to reach the Isle of Caldy; and for this purpose we kept tacking the whole of the night, during which the weather was dreadful. The wind was W.S.W., and blew so strong, that we could only let out the main and mizen-sail. We were then in three fathoms water; but, after tacking on different points, we found ourselves at two o'clock in Langhorn Bay, in only two fathoms water: the sea was furious, and every instant covered our vessel, while the rain was violent in the extreme, so that it soon became impossible to work the ship; she therefore ran aground, with three violent shocks, which laid her open, unshipped the rudder, and decided our fate.

We now found ourselves completely wrecked; and, in order to lighten the vessel, we cut away the masts, when we found that she remained fixed in six feet water, but was every instant covered with waves of an enormous size, which seemed ready to swallow her up. In this dreadful crisis some fell to making rafts, others seized on pieces of wood, and all endeavoured to avoid that death which seemed to be prepared for them. At this period, it is remarkable that some of our little crew were concerned about

faturity\* ; and one of them being very anxious respecting the fate of the Negro boy, who had never been christened, baptized him in my presence with some fresh water, and then held him fast by the arms, with a view that they might die and arrive together in the other world.

About three o'clock the storm began to subside, and the waves broke with less violence against our vessel. We then perceived that it was low water ; but the darkness of the night prevented us from distinguishing where we were, or ascertaining the place of our shipwreck ; nevertheless, without knowing what distance we were from land, we thought it probable that we might get to it, and resolved to make the attempt. A small canoe was therefore let down, and I was the first who got into it : Longer and the Lieutenant followed me, but we did not find sufficient water to work the boat ; we therefore got out of it, and walked for about an hour in the sea, preceded by two sailors, who sounded at every step, and served as guides. After passing through different depths of water, but not sufficient to stop us, we at length landed, and sent back the two sailors to inform our companions that we were safe, and invite them to follow the route we had taken.

On quitting the vessel we left all our clothes, which might have prevented us from swimming, if necessary : I had nothing on but a pair of trowsers, in one of the pockets of which I put a letter, with my address, in order that my family might be informed of my fate, if I should be drowned, and cast on shore. This was the only precaution which I thought it necessary to take. We at length found ourselves in an unknown spot, four in number, almost naked, and without the means of subsistence.

The night continued to be very dark, and the rain poured down in torrents. We, however, continued to walk for two hours, without knowing whither we were proceeding : at length we reached a mansion, which we walked round several times, but could not find any door open, or a place that we could obtain shelter in, though we made noise enough to be heard, if the inhabitants had not been in a sound sleep. At length, after much trouble, I discovered a little gate, which led into the court. I raised the latch, the gate opened, and we found ourselves, with inexpressible pleasure, in a large walk, which led to the vestibule

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\* We are not surprised that this should appear extraordinary to a Frenchman ; but in an *English* ship it would not have been thought at all extraordinary.—*Editor.*

of the mansion. I knocked at the door with all my strength, and we heard the barking of dogs inside; we also found that the domestics were stirring: they appeared to be running to the chamber of their master, doubtless to inform him that the house was infested by banditti, as they only spoke to us through a garret window. They asked us first in English, and then in bad French, for what reason we had entered the park at such an hour? I answered in a feeble voice, and lamentable accent, that we were unfortunate Frenchmen, whose ship had been wrecked, and that we requested an asylum.

If that be the case, answered the person who first spoke, you may be easy; I will order my doors to be open, and you shall receive all the assistance that you may be in want of.

Soon afterwards the doors were thrown open, and we saw in the hall all the servants of the chateau, armed with muskets and sabres: it seems they had taken this precaution, lest we had deceived them by our story; but when they saw us naked, almost frozen, and objects of pity rather than fear, they put down their arms, and paid us every attention.

We were at first conducted into the kitchen, where, before a large fire, we warmed our frost-bitten limbs. Soon afterwards the mistress of the house, and all her female domestics, came and brought us linen, and other apparel, which we divided amongst each other as well as we could. A table was then laid out, and we were supplied with victuals and drink; which we devoured with great eagerness, being almost famished.

After the repast, I was shown to a chamber; while my companions and the master of the house went down to the shore, to endeavour to save something from the wreck. On his return, I learnt that the vessel had gone entirely to pieces at three o'clock.

All the crew were saved; but most of them had taken another direction: my Cook and boy lost themselves, and three days elapsed before they found me.

About noon the lady of the mansion sent to know if I would take some tea: I begged to be served with it in my apartment, but she insisted that I should come down stairs, and take it with her. I had much difficulty to bring myself to accept this compliment, as I was still in a most deplorable condition, and not fit to be seen. About five in the afternoon, the gentleman returned with several of his neighbours, and some of the crew. They had saved very few things from the wreck; but they restored to me a bag, with about 300 dollars, and a box containing my papers,



which I got dried in the oven. My boy John also saved a bag with nearly 1200 livres; a packet of virgin gold, from Senegal, which I sold in London for about 100 guineas; an ape, a yellow parroquet, and some ostriches' eggs. The loss, however, which I sustained by this wreck I shall ever regret, on account of the useful knowledge which it has prevented me from communicating to my country. I lost a choice collection of plants, unknown in Europe; several bottles of distilled palm wine; some water taken from the Senegal, at Isle St. Louis and Podor; several tons of the earth from the gold mines at Galam and Bambouk; a collection of the scarcest reptiles, birds, and fishes; and drawings of the costumes, arms, equipages, &c. of all the hordes in this part of Africa.

At six o'clock we sat down to an excellent dinner, and remained a long time at table. The repast terminated in the English manner; that is, we swallowed bumpers of wine till we were all drunk. The next day our host conducted me to Carmarthen, where I purchased a new wardrobe, and equipped myself from head to foot.

This day we received an express from the Merchants of London; who, having heard of our shipwreck, sent to offer us their services. We were grateful for their attention; but, situated as we were, we could only thank them, and answer that we wanted for nothing. I shall always regret that I lost the letter from these obliging Merchants, whom we afterwards saw at London, where they treated us in a magnificent style. I should have had the greatest pleasure in making known to my countrymen the names of these liberal gentlemen, so respectable for their humanity and the nobleness of their sentiments; but being deprived of the means, I must content myself with speaking of their countryman, whose care saved me from misery and death.

The name of this generous Englishman was *Henry Trollope*; he was a native of Norwich; was then 36 years of age, and was a Captain in the Navy. His Lady was handsome, modest, and of the gentlest manner; was a native of London, whose maiden name was Fanny Best; she was then about 22 years old. They had no children; a circumstance which they felt severely, as they were both very anxious to have a young family. I hope for the happiness of themselves, and of the human race, that their wishes have been fulfilled. Mrs. Trollope, when a girl, had been educated at Brussels, so that she, as well as her husband, spoke French sufficiently well to be understood. I must here add, that the

attachment of this amiable woman towards her husband, had induced her to accompany him in all his voyages.

They inhabited Westmead Castle, about three miles from Langhorn, in Wales, the place of our shipwreck. It stands in a delightful situation, is well built, and its architecture possesses a noble simplicity. Its internal arrangements are well adapted; the park is large and well planted, and the gardens are judiciously laid out. At the time I was wrecked Captain Trollope had taken a lease of it from Lord Montalt, of which three years had expired.

During our stay at the Castle, the liberal inhabitants incessantly endeavoured to dispel from our minds the remembrance of our misfortune; and every day was distinguished by some new festivity: hunting, fishing, gaming, and feasting, succeeded each other without interruption; and the only care seemed to be how fresh pleasure could be procured. Oh! Mrs. Trollope, worthy and affectionate wife of the most humane of men, I feel the most lively emotion in thus bearing testimony to the gratitude which I owe you, and which will never be effaced from my heart!

On the 24th of September, in the afternoon, Captain Trollope proposed to me a hunting party; but I preferred keeping company with his wife, and he left me alone with her. We were walking in the park, when we observed at a distance a huntsman riding at full gallop; he passed by us without stopping at the Castle.

Mrs. Trollope was alarmed, and said to me, "some accident has happened to my husband." We soon learned that his horse had fallen, and rolled on him, by which he was dangerously hurt; and the messenger who passed us, was riding to fetch a Surgeon. It is impossible to describe the distraction of his Lady, and our own consternation, when we saw Captain Trollope brought home upon a litter: he was taken to his chamber, followed by his wife, who made the most pitiable lamentations: he, however, turned towards her, and said, with much unconcern, "Fanny, be quiet, wipe away your tears, and cease crying."

On the arrival of the Surgeon, our fears were dispelled, as he assured us that the accident would not be attended with any bad consequences. In short, by proper medical attention, the Captain was in a few days restored, and we were enabled to resume our ordinary exercises and amusements.

After passing eighteen days in this delightful abode, without being suffered to incur the least expense, we embarked for Bris-

tol, at the very place of our shipwreck. Our separation cost tears on both sides; I left my ape with Mrs. Trollope, together with whatever I had saved from the wreck. that was worth her acceptance. My paroquet was unique of its kind; it spoke well, and was the only one of a yellow colour that I ever saw even at Senegal, where I obtained it. It came to a miserable end, having been caught and devoured by the cats. Mrs. Trollope was inconsolable at the event, and spoke of it every day.

The generous Captain was not satisfied with the kind reception that he had given us at his mansion, but wished to serve us after our separation. He therefore gave us letters of recommendation to Bristol, Bath, and London; in consequence of which we were every where received with the highest respect.

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## NAVAL LITERATURE.

*A Voyage to Senegal; or, Historical, Philosophical, and Political Memoirs, relative to the Discoveries, Establishments, and Commerce of Europeans in the Atlantic Ocean, from Cape Blanco to the River of Sierra Leone. To which is added, an Account of a Journey from Isle St. Louis to Galam. By J. P. L. DURAND, formerly Governor of Isle St. Louis. Translated from the French, and embellished with numerous Engravings. 1 vol. 8vo. 1806.*

ALTHOUGH this work has not long been published, some of the occurrences which it records took place as far back as the year 1786. From the Preface, we learn that its author, M. Durand, was formerly employed in the naval department of the French Government; that he was appointed, by the Marshal de Castrées, principal director of the Company at Isle St. Louis; and that he arrived at his destination in April 1786, where he remained several years. His remarks, as may be inferred from the title-page of his book, relate more to commercial, and political, than to nautical affairs. From the post which he held, every species of information, of this nature, was, of course, within his grasp; and, consequently, his performance exhibits a considerable portion of useful intelligence, relative to the topics on which he treats. But, as his translator justly

observes, his spirit and motives are throughout sufficiently evident: his object is to promote the ambitious views of his countrymen, at the expense of every other nation.

The most valuable piece of *nautical* information, which this volume contains, is the following account of the bar of the Senegal, and of the mode of passing it:—

The bar of the Senegal, says M. Durand, is situated in about  $15^{\circ} 53'$  lat., and  $18^{\circ} 51' 30''$  long.; it is a bank of moving sand, formed at the mouth of the river, by the mud and sand which it conveys in its course to the sea, and which the latter repels incessantly towards the coast. The river, in consequence of its mass of water, and the violence of its current, has made outlets here, which are called the passes of the bar, and are distinguished by the appellation of Great and Small. To enter them is very difficult, and even dangerous.

The great pass is generally about a hundred fathoms wide, and eight or nine feet deep; and at all times the only ships that can pass it, are those that draw seven or eight feet of water. The waves are so short and strong, that they break with a terrible violence; and this passage often proves an end to the most favourable navigation. The small pass is so narrow and shallow, that none but canoes or small boats can get through it.

The large opening cannot be passed without an expert Pilot, who is in the habit of visiting it every day, to know exactly its state and depth; both of which are uncertain, as they vary according to circumstances. All, therefore, that is known, is the extent and rapidity of the floods; but the sudden variations in question must doubtless be attributed to the double action of the river and the sea.

The Pilot who is engaged to conduct ships over the bar has a large boat with a deck, and a crew of negroes, who have no cloathing but a band of linen, about six inches broad, which passes between their thighs: they are all strongly made people, and excellent swimmers. But notwithstanding their knowledge and activity, the boat and its crew often perish: they, however, more frequently escape the destruction which threatens them, and often exert themselves for the safety of strangers. But woe be to the rash seamen who might dare to attempt without their assistance the passage of the bar, as they would infallibly perish. Fortunately this passage does not last longer than a quarter of an hour;

but it inspires so much dread, that the length of time seems insupportable. The first persons who passed this bar must have been intrepid sailors.

When this passage is effected, its horrors are succeeded by a calm, as the course of the river then becomes as smooth and gentle, as its entrance was shocking and difficult.

It is from twenty to twenty-five feet deep, and of a considerable width. The exhausted rowers then take breath, drink brandy, and dance and rejoice at their success: they of course always receive a recompence. When I entered, I gave them a louis d'or, with which they were so highly satisfied, that they were a long time singing my generosity, and afterwards did me great honour in the colony.

In a former part of our Chronicle\*, we reviewed the work of M. Golberry, another French author; who, for the purpose of acquiring information respecting the interior of the western continent of Africa, accompanied M. Boufflers, the Governor of the Senegal, through the whole extent of that district. From M. Golberry's book, we extracted some highly useful passages, relative to the road, the bar, and the mouth of the Senegal; together with a plan for the construction of a boat, for passing the bar with comparative safety. M. Golberry was in these parts much about the same time as M. Durand; his means of obtaining knowledge were in most cases equally good; and, upon the whole, we have no hesitation in saying, that the publication of the former ranks much higher than that of the latter.

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### Naval Poetry.

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

FALCONER.

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### ODE FOR THE NEW YEAR, 1807.

By HENRY JAMES PYE, Esq. Poet Laureat.

**W**HEN loud and drear the tempests roar,  
When high the billowy mountains rise,  
And headlong 'gamst the rocky shore,  
Driven by the blast, the giddy vessel flies;

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\* Vide NAVAL CHRONICLE, Vol. X, page 227, et seq.

Unguided, by the wild waves borne,  
 Her rudder broke, her tackling torn ;  
 Say, does the seaman's daring mind  
     Shrink from the angry frown of fate ;  
 Does he, to abject fear resign'd,  
     Th' impending stroke in silence wait ?  
 No—while he pours the fervent prayer  
 To Him whose will can punish or can spare,  
 Cool and intrepid 'mid the sound  
 Of winds and waves that rage around,  
 The powers that skill and strength impart,  
 The nervous arm, th' undaunted heart,  
 Collecting—firm he fronts the threat'ning storm,  
 And braves, with fearless breast, fell Death's terrific form :

So, though around our sea-encircled reign,  
     The dreadful tempest seems to lower ;  
 Dismay'd do Britain's hardy train,  
     Await in doubt the threat'ning hour ?  
 Lo ! to his sons, with cheering voice,  
 Albion's bold Genius calls around :  
 Around him valiant myriads crowd,  
     Or death or victory their choice :  
 From ev'ry port astonish'd Europe sees  
 Britannia's white sails swelling with the breeze ;  
 Not her imperial barks alone  
 Awe the proud foe on ev'ry side,  
 Commerce her vessels launches on the tide,  
 And her indignant sons awhile  
 Seceding from their wonted toil,  
 Turn from the arts of peace their care,  
 Hurl from each deck the bolts of war,  
 To sweep th' injurious boasters from the main,  
 Who dare to circumscribe Britannia's naval reign.

And see with emulative zeal  
 Our hosts congenial ardour feel !  
 The ardent spirit, that of yore  
     Flam'd high on Gallia's vanquish'd shore ;  
 Or burn'd by Danube's distant flood ;  
 When flow'd his current ting'd with Gallic blood :  
 Or shone on Lincelle's later fight ;  
 Or fir'd by Acre's tow'rs the Christian's Knight :

Or taught on Maida's fields the Gaul to feel,  
 Urg'd by the Briton's arm, the British steel ;  
 Now in each breast with heat redoubled glows,  
 And gleams dismay and death on Europe's ruthless foes

Not to Ambition's specious charm,  
 Not to th' ensanguin'd despot's hand,  
 Is conquest bound—a mightier Arm  
 Than Earth's proud tyrants can withstand,  
 The balance holds of human fate,  
 Raises the low, and sinks the great.

Exerting then in Europe's cause,  
 Each energy of arm and mind,  
 All that from force or skill the warrior draws,  
 Yet to th' Almighty Pow'r resign'd,  
 Whose high behest all Nature's movements guides,  
 Controls the battle's, and the ocean's tides ;  
 Britain still hopes that Heav'n her vows will hear,  
 While Mercy rears her shield, and Justice points her spear.



*Extract from an Ode on BAMBOROUGH CASTLE, from Poems by  
 the Rev. GEORGE RICHARDS. 1804.*

**A**T solemn midnight, when the bark shall ride,  
 With streaming pendants o'er the peaceful tide ;  
 When trembling moon-beams play along the brine,  
 And Stars round all the glowing Welkin shine ;  
 When, silent borne along, the whitening sails  
 Swell with the summer's gently-breathing gales ;  
 The Pilot, listening to the wave below,  
 Which hoarsely breaks against the passing prow,  
 Shall thoughtful turn, where dimly to his eyes  
 Through the pale night these mellow'd Turrets rise ;  
 And as he muses on some friend most dear,  
 Rais'd by thy mercy\* from a watery bier,  
 Swelling at heart, shall o'er the tranquil wave  
 Give thee a sigh, and bless thy hallow'd grave.

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\* For an account of this charitable Institution for Shipwrecked Mariners, see NAVAL CHRONICLE, and Clarke's *Naufragia, or Historical Memoirs of Shipwrecks*, lately published.

CHRONOLOGICAL SKETCH  
OF THE  
MOST REMARKABLE NAVAL EVENTS  
OF THE YEAR 1806.

JANUARY.

9. THE remains of Lord Nelson, which were on the 8th removed from Greenwich College by water to the Admiralty, were this day conveyed in grand funeral procession to St. Paul's Cathedral, and there solemnly interred.

13. Accounts received of the loss of the *Orquiso* sloop of war, on the 7th of November, off Port Antonio, having on board 186 persons, of whom 101 perished.

15. In consequence of the changes which took place in administration after the death of Mr. Pitt, the Hon. C. Gray, now Lord Howick, succeeded Lord Barham, as first Lord of the Admiralty.

FEBRUARY.

6. Admiral Duckworth captured and destroyed five French sail of the line in the Bay of St. Domingo; an 84 gun ship, and two 74's taken—a three decker and 74 driven on shore, and burnt.

27. Advices received at the Admiralty of the arrival of the expedition under Sir Home Popham and Sir David Baird at the Cape of Good Hope, and of the surrender of Cape Town, on the 10th of January.

MARCH.

4. The *Volontaire* French frigate taken at the Cape of Good Hope, into which she put, supposing the place to be in the possession of the Dutch.— This frigate was supposed to belong to the squadron of Admiral Guillaumez and Jerome Buonaparté, which had sailed from Brest in December.

13. Capture of the *Marengo*, of 80 guns, Rear-Admiral Linois, and the *Belle Poule*, of 40 guns, on their return from India, (where they had committed great depredations,) by the squadron under the command of Sir John Borlase Warren.

27. The *Revanche*, *le Guerrier*, and *la Syrene*, three French frigates, escaped from l'Orient, intending, it was said, to cruise on the coast of Africa, and afterwards to run down to the West Indies.

APRIL.

5. A rupture with Prussia announced in the Gazette of this day, by an order of Council, laying an embargo on Prussian vessels, in consequence of his Prussian Majesty having taken possession of the Electorate of Hanover, &c.

16. General Miranda (who had sailed from New York) about this time arrived on the Spanish Main, with a small squadron, manned by volunteers, who accompanied him for the purpose of emancipating the Caraccas from the Spanish yoke. He designed first to land in the province of *Coro*, but on approaching the shore two of his schooners were captured by the Spaniards, and this first attempt failed.



21. Message from His Majesty to Parliament, announcing the recall of his Minister from Berlin, and the adoption of measures of retaliation against the navigation and commerce of Prussia.

25. His Swedish Majesty laid an embargo on all Prussian ships in the harbours of his dominions, and ordered the blockade of the Prussian ports by Swedish frigates.

— A shot fired from His Majesty's ship *Leander*, stationed off Sandy Hook, killed a man on board an American sloop, called the *Richard*. This affair caused great clamour in the United States against the British Commanders on that coast. The Grand Jury of New York found a bill for murder against Captain *Whitby*, of the *Leander*; and the President, Mr. *Jefferson*, issued a proclamation for his apprehension.

23. The Proceedings on the Impeachment of Lord *Melville* commenced before the High Court of Parliament in Westminster Hall.

#### MAY.

12. A message from His Majesty to the House of Commons recommended, that provision be made for securing an annuity of 5000*l.* to the present Earl *Nelson*, and to those to whom the title may descend; and to provide the sum of 120,000*l.* for the purchase of a house and lands, to be annexed to the said dignity.

— The island of *Capri* taken by Sir *Sidney Smith*. At the same time debarkations were made from the ships under his command, in the neighbourhood of *Gaeta*, to co-operate with the forces from that garrison, so bravely defended by the Prince of *Hesse Phillipsthal*.

14. In the House of Commons, Mr. *Jeffery* of *Poole* brought forward several charges against Earl *St. Vincent*, which were rejected, by the resolutions grounded thereon being negatived without a division. Mr. *Fox* then moved a resolution, approving the conduct of the Noble Earl, which, after some discussion, was carried.

#### JUNE.

10. On the motion of Mr. *Fox*, a resolution to the following effect was adopted by the House of Commons, viz. "That this House, conceiving the African Slave Trade to be contrary to the principles of justice, humanity, and sound policy, will, with all expedition, take effectual measures for abolishing the said trade, in such manner, and at such period, as may be deemed most practicable.

12. Lord *Melville's* trial terminated, his Lordship being acquitted by the Peers of the several Articles of Impeachment exhibited against him by the Commons.

21. On the motion of Lord *Grenville*, the House of Peers concurred in the resolution of the Commons, moved by Mr. *Fox*, for the Abolition of the Slave Trade.

29. The French squadron, commanded by Admiral *Guillaumez*, including *Buonaparté's* ship the *Veteran*, arrived in divisions at *Martinique*, on four different days preceding this date.

#### JULY.

1. The French squadron, to which *Jerome Buonaparté* belonged, sailed from *Martinique*. On the 6th, Admiral *Cochrane* came in sight of the enemy, off *St. Thomas's*, but the enemy stood to the westward, and the very in-

ferior force of Admiral Cochrane not permitting him to pursue them, no action took place.

13. Surrender of Gaeta to the French army, the Prince of Hesse Philipsthal having been previously wounded, and carried on board a British frigate.

19. *Le Guerrier* French frigate, of 50 guns, and 317 men, captured by the *Blanche* frigate off the Ferroe Islands, after an action of 45 minutes.

23. Surrender of Buenos Ayres and its dependencies to His Majesty's forces under the command of Major-General Beresford and Sir Home Popham.

— *Le Rhin*, French frigate, captured by the *Mars*, Capt. Oliver, being one of four frigates returning from Porto Rico to France.

#### AUGUST.

2. Departure of Lord Lauderdale for Paris, to conduct the Negotiation commenced with the French Government.

16. Six of the homeward-bound Quebec convoy captured by Jerome Buonaparté, in the *Veteran*, on his return to France.

23. Brilliant naval achievement by His Majesty's ships *Arethusa* and *Auson*, in an attack on the enemy near Moro Castle, in the island of Cuba; the Spanish frigate *Pomona*, of 38 guns and 347 men, being captured; twelve 24-pounder gun-boats destroyed, each of which had a crew of 100 men; and the fort, mounting sixteen 36-pounders, blown up.

25. Jerome Buonaparté having separated from Gilleaumez's squadron, escaped from the British cruisers, which pursued him, and arrived at Concarneau Bay, near l'Orient.

#### SEPTEMBER.

9. A tremendous hurricane at Dominica and Martinique, by which great damage was done to those islands, and many of the inhabitants were destroyed.

14. Part of the French squadron, commanded by Gilleaumez, (after Jerome Buonaparté's ship separated from it,) having sustained great damage in a gale of wind, took shelter in the Chesapeake, where *l'Impetueux*, 74 guns, was destroyed by the *Bellona* and *Belleisle*, two of Sir R. Strachan's squadron.

15. Loss of the *King George* packet, bound from Parkgate to Dublin, with all the passengers and crew, amounting to 106 persons; four seamen, one woman, and a child, excepted.

25. Sir Samuel Hood, having under his command the *Centaur* and *Monarch*, fell in with a French squadron, consisting of five frigates and two brigs, which had just escaped from Rochfort. Sir Samuel lost his right arm in the action, and four of the frigates were captured.

#### OCTOBER.

8. A telegraphic message, announcing the return of Lord Lauderdale, sent by Lord Howick to the Lord Mayor, and by the latter to Lloyd's Coffee-house, where the intelligence was received with three cheers.

— Amongst the changes in Administration which took place in consequence of the death of Mr. Fox, Lord Howick was appointed Secretary of State for Foreign Affairs, and Mr. T. Grenville succeeded his Lordship at the Admiralty.

12. Lord Lauderdale landed at Deal, on his return from Paris, in consequence of the rupture of the Negotiation for Peace.

13. Loss of His Majesty's frigate *Constance*, Captain Burrowes, off St. Maloes, in consequence of a gallant enterprize. The *Constance* having pursued the French frigate *Salamauder* under the French batteries, maintained a long and vigorous action with them, the enemy's ships, and gun-boats. The *Salamauder* was captured, and brought off, but sunk after taking out her crew; after which the *Constance* drifted on shore, and was taken possession of by the enemy. Captain Burrowes and a great part of the crew killed.

20. Loss of His Majesty's ship the *Athenienne*, with Captain Rayn-ford, and 317 of the crew, on a ridge of rocks in the Mediterranean.

22. His Majesty's Declaration on the rupture of the Negotiation with France, published in the *London Gazette*.

31. General Miranda arrived at Barbadoes, having left the small force with which he had made an unsuccessful attempt on the *Caraccas* at Aruba, whence his troops afterwards removed to Trinidad.

— About this time, (according to reports in the American Papers,) a revolution took place in the Government of Hayti, or St. Domingo, the black Emperor Dessalines being killed, and Christophe elected to supply his place.

#### NOVEMBER.

12. General Crauford sailed from Falmouth on an important expedition, having under his command a military force of between 5 and 6000 men. Destination supposed to be South America.

17. An Armistice concluded between the French and Prussian armies, and signed by Duroc on the one part, and M. Lucchesini and General Zastrow on the other. This Armistice his Prussian Majesty afterwards refused to ratify, and no cessation of hostilities took place.

19. Commodore Sir Samuel Hood was returned, as one of the Members of Parliament for Westminster.

— Hamburgh occupied by a detachment of French troops, under the command of General Mortier; all the English property found there confiscated, and the British merchants put under arrest.

21. Lord Hutchinson embarked at Yarmouth for the Continent, in order to proceed on a mission to the head-quarters of the united Prussian and Russian army.

— A frantic Decree published by Buonaparté, from the head quarters of his army at Berlin, declaring the British Isles in a state of blockade, prohibiting all trade and communication with this country, &c.

#### DECEMBER.

2. A Decree issued by King Louis, in Holland, for enforcing Buonaparté's pretended blockade of the British Isles, throughout all the countries occupied by the Dutch troops.

22. The Papers relative to the late Negotiation with France presented to the House of Lords by Lord Grenville, and to the House of Commons by Lord Howick.

## NAVAL HISTORY OF THE PRESENT YEAR, 1806-7.

(December—January.)

## RETROSPECTIVE AND MISCELLANEOUS.

THE recapture of Buenos Ayres, after the repeated reports that have prevailed, and been contradicted, prove at last to be true. It however seems probable that it may again revert into our hands. For the particulars, we refer our Readers to the official account, which we have given in our *Letters on Service*.

The very interesting Letter which we have received respecting the proceedings of Commodore Keates' squadron off Rochfort, is given in a preceding page. Commodore Keates is one of the first officers in our service, and was considered as such by our immortal Nelson.

Respecting the force of the enemy in Bourdeaux, an officer of His Majesty's ship *Imperieuse*, Lord Cochrane, in a letter dated December 31, says, "There are five sail of the line (one three-decker), three frigates, and three brigs, ready for sea. Where the ship cannot go, our boats do: so that we are sometimes amused by going within half a mile of the French squadron, and are chased off by their boats."

The distress under which the British seamen suffer in France is excessive. The scanty pittance allowed each man daily consisted of a small square piece of bullock's liver, a slice of black bread, and a glass of new brandy. Had it not been for the relief they received from the Patriotic Fund, forwarded to them through a private channel, many of them must have perished from want. The object of the French, in treating our seamen with such inhumanity in this respect, was with the view of making them dissatisfied with their Government, by inducing a belief that they were neglected by it, and in order to tempt them to enter into the French service. Numerous were the offers made to them for that purpose, which, to the honour of our brave, but unfortunate tars, were rejected with contempt and indignation. They resolved to perish, rather than prove traitors to their country.

The *Revenge* of 74 guns, Sir J. Gore came into Portsmouth harbour on the 8th of January, from off Rochfort, where she had been five months.

There was lately driven into the bay of Donbeg, in the county of Clare, the deck of a large vessel, to which were fastened by ropes five dead bodies. It is supposed the unfortunate sailors had lashed themselves to the rings of the deck, during one of the late tremendous storms, and the ship encountering a very heavy sea, was dashed to pieces.

The Directors of the East India Company have presented Captain Larrens with the sum of 500 guineas, for the purchase of a piece of plate, as a distinguishing mark of their approbation, for his defence of the Warren Hastings. The officers and crew of that ship are likewise, for their meri-

terious conduct, to have 2000 guineas distributed among them, according to their rank.

Among the many calamitous occurrences which happened on the 25th ult. we have to mention the loss of three boats, with all their crews, consisting of eighteen men, and three boys, belonging to Stotfield, near Elgin. By this unfortunate calamity, eighteen widows, and about fifty children, are left destitute.

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## Letters on Service,

*Copied verbatim from the LONDON GAZETTE.*

[Continued from Vol. XVI, page 510.]

ADMIRALTY OFFICE, JAN. 3, 1807.

*Copy of a Letter from the Right Honourable Lord Keith, K.B., Admiral of the White, &c., to William Marsden, Esq.; dated at Ramsgate, 31st December last.*

SIR,

I TRANSMIT, for their Lordships' information, a copy of a letter which I have received from Commodore Owen, and of the inclosure to which it refers, reporting the capture of the *Deux Freres*, French privateer, and the recapture of an English trader, by Lieutenant Parry, at present acting in the command of His Majesty's sloop the *Spitfire*.

I have the honour to be, &c. KEITH.

*His Majesty's Ship Cyde, Walmer Road,  
30th December, 1806.*

MY LORD,

I have the honour to enclose a letter from Lieutenant Parry, the acting Commander of His Majesty's sloop the *Spitfire*, reporting the capture of the French lugger privateer, which he intercepted on her return from Beachy Head, having just before recaptured the *Friendship*, English brig from Madagascar, which had been taken by this privateer, in company with another vessel of the same description.

I have had frequent reason to commend the vigilance of Lieutenant Parry since he was intrusted with the command of this sloop, as well as his perseverance in remaining on his station during the tempestuous weather we have lately experienced; and I should do him great injustice, were I not to avail myself of this occasion to inform your Lordship of the merit he has uniformly shown.

I have, &c.

E. W. C. R. OWEN.

*Admiral Lord Keith, K.B., &c.*

*His Majesty's Sloop Spitfire, Downs,  
29th December, 1806.*

SIR,

I beg leave to acquaint you, for the information of the Commander in Chief, that I had scarce dispatched the *Friendship* (recaptured brig) for the Downs, of which I had informed you by letter, but that I discovered a sail

in the E.N.E., being then on our lee-beam, to which I immediately gave chase, and am happy to acquaint you that by half past five A. M. I got up with her; but, in consequence of her temerity and perseverance, she would not bring to till nearly under the muzzles of our guns, by which her Captain and third officer were killed, and four men severely wounded; one of whom has had his arm amputated by our Surgeon. She proves to be the Deux Freres lugger privateer, of 14 guns, four of which only were mounted, the rest in the hold, and with fifty five men. She was at the taking of the Friendship yesterday, in company with l'Espoir, another lugger; and which, I am sorry to say, has escaped, as she had the Master and Crew of the Friendship on board. Having so many prisoners, I thought it necessary to bear up with the lugger for the Downs, of which I hope you will approve. The officers and crew behaved with every alacrity during the chase.

I have, &c. R. PARRY.

*Commodore E. W. C. R. Ozen, Clyde.*

JAN. 10.

*Copy of a Letter from Admiral Young, Commander in Chief of His Majesty's Ships and Vessels at Plymouth, to William Marsden, Esq.; dated the 5th Instant.*

SIR,

I enclose, for the information of the Lords Commissioners of the Admiralty, a letter I have received from Lieutenant Callaway, Commander of His Majesty's schooner the Pickle, giving an account of the capture of the French cutter privateer la Favourite.

I have the honour to be, &c.  
W. YOUNG.

SIR, *His Majesty's Schooner Pickle, Plymouth, 5th Jan. 1807.*

I beg leave to acquaint you, that, on the morning of the 3d instant, the Lizard bearing N. five leagues, I saw a cutter in the S. E. steering to the westward, under press of sail, and a brig in chase of her, which proved to be His Majesty's brig Scorpion: all sail was immediately made to close with the cutter, which was effected about ten o'clock. We exchanged a few broadsides. Finding he was pushing hard to get to leeward of us, I laid him on board; and, in a few minutes, was in possession of la Favorite French cutter privateer, E. J. Boutruche, Commander, of 14 guns, with a complement of seventy men, one of whom was killed, and two wounded. She left Cherbourg on the 1st instant; has made no capture: is well found, and only two months off the stocks. I am sorry to add, that Mr. George Avey, acting Master, and one seaman, are badly, and Mr. Charles Hawkins, Sub-Lieutenant, slightly, wounded in boarding. The damages we have otherwise received, are trifling. The officers and seamen under my command merit my warmest praise, for their cool and steady conduct. I take the liberty of recommending to their Lordships' notice Mr. Hawkins, Sub-Lieutenant, to whom I am much indebted for his activity and exertions in boarding, and afterwards getting the prize clear. Captain Carteret, on coming up, took the prisoners on board the Scorpion, to land them at Plymouth.

I have the honour to be, &c.  
DAN. CALLAWAY.

*Admiral Young, Commander in Chief, &c.*

*Copy of another Letter from Admiral Young, to William Marsden, Esq.; dated at Plymouth, the 8th Instant.*

SIR,

I herewith transmit, for the information of the Lords Commissioners of the Admiralty, a letter from Captain Brown, the Commander of His Majesty's Sloop the Plover, giving an account of his having captured l'Elize French cutter privateer, of St. Malo.

I have the honour to be, &c.

W. YOUNG.

*His Majesty's Sloop Plover, at Sea, January 1, 1807, Scilly, N.W. 12 Leagues.*

SIR,

I beg to make known to you, His Majesty's sloop under my command this day captured the French cutter privateer l'Elize, of 14 guns, with sixty-six men, seven days from St. Malo, and has not made any capture.

I have the honour to be, &c.

PHILIP BROWN.

*William Young, Esq., Admiral of the Blue, &c. Plymouth.*

*Extract of a Letter from Vice-Admiral Douglas, to William Marsden, Esq.; dated at Yarmouth, the 8th Instant.*

SIR,

I enclose a letter from Captain Stoddart, of the Cruizer, which has this moment arrived with a French privateer, le Jena, of 16 guns, which she took on the 6th instant, off the Galleper.

*His Majesty's Sloop Cruizer, Yarmouth Roads, January 3, 1807.*

MY LORD,

On the 6th instant, at eight A.M., being eight leagues south of the Galleper, we observed a suspicious lugger S. E. steering for the Flemish coast under a press of sail; chased, and in four hours came up with, and captured le Jena French privateer, of 16 guns, three and four-pounders, (two of which were thrown overboard during the chase) commanded by Monsieur Morel. She had taken three English vessels on the 1st and 2d instant, about seven leagues from Flambrø' Head; they were part of the Baltic convoy separated in a gale of wind, viz. the Felicity, of Yarmouth; Neptune, of Sunderland; and Bee, of Kirkaddy. I am happy to add, that the Masters and crews were on board the privateer; and their vessels are likely to be recaptured, having shaped a course for Goree, and were next day followed by the privateer, who endeavoured to enter that port, when she was chased off by a frigate and cutter, and the day after fell into our hands. Le Jena was only fourteen days off the stocks when taken. She is well found in every thing, and sails remarkably fast.

I have, &c.

P. STODDART.

*The Right Hon. Lord Keith, &c.*

JAN. 13.

*Copy of a Letter from Vice-Admiral Lord Collingwood, Commander in Chief of His Majesty's Ships and Vessels in the Mediterranean, to William Marsden, Esq.; dated on board the Ocean, off Cadiz, the 20th of December, 1806.*

SIR,

I enclose to you, to be laid before the Lords Commissioners of the Ad-

miralty, the copy of a letter from Captain Pearse, Commander of His Majesty's sloop the *Haleyon*, informing me of his having fallen in with a ship, a brig, and zebeck, of the enemy's cruisers, on the 13th instant, off Cape St. Martin's; and after an action, highly creditable to this officer, and his ship's company, succeeded in capturing the Spanish ship the *Neptuno dios de los Mares*, of 14 guns, and seventy-two men, the brig and zebeck making their escape after their fire was silenced.

I am glad of this opportunity of giving to their Lordships my testimony of the spirited and skilful conduct of Captain Pearse, in all the duties on which he is employed. The present instance of his having attacked and succeeded against an enemy so very superior, demonstrates what his ability is when there is opportunity to exhibit it.

I am, &c.

COLLINGWOOD.

*His Majesty's Ship Haleyon, Gibraltar Bay,*  
December 13, 1806.

MY LORD,

I beg leave to inform your Lordship, that on the 13th instant, at eight in the morning, Cape St. Martin's S. S. W. six leagues, I perceived three sail standing out from the land towards me; being on contrary tacks, we closed fast: when within four or five miles, I discovered they were vessels of war, (a ship, a brig, and a zebeck,) and shortly after steered directly for me. Seeing they were superior, and five scutrees seen from the tops coming from the same quarter, I judged it prudent (as they seemed determined to bring me to action) to close with them as soon as possible, and decide the contest before any assistance could be given from the other five. At half past ten, (being nearly within musket-shot,) they hoisted Spanish colours, and commenced action. As soon as I got abreast of the second vessel, I got on the other tack, and brought them to closer action, which lasted till twelve o'clock, when their fire slackened. At half past, being nearly a calm, the brig and zebeck hauled away to the southward, assisted by their boats and sweeps; the ship then nearest us endeavouring to do the same to the northward: we swept after her, and in an hour got close alongside, when she struck her colours. She proved to be a Spanish privateer ship (privateer), the *Neptuno dios de los Mares*, of 14 guns, and seventy-two men, from Denia, going on a cruise between Minorca and the Coast of Africa, with the other two in company; who, I am sorry to say, made their escape, but not before their fire had been silenced. The five scutrees, when within three miles, seeing the ship deserted, returned to the shore, and went into the port of Denia. Though extraordinary, I am happy to say we had none killed, and only three wounded: Lieutenant Briggs, my first, by a splinter, in the arm, whom I beg leave to recommend to your Lordship's notice; Lieutenant Pearse, who has been acting three years and a half in this vessel; and one seaman. The loss of the enemy must be great. The wounded from the ship are doing well, nine in all. I give your Lordship the full particulars of this event, and trust my attacking so very superior a force (seeing they were resolutely determined to bring me to action) will meet your Lordship's approbation, knowing I could depend upon my officers and ship's company, whose cool, brave, and steady conduct on this, as on former occasions, almost insured me success before the action commenced. They merit my warmest acknowledgments.

I cannot omit mentioning my having four passengers, Captain Sullivan, of the 81st regiment, who commanded the small arms; Messrs. Purvis, Cokat, and a Neapolitan messenger, were all of great service, as we were sixteen short of complement. The object of the enemy's fire was mostly directed at our masts and rigging; in which, I am sorry to say, we have suffered very materially.



The force opposed to the *Halcyon* was, *Neptuno dios de los Mares*, fourteen twelve pounders, and seventy-two men; *la Virgen di Solidad*, fourteen twelve and eight pounders, and seventy-eight men; *el Vives*, twelve eight and six pounders, and sixty-five men.

I have the honour to be, &c.

H. W. PEARSE.

*The Right Hon. C. Lord Collingwood.*

*Copy of a Letter from the Right Hon. Lord Gardner, Admiral of the White, &c. to William Marsden, Esq.; dated Trent, Cork Harbour, 6th of January, 1807.*

SIR,

I have the honour to transmit herewith, for the information of the Lords Commissioners of the Admiralty, copy of a letter from Captain James Brisbane, of the *Alcmene*, giving an account of the capture, by that ship, on the 4th instant, in lat. 50 deg. N., long. 11 deg. W., of the *Courier* French cutter privateer, of St. Maloes.

I have the honour to be, &c.

GARDNER.

MY LORD,

*Alcmene, at Sea, Jan. 6, 1807.*

I have the honour to acquaint your Lordship, that His Majesty's ship under my command, on the 4th instant, in latitude 50 deg. N., longitude 11 deg. W., fell in with, and captured the *Courier*, French cutter privateer, (formerly His Majesty's hired armed cutter *Alert*), pierced for fourteen guns, but now mounting seven, of different calibres, forty-two and twenty-four pound brass cannonades, and seventy men: four days from Morlaix, without making a capture.

I have, &c. JAMES BRISBANE.

*The Right Hon. Adm. Lord Gardner, &c.*

DOWNING STREET, JAN. 27.

*Dispatches, of which the following are Copies, have been received by the Right Hon. William Windham, One of His Majesty's Principal Secretaries of State, from Lieutenant-Colonel Buckhouse, commanding a Detachment of His Majesty's Land Forces in the River de la Platu.*

*Royal Charlotte (Transport), off Monte Video;*

SIR,

*October 13, 1806.*

Understanding that a vessel is to sail immediately for England, I do myself the honour to transmit to you a copy of a letter, addressed to Lieutenant-General Sir David Baird, in obedience to whose orders I sailed on the 29th of August last, with 1st battalion 47th regiment, for the purpose of joining Major-General Beresford, in South America.

*Royal Charlotte (Transport), off Monte Video,*

SIR,

*October 13, 1806.*

I have the honour to acquaint your Excellency, that, on my arrival here, I had the mortification to find the city of Buenos Ayres recaptured; and that Major-General Beresford, with the forces under his command, (after a most able and gallant defence,) had been made prisoners of war, so far back as the 12th of August last.

Having arrived last night, I am not, at this moment, sufficiently ac-

quainted with the particulars to enable me to detail them, though I presume due and full information of this unfortunate and important event, must have been transmitted to you soon after its occurrence.

You are aware, Sir, that the command of His Majesty's land forces, at present in this river, devolves upon me; with which, in co-operation with the squadron under Sir Home Popham, it is my intention to occupy a favourable position, until a reinforcement shall arrive, or I may be honoured with your further instructions; and trust that, by an early opportunity, I shall be able to afford you a satisfactory report of my arrangements and operations in carrying your designs into execution. And am, &c. &c.

*To Lieutenant-General Sir D. Baird, &c.*

The immediate departure of the ship for England, and the situation in which I find myself unexpectedly placed, prevent any further communication than what is contained in the preceding letter.

I have the honour to be, &c.

T. J. BACKHOUSE,

Colonel commanding 47th Regiment.

*The Right Hon. Wm. Windham, &c.*

*Copy of a Dispatch from Lieutenant-Colonel Backhouse, to the Right Honourable William Windham, dated Moldonado, on the River de la Plata, 31st October, 1806.*

SIR,

In my letter of the 13th instant, I had the honour to transmit a copy of my letter, of the same date, to His Excellency Lieutenant-General Sir David Baird, apprising him of my arrival in the river Plata, and of my intention to occupy a position on shore, to await his further orders.

I, in consequence, immediately reconnoitred, from one of the frigates, which carried me sufficiently close in shore for the purpose, the works of the place, and the positions and defences in the vicinity of Monte Video, from which I formed, as the most eligible mode of attack, the idea of being able to carry the town and citadel by assault, on the south face edging on the water, in co-operation with the ships of the squadron, under Commodore Sir Home Popham, which were to silence the batteries on that face, so as to enable the troops to land and enter. The attempt was accordingly commenced on the 23th, by the Navy; but the water proving too shallow to admit of the ships coming sufficiently near to cannonade it with effect, a further effort was necessarily given up.

Upon this I deemed it advisable, with the co-operative concurrence of Sir Home Popham, to take possession of the town of Moldonado, as a favourable position for the purpose of refreshing the troops, mounting my cavalry, and carrying on such other arrangements as might thereafter appear most necessary.

Not a moment was lost; and, accordingly, on the evening of the 29th I landed with about 400 men, composed principally of a part of the 38th regiment, under Colonel Vassal, and advanced against the town, which seemed to be occupied by about 600 regulars and militia, mostly mounted with one howitzer, and one long four pounder field piece, both brass.

Notwithstanding we were without any artillery, the enemy were soon dispersed, with the loss of their guns, and about fifty men killed and wounded. The loss on our side was two killed and four wounded, of His Majesty's 23th regiment.

To the cool intrepidity of our little column on this occasion, much praise is due, as it advanced with the utmost steadiness and alacrity, and without

firing a shot, until sufficiently near to make a certainty of carrying both the guns and the town, which was principally done by the bayonet, notwithstanding the advance was made under heavy discharges of grape and musketry.

To the well known gallantry and ability of Colonel Vassal, I feel myself much indebted; and the conduct of every other officer in the field has commanded my thanks.

At day-break yesterday morning I detached Colonel Vassal to take possession of the heavy batteries on the beach of the harbour, and on the peninsula, which precluded any communication for the enemy between the main land and the strong island and post of Gorretti, situated in, and much commanding the Bay of Maldonado; and which, in consequence, in the course of the day surrendered at discretion to a summons sent from Sir Home Popham, and thereby prevented the necessity of carrying it by storm, and the consequent blood-hed that might have ensued. During yesterday and this morning, the chief part of the remainder of the troops have been landed; and I have already contrived to mount nearly one half of my cavalry.

The Wellington transport being directed to sail immediately to England, I have taken the liberty of addressing this short account of my proceedings directly to you, Sir Home Popham having represented to me his inability to dispatch a vessel at this time to the Cape of Good Hope, precluding me the power of making my report through the regular channel of Lieutenant-General Sir David Baird.

I ought not to omit to mention the very steady and praise-worthy conduct of a small party of marines and armed seamen, sent on shore by Sir Home Popham, who joined and composed part of our column on its way into the town, and occupied such positions as were allotted to them during the night, in such a correct manner, as to reflect the greatest credit, both on the officers that commanded them, and their own zeal and discipline.

I should also be wanting in justice to my own feelings, if I closed my dispatch without acknowledging the services I have received from Lieutenant-Colonel Brownrigg, Deputy Quarter-Master-General, and Major Trotter, of the 83d regiment, acting Deputy Adjutant-General to the forces at present under my command. And I also beg leave to acknowledge the assistance afforded me by Major Tucker, of the 72d regiment; who, by permission of Lieutenant-General Sir David Baird, is with me on this occasion, and acting in the capacity of Military Secretary.

I herewith have the honour to enclose the return of such ordnance, ammunition, and stores, as have yet been discovered.

I have the honour to be, &c.

J. T. BACKHOUSE,  
Lieut. Col. 47th Regiment.

*Return of the killed and wounded of the Troops under the Command of Lieutenant-Colonel Backhouse, in the Attack of Maldonado, on the 29th of October, 1806.*

33th regiment.—2 rank and file killed, 4 rank and file wounded.

W. R. TROTTER,  
Major 83d Reg. Acting Dep. Adj. Gen.

*Return of Ordnance, Ammunition, and Stores, &c. taken from the Enemy in the Town and Vicinity of Maldonado, and Island of Gorretti, on the 29th of October, 1806.*

*Brass Ordnance.*

1 six inch howitzer, with ten rounds of ammunition; 1 six pounder, with ten rounds of ditto.

*Iron Ordnance.*

Twelve twenty-six-pounders, on sea batteries; twenty twenty-four-pound-

ers, on the Island of Corretti; seven hundred muskets; two hundred pistols; three hundred swords; and one hundred and eight barrels of powder.

A. WATSON,

Capt. R. M. Artillery.

N. B. The above is the most correct return I have yet been able to collect.

W. R. TROTTER,

Acting Dep. Adj. Gen.

ADMIRALTY OFFICE, JANUARY 27, 1807.

*Dispatches, of which the following are Copies, have been received at this Office from Commodore Sir Home Popham, addressed to William Marsden, Esq.*

*His Majesty's Ship Diadem, Rio de la Plata,  
August 25, 1806.*

SIR,

When the events of war cease to be favourable to any armament, I consider it the duty of Commanding Officers to state all the circumstances under their knowledge or information with clearness and perspicuity, which, either progressively or suddenly, led to a reverse of fortune.†

In pursuing this course, I feel confident I shall be able to satisfy the Lords Commissioners of the Admiralty, that the liberal and beneficent principles upon which the Government of General Beresford was conducted do more honour to His Majesty's arms, and the character of Great Britain, than if he had resorted to expedients completely within his power, which would have effectually annihilated all the efforts of the enemy, and wrested, probably for ever, these countries from the crown of Spain.

Pueridon, one of the municipality, appears to have been the greatest organ of the revolution. He applied himself with great art and address in preparing the people for a general insurrection.

The arms in the town were secreted, ready for the moment of action; the discontented assembled every night, and attended to his instructions; and he raised all the rabble of the country by the ample supplies of money with which he was furnished on the north side of the river. Colonel Limiers, a French officer in the Spanish service, and on his parole, successfully employed himself in collecting people at Colonia.

Terror was established, and every person who refused to contribute his assistance to this conspiracy was threatened with immediate death.

I have traced this from very unquestionable authority; and so rapid was the progress of the revolution, when it first showed itself, that it was not till the 31st July that I learnt by a dispatch from the General, which reached me at Ensenada, on my return from Monte Video, that he was apprehensive, from the information he received, an insurrection would shortly be made.

I heard at the same time, from Captain Thomson, that seventeen of the enemy's vessels had just arrived at Colonia; and as it was reported that Force was still to be increased from Monte Video, I sent orders for the Diomedé to be brought to Ensenada, and for Captain King of the Diadem to come up with the remaining few marines, the two Companies of Blues, and as many other men as could in any degree be spared from the ships, for the purpose of arming some vessels to attack the Enemy at Colonia, as it was impossible to prevent his crossing from the north shore whenever the wind was fair.

On the 1st of August, in the afternoon, the Leda anchored off Buenos Ayres, about twelve miles distant; and on my landing on the 2d, which I did as soon as the weather would admit of a boat getting on shore, I found the General had just made a very successful attack on about fifteen hundred Spaniards under Pueridon, five leagues from the town, with five hundred men, in which he took all the enemy's cannon (I think nine pieces) and several prisoners.

On the 3d I attempted to return to the Leda, in the Encounter, which Captain Honyman brought within a few miles of the shore for this purpose.

as it blew very strong; but the wind freshened so considerably from the eastward, that we could not get to windward.

On the 4th, in the morning, it was very thick weather, and the gale increased so much that it was impossible to weigh.

About noon Captain King arrived in a galivat, with one hundred and fifty men from the Diadem, for the purpose of arming and commanding the few small vessels we had collected in the harbour; but he was not able to get there till the following day.

On the 5th, in the morning, it moderated, and I reached the Leda, when I received a report from Captain Thomson, that in the gale of the preceding day the enemy had crossed from Coloua totally unobserved by any of our ships, except the schooner under the command of Lieutenant Herrick, who was lying in the narrow gut leading to Conchas and St. Isidro, but the easterly wind had thrown so much water in the river, that the enemy were enabled to cross over any part of the Patmas Bank without the necessity of making a greater detour by going higher up the river.

On the 6th and 7th it blew a hurricane; the Leda was lying in four fathoms, with two anchors down, and her yards and topmasts struck.

On the 8th I heard from Captain King that five of our gun-boats had foundered at their anchors; that the Walker had lost her rudder, and that the launches and large cutters of the Diadem and Leda were lost.

The torrents of rain that fell during the 6th, 7th, and 8th, had rendered the roads totally impracticable for any thing but cavalry, and consequently General Bercford was most seriously disappointed in his determination, to attack the enemy at a distance from the town: in which, had it taken place, I entertain no doubt that his army would have added another trait of its invincible spirit under his dispositions.

The enemy, however, by his inexhaustible supply of horses, suffered little inconvenience from the state of the roads, and he was therefore enabled to approach the town by several directions, without giving the British army any opportunity to attack him.

On the 10th, in the evening, the castle was summoned, and on the following day I landed, while our remaining vessels were firing on the Spanish posts, and I learned that, exclusive of the Spanish army, which was divided into many columns, occupying the various avenues of the town, the inhabitants were all armed, and sheltered on the tops of the houses and churches, with a design of carrying on a war of ambush.

Under these circumstances, and the manifest disposition of the enemy to prevent an engagement, it was determined to embark the wounded that night, and cross the Rio Chello, for the purpose of moving towards Encenada; but this measure was in a great degree frustrated by the weather, which became very violent during the night, and consequently retarded the progress of embarkation, though the enemy added a considerable number of men to the houses and churches near the castle, and advanced by all the streets not under the influence of its fire: in short, Sir, his object was to avoid by every means a general action, and to place his men in such a situation that they could fire at our troops while they remained in perfect security themselves.

On the 12th, at day-light, I understand a smart fire began from the enemy's advanced posts, but was soon returned with great effect from our artillery, which was planted towards the principal streets leading to the great square, and for a short time the enemy by his immense numbers showed a greater degree of firmness than on any other occasion, and rushed forward with three pieces of artillery; which Colonel Pack of the 71st soon charged and took from him. During this time, however, reinforcements crowded the tops of all the houses commanding the great square from the back streets, and our troops were soon considerably annoyed by people they could not get at. The enemy commanded the castle in the same way, with the additional advantage of a gun on the top

of one of the churches, which I consider an indelible stigma against the character of the Bishop, not only from his situation, but the professions he made.

I can easily conceive how the feelings of General Beresford must, at this moment, have been on the rack; disappointed in his last efforts to induce the enemy to a general engagement in the great square, his gallant little army falling fast by shots from invisible persons; and the only alternative which could present itself to save the useless effusion of so much valuable blood was a flag of truce, which was hoisted at the castle about one o'clock.

In an instant there were near ten thousand men in the great square, pressing forward in the most outrageous manner to get into the fort, and even firing at our men on the ramparts; so much so, that it was with extreme difficulty the British troops were prevented revenging this insult: indeed the General was obliged to tell the Spanish officers, if their men did not retire in the course of one minute, he must, as the only measure of safety, haul down the flag of truce, and recommence hostilities: this firmness had the desired effect, and he then sent his conditions to the Spanish General, and they were instantly acceded to.

I enclose a copy of the capitulation; and I trust the high and independent language in which it is couched, and the terms dictated by General Beresford to an officer at the head of myriads of people, will do him infinite honour in England, and obtain for him His Majesty's most gracious approbation of his conduct.

I have received, and annex a return of the killed, wounded, and missing; by which it appears, that there are two officers, two Sergeants, one Drummer, forty-three rank and file, killed; eight officers, seven Sergeants, ninety-two rank and file, wounded; and nine, missing; making a total of one hundred and sixty-five; and scarce any of those misfortunes were occasioned, except from the inhabitants on the tops of the houses and the churches.

The enemy confesses to have lost about seven hundred killed and wounded, in the short conflict in the streets; and if it had not been for the inability, I have little doubt that the Spanish troops would have been completely defeated, although seven times the number of the British forces.

Nothing is more difficult than to give their Lordships an idea of the number of men in arms; but from the best accounts we can obtain, it is thought Puenos, and the other principal people engaged in this plot, had collected from eight to ten thousand men in the country; that Lancers may have brought over from eight hundred to a thousand; and the town furnished, though raised in various ways, about ten thousand, under the secret arrangement of the Magistrates.

When every vessel that could escape from Buenos Ayres had joined, I proceeded towards Ensenada, to retire the detachment of marines. Lieutenant Groves, of the *Duaden*, was obliged to quit the *Zelem* schooner, as she would not work out; one gun-boat and a sloop, a prize, were also left in the harbour, with the *Justina*, a small English merchant ship that had followed the expedition from St. Helena. Captain Thomson, of the *Neptune*, who was in the castle, was made a prisoner; and Lieutenant Burgh, of the *Raisonable*, with Mr. Ramsay, a Midshipman, and seven men, who were in the sloop, as her boats could not hold them. Lieutenant Herrick, in the *Dolores*, the other armed schooner, worked out in a manner which, coupled with his own conduct on the whole of this business, does him great credit.

On the 13th in the morning, the detachment of marines, under the command of Lieutenant Swalle, was embarked from Ensenada, and his two Spanish field pieces spiked and thrown into the river.

On the 14th I sailed for this anchorage, where I arrived the following day, and immediately addressed the Governor of Monte Video on the subject of our troops.

On the 16th, in consequence of receiving, by Colonel Liniers' Aid-de-Camp, a letter from General Beresford, I dispatched two of the transports to Buenos Ayres, where one arrived on the 17th; but from the prevarication of the Governor of Monte Video in the first instance, and his subsequent dishonourable conduct, no troops could yet be embarked.

Whilst I had the honour of being on board the *Leda*, I had every reason to be satisfied with the zealous attention of Captain Honyman, his officers and ship's company; and I cannot but express my extreme approbation of the conduct of all the officers and seamen, who were constantly employed in the small vessels and boats, under almost every privation, in the very severe and trying weather which we experienced the last ten days.

I most sincerely regret, however, that my situation has imposed on me the painful duty of making this report to their Lordships, especially as it is done principally by materials collected from different people, which they probably in many instances deduced from vague and uncertain conclusions: if however it should hereafter appear that I have failed in any instance to do ample justice to the conduct, energy, and prowess of General Beresford, and the officers and soldiers under his command, it has been owing to the limited scale of my communications since the 12th, from the extreme jealousy of the enemy, and not from any indisposition to appreciate their merits in the most liberal manner; a sentiment which I have held on every occasion, and publicly marked it in all my former dispatches.

I have the honour to be, &c. HOME POPIHAM.

*Fort Buenos Ayres, August 12, 1805.*

The British General having no further object for remaining in Buenos Ayres, and to avoid an unnecessary effusion of blood, as also the destruction of the property of the inhabitants of this city, consents to deliver up the fort of Buenos Ayres to the Commander of His Catholic Majesty's forces on the following conditions:

I. Art. I. The British troops to march out with all the honours of war, to be considered as prisoners of war, but to be embarked as soon as possible on board the British transports now in the river, to be conveyed to England, or the stations where they came from.

II. The British, on their entrance into this place, made many Spanish prisoners of war, which remained on their parole; and as the number of officers is much greater on one side, and of men on the other, it is agreed that the whole shall be exchanged for the whole, the English transports returning to the place of their destination as cartels, and to be guaranteed as such by the Spanish government from capture on the voyage.

III. Provisions will be furnished for the passage of the English troops, according to the usual custom in like cases.

IV. Such wounded of the British troops as cannot be removed on board of ship, shall remain in the hospitals at Buenos Ayres, either under charge of the Spanish or British Surgeons, at the option of the British General, and shall be furnished with every thing necessary; and, on their recovery, sent to Great Britain.

V. The property of all English subjects in Buenos Ayres to be respected.

(Signed) W. C. BERESFORD, Maj. Gen.  
(Considido) SANTIAGO LINIERS.

*Return of Killed, Wounded, and Missing, of the Troops under the Command of Major-General Beresford, from the 10th to the 12th of August, at Buenos Ayres.*

Royal Engineers—1 Captain, killed.

Royal Artillery—3 rank and file, killed; 1 Captain, 1 Lieutenant, 2 rank and file, wounded.

St. Helena Artillery—9 rank and file, killed; 1 Serjeant, 13 rank and file, wounded.

Drivers—1 rank and file, wounded.

71st reg.—1 Lieutenant, 1 Serjeant, 1 Drummer, 24 rank and file, killed; 1 Colonel, 1 Lieutenant, 2 Ensigns, 5 Serjeants, 67 rank and file, wounded; 1 Serjeant, missing.

Royal Marines—6 rank and file, killed; 1 Captain, 1 Serjeant, 5 rank and file, wounded; 3 rank and file, missing.

St. Helena Reg.—1 Serjeant, 1 rank and file, killed; 1 Lieutenant, 4 rank and file, wounded; 1 rank and file, missing.

Total.—1 Captain, 1 Lieutenant, 2 Serjeants, 1 Drummer, 43 rank and file, killed; 1 Colonel, 2 Captains, 3 Lieutenants, 2 Ensigns, 7 Serjeants, 92 rank and file, wounded; 1 Serjeant, 9 rank and file, missing.—144.

N. B. 5 men of the 71st, three men of the companies of Artillery, 1 Royal Marine, 1 of the St. Helena Regiment.—Total 10—dead since going into the hospital.

*Officers Killed.*

Royal Engineers—Captain Kennett.

71st Regiment—Lieutenant W. Mitchell.

*Officers Wounded.*

Royal Artillery—Captain Ogilvie and Lieutenant M'Donald.

71st Reg.—Lieutenant-Colonel Pack; Lieutenant Murray; Ensigns Counsel and Lucas, (since dead.)

Royal Marines—Captain Mackenzie.

St. Helena Reg.—Lieutenant Sampson.

ALEX. FORBES, Brigade-Major.

SIR,

*Diadem, Rio de la Plata, Oct. 9, 1806.*

On the 5th instant, off Lobos, we fell in with the Rollo, having a detachment of the 38th on board; she sailed from the Cape in company with the Melantho, which was to the westward of her. I took the troops out of the Rollo, and sent her to Rio Grande, for the purpose of purchasing any flour or biscuit, and ascertaining whether any quantity of the latter could be baked there.

On the 6th we returned to this anchorage, where we found the Protector, with the Adamant and Columbine transports, having on board detachments of the 38th, and the Diadem victualler. I lost no time in ordering all the men of war to complete their provisions to three months, for fear of any accident happening to the victualler.

On the 7th, in the evening, the Medusa joined, with four of the Lancaster's convoy; and Captain Bouverie reported, that the Lancaster was to the eastward with the remaining two ships, having the preceding night parted their cables. The Leda joined the same evening, and Captain Hoyman reported, that he had detained a Danish ship bound to Monte Video, having on board the Governor of Valdivia.

I intended to have dispatched the Wellington this evening, but Colonel Vassal particularly requested I would detain her till the arrival of the Lancaster, as Colonel Backhouse was a senior Lieutenant-Colonel to himself, and, succeeding adventitiously to the command of the army, he would naturally be desirous of making a report to the Duke of York of the state of his force, and the arrangements he had made.

The weather was so hazy, and the current so strong to the southward, that the Lancaster did not join till the 12th, in the evening, on the following day; as it appeared to me, that the commanding officer of the troops intended to make his first attempt on Monte Video, and was anxious to see that place, I directed Captain Rowley to take all the transports to Flores Bay, and proceeded on the 14th off Monte Video, and then to Flores, where we arrived on the 15th, in the morning.

From the 15th to the 27th, it blew so hard, that nothing could be attempted. On the 28th, in the morning, the wind was easterly, and every circumstance as favourable as possible to try the experiment; and as the Pilots assured us a flat run off from the rocks of the town for a



rule, making precisely the same water alongside of them as at that distance, I ordered Captain Edmonds, who very handsomely requested to remain till the experiment was tried, and to command the leading transport, not to attend to the ostensible orders of leading down in three fathom, but to haul in till he had small quarter less three, to ascertain whether the flat really ran off as described, or not. Captain Edmonds will explain the circumstance fully to their Lordships: he borrowed as near the shore as he could, for the safety of the frigates, and then was only within random shot, and therefore I would not let the *Leda* go down a second time; for unless the ships could have got well within point blank shot, there was no chance of making a breach for the army to land in the town. Although the enemy fired for more than an hour on our ships, in consequence of there being but little wind, I am happy to inform you that only one man was wounded.

As I now saw it was impossible to get close enough in to make any breach in the south wall with the men of war, I proposed to Colonel Backhouse to take Maldonado, which I should have attempted early in the winter, if the marines had not been left at Buenos Ayres.

Maldonado is an excellent harbour, where the fleet can water, and get bullocks, which now really become very necessary to recruit our men.

The island Gorretti, which forms the harbour of Maldonado, is very strong; and after the troops are landed to take the village, and the batteries on the sea coast in reverse, I shall propose to take the island by the Navy, provided it does not surrender to my summons.

I have the honour to be, &c.

HOME POPHAM.

*Diadem, Maldonado Harbour, Rio de la Plata,*

*October 30, 1806.*

SIR,

I considered it right to take possession of the harbour of Maldonado, as a safe anchorage for the ships now in the river, and those expected to arrive, independent of the supplies which that district could so abundantly furnish us with.

I, therefore, request that you will inform my Lords Commissioners of the Admiralty, that the moment I satisfied Brigadier-General Backhouse of the expediency of the measure, no time was lost in moving part of the 38th regiment to the *Leda* and *Medusa*, when they accompanied the *Diadem* to this place.

The frigates anchored about five o'clock yesterday evening, to the westward of the westernmost battery; and Captain Honeyman informed me by telegraph, that the beach was smooth, and that the debarkation could be easily covered.

At six, the troops from the *Diadem* assembled alongside the *Leda*, and a landing was immediately effected, without any opposition; but, as I thought it possible that the enemy might have a greater force than he showed on the hills, and as the nearest transport was yet some distance from the roads, I ordered the marines of the *Medusa*, and a company of blues, from each ship, to be landed, to support the army, who entered, and took possession of the village of Maldonado before eight o'clock.

This morning I sent a summons to the fortified Island of Gorretti, which forms this harbour; and I enclose, for their Lordships' information, a copy of it, with the Commandant's answer, and my reply, which was accompanied by an assurance, through Lieutenant Wiseman, of the *Diadem*, who was employed on this service, that I would not hold any further communication with him, until His Majesty's colours, which I sent for that purpose, were hoisted on the fort.

This proposition was acceded to, and the Spanish prisoners were immediately embarked; consisting of one Captain, two Lieutenants, one Ensign, and one hundred and four men.

Gorretti is a very strong position, defended by twenty twenty-four-pounders in four batteries, so placed, as to command the roadstead, the

eastern passage between it, and the peninsula; and the only two practical beaches for landing.

The troops were disembarked as they arrived, and the transports ordered to be watered as fast as possible, and held in readiness for any other service.

It is impossible for me to conclude this dispatch without assuring their Lordships, that I continue to receive the most cordial assistance from every officer and man in the squadron under my command: nor could I observe the least abatement of their zeal, under many considerable privations which they experienced during the whole of this winter.

I have the honour to be, &c.

HOME POPHAM.

*Return of Ordnance taken in the Island of Gorretti.*

Twenty twenty-four pounders, mounted on field carriages, side-arms, and ammunition, complete; four twenty-four pounders, not mounted; two hundred stand of arms; and various other small articles.

HOME POPHAM.

*His Britannic Majesty's Ship Diadem,  
Rio de la Plata, October 30, 1806.*

SIR,

His Britannic Majesty's forces are in possession of Maldonado, and with a view to save time, as the General is on shore, I summon you to surrender the Island of Gorretti.

Any opposition on your part, to such a force as is now in this bay, must be fruitless; and if you do not allow the officer who is charged with this letter to hoist His Majesty's colours at the fort, and trust to the known liberality of the British nation, you will have to answer for all the serious and inevitable consequences of an attack, whenever the General and myself think it expedient to make one.

HOME POPHAM.

*To the Commandant of the Island of Gorretti.*

*His Majesty's Ship Diadem, Rio de la Plata,  
October 30, 1806.*

SIR,

The Island must surrender immediately.

The British nation always treats its prisoners with honour and liberality.

Private property is held sacred by British officers.

The Spanish officers and men at Gorretti shall immediately join the prisoners already taken.

HOME POPHAM.

*To the Commandant of the Island of Gorretti.*

#### TRANSLATION.

SIR,

The honour of the Spanish arms not permitting me to surrender at discretion, as you desire by your letter which you sent me, dated the 30th instant, I trust you will grant me the terms which accompany this, to vindicate my honour with my superiors. Our Lord preserve you many years.

*Island of Gorretti, 30th October, 1806.*

*Terms made in the Island of Gorretti, the 30th October, 1806.*

I. The garrison to march out with all military honours, keeping their arms, and the officers, serjeants, and corporals, their swords.

II. All their effects to be embarked, and carried to the main by the British boats, there not being any in the Island.

III. The garrison to be permitted to proceed to Monte Video, on condition of not bearing arms until exchanged.

IV. The remains of artillery and stores shall faithfully be delivered up.

V. No person to be permitted to enter the Island before it is evacuated except those intended to take possession.

AUGUSTIN DE LERGS.

*To the General of Great Britain.*





J. R. Cook sculp.

VIGILANS NON CADET



SIR ROBERT

CALDER BART.

Vice Admiral of the White Squadron.

BIOGRAPHICAL MEMOIR OF  
SIR ROBERT CALDER, BART.  
VICE-ADMIRAL OF THE WHITE SQUADRON.

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“ Now I behold the chiefs, in the pride of their former deeds! Their souls are kindled at the battles of old, and the actions of other times.”—O-SIAN.

IN attempting to trace the professional life of Sir Robert Calder, we again find ourselves acting under the pressure of circumstances rather delicate than pleasurable. It has ever been our wish to regard the NAVAL CHRONICLE as a depository of facts, as a register of honourable and heroic transactions. Without any bias to, or aversion from, political parties, our unremitting endeavours have been, to “ speak the plain and simple truth,” to bestow the palm where it may have been deserved, and to render justice to the professional merits of all men. Our opinion strictly accords with the sentiment so often expressed, and inculcated by the late gallant Lord Rodney, “ that our naval officers have nothing to do with parties or politics, being simply bound to carry their instructions into execution, to the best of their abilities, without deliberating about men and measures, which forms no part of their duty, and for which they are in no degree responsible.” Under the influence of this opinion, it matters not to us, whether an officer be a whig or a tory, an adherent to the ministry or to the opposition; provided he perform his duty, to his own, and to his country’s honour.

Had it not been for the recording pages of our CHRONICLE, many a brilliant achievement, condemned

“ To dull forgetfulness a prey,”

would have been suffered to glide down the stream of oblivion. In conducting this work, it has been our undeviating aim, rather to display excellence, than to search for defects; to preserve the memory of an heroic exploit, and to clear it from the obscuring rubbish by which it might be surrounded, than

to toil in the exposure of a casual lapse of judgment, to which all men are liable, or to assist in casting a veil over the efforts of genuine merit.

From the satisfaction which such a mode of proceeding has given, we are encouraged to advance in our labours; and, without meaning to offend *any*, we would willingly afford satisfaction to *all*;—but not at the expense of our integrity.

These preliminary remarks have been elicited, from a knowledge that, while many consider the sentence of a late Court-Martial upon Sir Robert Calder, as a lenient infliction of justice, others regard that officer, not merely as innocent, but as

“ A great man struggling with the storms of fate,”

and meriting the warmest eulogiums from his country.

When we come to that part of Sir Robert Calder's life here alluded to, we shall make no effort to gloss over the business; nor, considering how recently they have been before the public, shall we much enlarge upon the facts. Some points, however, in addition to those which have already appeared in our **CHRONICLE**, remain to be stated; but, in noticing them, we shall most studiously refrain from obtruding any opinion of our own. To the old law maxim, *audi alteram partem*, we shall as studiously adhere.

The Calders, of Muirtown, in the County of Moray, from whom the subject of this memoir is descended, have been settled, for several centuries, in the northern division of our island. Tradition states, that, being much in favour with King James the II<sup>d</sup>, while Duke of York, and possessing great wealth, they advanced a large sum of money to His Royal Highness, which he embarked in commercial speculations; the whole of which, to the irreparable loss of the Calders, were overthrown by the subsequent revolution. The only relick, we believe, of their family possessions in that quarter, is a house now standing on the north side of the High, or Middle Street, at Elgin. Of this house it is idly related, that it was built soon after the return of the crusaders from the Holy Land; and that its turrets were erected in express imitation of the minarets, so

prevalent in the East. Whether the Calder family possessed a house, occupying the site of the present, at the period alluded to, is a point which we shall leave to the determination of antiquaries; but, with respect to the mansion now standing, the fact is, that it was built by Thomas Calder, the great great grandfather of the present Baronet, in the year 1669\*.

Sir James Calder, whose great grandfather had been created a Scotch Baronet in the year 1686, came over to England in the early part of the last century, and settled in Kent, where he possessed a small estate, and acted for several years as a magistrate. He had the good fortune to acquire the notice and patronage of his countryman, the Earl of Bute, through whose influence he was nominated one of the gentlemen ushers of the privy chamber to Her present Majesty; an appointment which he appears to have retained from 1761 to 1774. Long previously to this, however, Sir James had married a daughter of the late Rear-Admiral Robert Hughes, by whom he had seven children.

Robert, to whose professional services the present memoir is devoted, was the fourth son of this marriage. He was born at Park Place, on the 2d of July, 1745; and received his education at the neighbouring town of Maidstone, in the immediate vicinity of his father's house.

In fixing upon the Navy, as his future profession, it is not unlikely that the minds of his parents were influenced, in some degree, by the circumstance of his maternal grandfather † being

\* In the *Gentleman's Magazine*, for March, 1803, there is a view of this building, which was taken for Sir Robert Calder in 1802; accompanied by some historical, genealogical, and descriptive particulars. The house now forms two distinct habitations. The arms of Calder, which formerly appeared over one of the doors, were taken down some years ago by the father of the present proprietor.

† This gentleman, (the late Rear-Admiral Robert Hughes,) according to Charcock, was commander of the Shark sloop in 1744; and, on the 2d of April, 1745, he was promoted to the Kingston, a 50 gun ship, to which he was re-commissioned two years afterwards. In 1748, he was appointed to the Tilbury; in 1751 to the Deptford, of 60 guns; and, immediately before the commencement of the war, in 1756, he commanded the Port Mahon

in that service. Robert was destined for the sea at a very early period; and, in 1759, when only fourteen years of age, he commenced his nautical progress, under the command of Captain, afterwards Admiral, Sawyer. This, we believe, was in the *Chesterfield*, of 40 guns; as Captain Sawyer had been appointed to that ship on the 26th of December, 1758. Captain Sawyer, however, was soon afterwards removed into the *Active* frigate, and ordered into the Mediterranean; where, after the commencement of hostilities with Spain, in 1762, he fell in with, and captured the *Hermione*, a Spanish register ship, reported to have been one of the richest vessels ever taken. He continued in the Mediterranean during the remainder of the war; and it is probable that Mr. Calder continued with him; but of this we are not certain\*.

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frigate. From the last-mentioned ship he was, in the month of April succeeding, promoted to the *Augusta*. In June, he removed into the *Berwick*, of 70 guns. He continued in that ship till the year 1758, at the beginning of which he was employed on the Mediterranean station, under the command of Admiral Osborne. On the last day of February, in that year, he assisted in the defeat and capture of the small French squadron under the Marquis de Quésée. On his return to England, some months after, he was appointed Commodore of a squadron, consisting of eight ships of the line, and ordered to the West Indies for the purpose of reinforcing Commodore Moore, and enabling him to attack the different islands and colonies in that quarter. He hoisted his broad pendant on board the *Norfolk*, of 74 guns, and sailed from Spithead on the 10th of November, having a fleet of store-ships and transports, with six regiments of infantry on board, under his convoy. He arrived safely at Barbadoes, with the whole squadron, on the 3d of January, 1759, Commodore Moore having been some time there waiting to receive him. (*Vide NAVAL CHRONICLE*, Vol. III, page 439, *et seq.*)

The object of Commodore Moore's expedition having been completed, Captain Hughes was ordered back to England, with the convoy of troops, &c. in the month of June; and, soon after his return, he was appointed to the *King-ton*, in which he continued but a very short time. At the latter end of 1763, he was appointed to the *Dorsetshire*, of 70 guns, one of the guard ships stationed at Portsmouth, where he remained for the usual period of three years, but is not known to have enjoyed any subsequent command. On the 13th of October, 1770, he was advanced to the rank of Rear-Admiral of the Red Squadron; and died at Bath, without experiencing any further promotion, on the 19th of January, 1774.

\* The particulars which are known respecting the late Admiral Herbert



It seldom happens, that, in the subordinate capacity of a Midshipman, a youth can have much opportunity of distinguishing himself; notwithstanding which, the reader generally

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Sawyer, are not very numerous. He received his commission as Lieutenant on the 4th of March, 1756; from which time, until his appointment to the *Chesterfield*, above mentioned, nothing is known respecting him. When he captured the *Hermione*, the *Favourite* sloop of war, then commanded by the late Captain Pownal, was in company; a circumstance which greatly reduced the amount of his prize-money, as the *Favourite* was entitled to an equal share. His good fortune also sustained a second diminution, by a parole agreement entered into with a brother officer, (Captain Medows, afterwards Lord Viscount Pierrepont,) that they should share with each other whatever prizes were made during their continuance on a foreign station; an engagement which Captain Sawyer most strictly fulfilled. Early in the year 1777, the dispute with America having commenced, and a rupture with France appearing probable, Captain Sawyer was appointed to the *Boyne*, of 70 guns. After being employed for some time as a cruiser on the Home Station, he was ordered to the West Indies, where he served with the highest reputation and credit, first under Rear-Admiral Barrington, and afterwards under Vice-Admiral Byron. In the action off Grenada, with the French fleet under de la Motte Piquet, he was amongst the first who got up with the enemy; but, notwithstanding the spirited manner in which he supported Rear-Admiral Barrington, and Captain Gardner, in making the attack, his ship lost fewer men than that of either of those officers, having only twelve killed, and thirty wounded.

During the latter part of 1780, and in the succeeding year, Captain Sawyer commanded the *Namur*, of 90 guns, one of the ships belonging to the Channel fleet. In March, 1781, he accompanied Vice-Admiral Darby on his expedition for the relief of Gibraltar, and was stationed in the line as one of the seconds to Sir John Lockhart Ross. Captain Sawyer quitted the *Namur*, when that ship was ordered to the West Indies at the end of the year 1781, and held no other command till the beginning of 1783, when he was appointed to the *Bombay Castle*. This ship was one of those retained in commission, as a guard ship at Plymouth, where Captain Sawyer continued till the end of the year 1785. After quitting the *Bombay Castle*, he held no subsequent commission as a private Captain; but was soon afterwards appointed Commodore and Commander in Chief on the Halifax station. On the 24th of September, 1788, while absent, he was promoted to the rank of Rear-Admiral of the White squadron; on the 21st of September, 1790, he was made Rear-Admiral of the Red; on the 1st of February, 1793, Vice of the Blue; on the 13th of April, 1794, Vice of the White; on the 4th of July following, Vice of the Red; and on the 1st of June, 1795, Admiral of the Blue. He died at Bath, in the month of June, 1798, not having held any command during the latter years of his life.

likes to be informed, as to the nature of the service in which the probationer for a Post Captain's commission is employed. Respecting Mr. Calder, the probability is, as we have just remarked, that he remained with Captain Sawyer till the close of the war; but we hear nothing farther of him till the year 1766, when we find him serving as Lieutenant of the *Essex*, of 64 guns, then under the command of the honourable Captain George Faulkner. It has been stated, but we cannot vouch for the correctness of our authority, that, with Captain Faulkner, Mr. Calder proceeded to the West Indies. Mr. Charnock informs us, that that gentleman was appointed to the *Essex*, in the year 1764, and ordered out to the coast of Africa. It is possible, indeed, that he might have returned, and that he might subsequently, in 1766, sail for the West Indies; in which case the above statement may be authentic\*.

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\* We shall here subjoin a short account of Captain Faulkner.—The first of this family on record is Walter de Loncorp, whose son Ramulph, being falconer to King William the Lion, obtained a charter of the lands of Luthra and Balbegno, in the county of Kincardin, which, from his office, were named Halkerton, and the family called Falconer, which for many years was honoured with knighthood. George Faulkner, or Falconer, the subject of this note, was the fifth and youngest son of David, fourth Lord Halkerton, and the Lady Catherine Keith, daughter to William, second Earl of Kintore. Having entered into the Royal Navy, he was made a Lieutenant on the 12th of February, 1744-5; and Commander on the 10th of November, 1756. Between the latter period, and that of April 27, 1762, when he was advanced to the rank of Post Captain, he for some time commanded a yacht, and afterwards the *Diligence* sloop. He was made Post in the Captain, of sixty-four guns, a ship soon afterwards ordered to be paid off and broken up. Before the close of the year 1762, Captain Faulkner was appointed to the *Juno* frigate, of 32 guns. After the cessation of hostilities he proceeded to Lisbon, and, returning from thence in 1764, was promoted to the *Essex*, as already stated. In 1775, he was appointed to the *Mars*, of 74 guns, one of the guard-ships stationed in the Medway; and, after the dispute had commenced with the American colonies, he was one of the officers ordered to cruise in the Bay of Biscay, and off the coast of France, for the protection of British commerce, and the annoyance of that of America. Whilst thus occupied, the only success he is known to have met with, was the capture of an American merchant brig, in the month of October 1777, bound from Charlestown to Bourdeaux, with a cargo of inconsiderable value. It was, we believe, in the course of this year that the *Mars* was blown out of the Downs, and narrowly escaped foundering. The *Mars* was after-

From this period, however, until the 27th of August, 1780, when he was made Post, we are wholly unacquainted with the professional services of Captain Calder.

In the interim (May 1, 1779) he married Amelia, the only daughter of John Michell, of Bayfield, in Norfolk, Esq., late M.P. for Boston, in Lincolnshire\*. This lady is still living; but we are not aware that the marriage has been productive of any issue.

The newly published Volume of *Public Characters* says:—  
 “In 1782 we find him (Captain Calder) commanding the *Diana*, which served as a repeating frigate to Admiral Kempenfelt, in 1782, at that disastrous period when Sir Charles Hardy deemed it prudent to withdraw with the British fleet from before the combined squadrons of France and Spain, by hauling in between the Wolf Rock and the Main, so as to open the British Channel. *On this occasion Captain Calder, who belonged to the rear division, was within a mile of one of the enemy's two-deckers, and might have been sunk, if that ship had fired a broadside; but, as if indignant at the event alluded to, he refused to retire with a King's ship, until expressly ordered by signal.*”

Passing over the extreme absurdity of the latter part of this paragraph, the whole is founded in error. In the first place, Sir Charles Hardy died as early as the 19th of May, 1780; and, consequently, could in no ways be concerned in any event occurring in 1782. In the next place, no circumstance of the nature here described happened in the year 1782: the “*disastrous period*,” adverted to above, must have been in August, 1779; when the combined fleets contrived to elude the observation of the British, then cruising in the Soundings, entered the Channel, and ostentatiously paraded two or three days before Plymouth. Some French frigates even anchored

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wards found to be so much out of repair, as to be unfit for service: and Captain Faulkner died before another ship had been selected for his command. His death is thought to have taken place late in 1778, or early in 1779.

\* Mr. Michell died in the year 1766.

in Cawsand Bay, and captured a few coasting vessels; and the *Ardent*, of 64 guns, commanded by Captain Boteler, was captured in sight of the harbour. The strong easterly winds which at length forced the hostile fleets out of the Channel, prevented Sir Charles Hardy's entrance; but, on the 31st of August, when the wind shifted to the westward, he gained the mouth of the Channel, in sight of the enemy, without their being able to oppose him. The combined fleet followed that under Sir Charles Hardy, until sun-set; when, being a little to the eastward of Falmouth, they hauled to the south-west, and stood out of the Channel. At this "*disastrous period*," unfortunately for the credit of the passage which we have just quoted, *Admiral* Kempenfelt was only *Captain* of the fleet, under Sir Charles Hardy; *Captain* Calder had not received his commission; and the *Diana* did not serve as a repeating frigate!

At the peace of 1783, Captain Calder commanded the *Thalia* frigate, of 36 guns, on the home station; and from that time, till the period of the Spanish armament, in 1790, he was without a ship. He was then appointed to the *Stately*, of 64 guns; but, on a reconciliation taking place with Spain, that ship was ordered to be paid off; and, as she was amongst those which were fitting, it is doubtful whether Captain Calder ever actually assumed the command.

In 1791, he served as Vice-Admiral Roddam's Captain, in the *Duke*, of 98 guns, at Portsmouth; and, in 1793, he was appointed to the *Theseus*, of 74 guns. The latter ship formed part of Lord Howe's fleet, in 1794; but had been dispatched, under Rear-Admiral Montagu, to escort a convoy to a certain latitude, previously to the memorable battle of the 1st of June.

In 1796, when Sir John Jervis, now Earl St. Vincent, was appointed to the command in the Mediterranean, Captain Calder had the honour of being fixed upon, by that distinguished officer, to serve as his first Captain, on board the *Victory*, of 100 guns. This selection must be regarded as a strong presumptive proof, at least, of the high estimation in which Captain Calder's professional talents were then holden; for, in but

few instances, we believe, has the judgment of Lord St. Vincent, in this respect, been known to err. In the subsequent victory of the 14th of February, 1797,—a victory which, in no period of naval history, from the battle of Salamis to the day of its accomplishment, had ever been exceeded—Captain Calder retained his honourable post; and, according to the official dispatch of Sir John Jervis, after the action, his *able assistance* had *greatly contributed to the public service*.

Of this brilliant victory, which completely prevented the intended junction of the enemy, which enabled the fleets of England to ride in triumph through the ocean, and which was attended by the most important advantages to this country, we have given so circumstantial an account, in our memoir of Earl St. Vincent, as to render it unnecessary for us here to enlarge\*.

Captain Calder was the bearer of Sir John Jervis's dispatches to Government on the occasion; for which, and for the service which it had been his lot to render to his country, he received the honour of knighthood from His Majesty, on the 3d of March, 1797. He also, in common with his brother officers, received the thanks of Parliament, and was presented with a gold medal, emblematic of the victory in which he had participated.

In the following year, the royal favour was still farther extended towards him; as, on the 22d of August, he obtained a patent of baronetage, as Sir Robert Calder, of Southwick, in the county of Hants.

Sir Robert, we believe, was not again employed as a private Captain; but, on the 14th of February, 1799, just two years after the victory off Cadiz, he was promoted to the rank of Rear Admiral of the Blue Squadron; in 1800, he hoisted his flag in the Prince of Wales, of 98 guns, in the Channel fleet; and on the 1st of January, 1801, he was made Rear-Admiral of the White, his flag still flying in the Prince of Wales.

Sir Robert was at this time serving in the Channel fleet,

\* *Vide* NAVAL CHRONICLE, Vol. IV, page 34, *et seq.*

under Earl St. Vincent. Towards the latter end of January, a French squadron, under the command of Rear-Admiral Gantheaume, found means to escape out of Brest; a circumstance no sooner known, than the Rear-Admiral was detached, with the following squadron, in pursuit :—

| <i>Ships.</i>        | <i>Guns.</i> | <i>Commanders.</i>                                          |
|----------------------|--------------|-------------------------------------------------------------|
| Prince of Wales..... | 98           | Rear-Admiral Sir Robert Calder,<br>Bart.<br>Captain Prowse. |
| Pompée .....         | 80           |                                                             |
| Juste .....          | 80           | ——— Charles Stirling.                                       |
| Montague*.....       | 74           | ——— H. Sawyer.                                              |
| Spence.....          | 74           | ——— Hon. H. Curzon.                                         |
| Courageux .....      | 74           | ——— H. D. E. Darby.                                         |
| Cumberland †.....    | 74           | ——— J. Bowen.                                               |
| Diamond ‡.....       | 38           | ——— Edw. Griffith.                                          |
| Thames.....          | 32           | ——— Wm. Lukin.                                              |
| Magicienne.....      | 32           | ——— Ogilvie.                                                |

Sir Robert Calder's pursuit, however, proved fruitless. From the intelligence which he had received, he imagined that Gantheaume had steered for the West Indies, and he also shaped his course for that quarter. He arrived off Carlisle Bay on the 25th of March; on the 26th he anchored in Cape Navaire Bay, Martinico; whence, on the 29th, he sailed for Jamaica; and, on the 13th of April, anchored in Port Royal Harbour. Here Sir Robert learned, that Gantheaume had entered the Mediterranean; and, on the 21st of the month, as soon as his squadron had been refitted and revictualled, he left Port Royal, on his return to England, leaving the Cumberland to supply the place of the Thunderer, the latter ship being in a very bad state. Sir Robert rejoined the Channel fleet early in June; and, a cessation of hostilities soon after taking place, he had no farther opportunity of distinguishing himself during the last war.

On the 23d of April, 1804, Sir Robert was made Vice-Admiral of the Blue Squadron; previously to which period, we

\* Put into Lisbon, disabled.

† Left in the West Indies.

‡ Returned to England.

believe, he had not hoisted his flag after the renewal of hostilities\*.

We now approach the most important epoch in the life of this officer. It is scarcely necessary to say, that we allude to his contest with the combined French and Spanish squadrons, on the 22d of July, 1805; and to the investigation of his conduct which followed. On this delicate subject, to avoid the charge of partiality, we here copy the following narrative, which appears to have been drawn up with considerable attention, as to the facts, from the life of Sir Robert Calder, in *Public Characters*:—

Having been employed in the Channel fleet, says the writer in that publication, he was selected as an officer of experience by Admiral Cornwallis, then cruising off Ushant, in February 1805, to blockade the harbours of Ferrol and Corunna. Although there were then five French ships of the line and three frigates, together with five Spanish line of battle ships, and four frigates, ready for sea, besides three Spanish ships just come out of the arsenal, and getting ready for service, yet he had only seven sail allotted to him on this occasion. These were afterwards increased to nine; but, notwithstanding the exigency of the service, he could not obtain two frigates and two small vessels to be placed at the entrance of the harbours in question.

With the very inadequate force that could be spared, however, he kept his station; and reported both to the Admiralty and the Commander in Chief all the movements of the enemy. At length, in the month of April, the Toulon and Cadiz fleets having effected a junction, and the ships in Brest evincing a disposition to put to sea, the situation of the squadron of observation became so dangerous, that Lord Gardner issued directions, in certain cases, to repair to him. The combined naval forces, however, went to the West Indies; but it being expected they would return, and attempt to join the fleet at Ferrol, the officer stationed there received orders to be on his guard against that event.

Meanwhile intelligence had been received that a French Admiral was expected daily to supersede the naval commander at the port just mentioned; and that the ships then lying there, consisting of thirteen sail of the line, besides frigates and sloops of war, had orders to be at Corunna by the middle of the month. In conse-

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\* On the 9th of November, 1805, Sir Robert Calder was made Vice-Admiral of the White.

quence of a subsequent report made by Captain Prowse, of the *Sirius*, it also appeared that the enemy had erected a line of signal posts, so as to enable a squadron to communicate with the shore; and that three more large ships were getting ready and beginning to move. On the 10th of July, Admiral Stirling, with five sail of the line, the *Egyptienne* frigate, and *Nile* lugger, was therefore ordered from Rochfort, where there were five ships of the line ready for sea, to join Sir Robert Calder, who, according to his instructions, proceeded to the westward, on the 15th, for the purpose of intercepting the French and Spanish squadrons from the West Indies, which were stated to consist of no more than sixteen sail.

On the 22d, about noon, the combined fleet, consisting of no less than twenty sail of the line, seven frigates, and two brigs, came in sight, while the English force was composed of only fifteen ships, two frigates, a cutter, and a lugger.

Notwithstanding the decisive superiority of the enemy in point of force, coupled with the manifest advantage of being to windward, yet they were forced into action; and, after a short contest, which continued until dark, two sail of the line, the *Rafael*, of 84, and the *Firme*, of 74 guns, were both captured\*.

As Sir Robert had before considered it his duty to pursue and conquer, so he now deemed it equally his duty to preserve his ascendancy, to secure his prizes, and to protect his own ships, many of which had received considerable damage, while the *Windsor Castle* was actually in tow †. This did not prevent

\* For Sir Robert Calder's official account of the action, *vide* NAVAL CHRONICLE, Vol. XIV, page 163, *et seq.* For "*Minutes of the action*," &c. also *vide* NAVAL CHRONICLE, Vol. XIV, page 163; and, for Admiral Villeneuve's dispatches to the French Government, *vide* page 170 of the same Volume.

† *An abstract of the damages sustained by the ships of the squadron under the command of Vice-Admiral Sir Robert Calder, Bart. on the 22d of July, 1805, when in action with the combined French and Spanish squadrons.*

1. *Hero*.—The fore and main-masts, fore-yards, and main-top-mast, badly wounded; the standing and running rigging very much cut; and several shot between wind and water, &c.

2. *Ajor*.—Main-yard and spanker-boom shot away; one of the lower deck guns totally disabled; the starboard bumpkin shot away; the rigging and sails much cut, &c.

3. *Triumph*.—The bowsprit and main-mast much wounded; the fore-mast sprung; and driver-boom carried away; sails and rigging much cut; two of the thirty-two pounders unserviceable; also four carronade



him, however, when the enemy, who were still in sight, evinced a disposition to bear down, from hauling his wind, and evincing a readiness to engage them, which it was in their power at any time to have complied with, had they been so inclined.

Nor was this, or any part of his behaviour, blamed by Admiral Cornwallis, who, on the contrary, as a proof of his confidence, on the 17th of August, dispatched him with a detachment to watch the motions of the enemy. The subsequent demand for an investigation into his conduct proceeded solely from himself, and could only result from a delicate sense of injured honour.

Thus far the biographer of Sir Robert Calder, in *Public Characters*.

Sir Robert, learning, from different sources, that his conduct on the 23d of July had become very much the subject of con-

4. *Barfleur*.—The foremast wounded, and the fore-yard ditto, badly, &c.

5. *Agamemnon*.—Main and fore-yards badly wounded, the main-top-mast ditto; fore-top-sail-yard and mizen-top-mast shot away; the standing, running rigging, and sails, much cut, &c.

6. *Windsor Castle*.—The head of the foremast badly wounded; the fore-top-mast shot away; and a great part of the fore-top carried away; the foreyard, bowsprit, and main-yard badly wounded; all the rigging and sails much cut, &c.

7. *Defiance*.—The main-mast, fore-yard, and driver-boom, wounded; mizen-top-sail-yard shot away; the lower rigging, stays, and sails, much cut, &c.

8. *Prince of Wales*.—Fore-top-sail-yard shot away, mizen-top-mast wounded; mizen-yard badly wounded; the rudder shot through, about two feet above the water's edge; rigging and sails much cut, &c.

9. *Repulse*.—The bowsprit badly wounded, and sprung in two places; the top-mast and other rigging very much cut, and the sails much shattered; the knee of the head damaged below the bob-stays, &c.

10. *Raisable*.—Cross-jack-yard damaged, and some shot in the hull, &c.

11. *Glory*.—Fore-yard wounded, and the rigging cut, &c.

12. *Warrior*.—Spritsail-yard, fore-top-gallant-yard, and driver-boom, shot through; running rigging and sails much cut, &c.

13. *Thunderer*.—Mizen-mast, fore-yard, and main-top-sail-yard, wounded; a shot between wind and water; the upper cheek of the knee of the head shot through, and the opposite one started off; the sails and rigging much cut, &c.

14. *Multa*.—Mizen-mast wounded; mizen-top-mast, and ditto top-sail-yard, shot away; main-yard very badly wounded; fore-top-mast wounded; standing rigging and sails much cut.

versation, in a manner extremely hurtful to his feelings, as a man, and to his reputation, as an officer, formed the resolution of demanding an inquiry into his proceedings; and he accordingly addressed the following letter to Mr. Marsden, then Secretary at the Admiralty:—

SIR,

*Prince of Wales, off Cadix, Sept. 30, 1805.*

HAVING learnt with astonishment, yesterday, by the ships just arrived, and by letters from my friends in England, that there has been a most unjust and wicked endeavour to prejudice the public mind against me as an officer, and that my conduct on the 23d of last July, in particular, has been animadverted on, in the most unjust and illiberal manner, for such it must be deemed, having been done at a time when I was absent abroad, employed in the service of my King and Country.

I must therefore request you will be pleased to move the Lords Commissioners of the Admiralty to grant an inquiry into my conduct on the 23d of July last, or upon the whole, or such part of it, (when in presence of the enemy,) as shall appear to their Lordships, for the good of His Majesty's service, and for the purpose of enabling me to give my reasons, publicly, for my conduct at that time, and to refute such unjust, illiberal, and unfounded assertions; when I trust I shall make it appear, to the satisfaction of my King, Country, and Friends, that no part of my conduct and character, as an officer, will be found deserving of those unfavourable impressions, which, at present, occupy the public mind; being conscious that every thing in my power, as an officer, was done for the honour and welfare of my King and Country, after a very mature investigation of all the existing circumstances, and the very critical situation I was placed in, with the squadron I had the honour to command, at the time alluded to.

I am, Sir,

Your most obedient humble Servant,

*W. Marsden, Esq. Admiralty.*

R. CALDER.

Sir Robert Calder, in a letter of a later date than the above, viz. on the 10th of November, requested that the Court might be empowered to *inquire into the whole of his conduct, even prior to his falling in with the enemy, while in their presence, and subsequent thereto.* The Court, however, thought it right to confine the inquiry to the 23d of July, and to Sir Robert's

subsequent conduct and proceedings, until he finally lost sight of the enemy's ships. "I cannot but lament," says the Vice-Admiral in his defence, "that the inquiry is so limited; as it prevents my giving evidence of the circumstances of the action, which I have no doubt I should have proved to have been such as to add to the reputation of the British Navy."

It will be recollected, that, in consequence of Sir Robert's application to the Admiralty, the Court Martial, for his trial, assembled on board His Majesty's ship the Prince of Wales, in Portsmouth harbour, on the 23d of December, 1805. As early as the time, and the limits of our publication would permit, we gave an account of the ensuing trial; which account, on collating it with the "*Minutes of the Proceedings*," &c. afterwards "published by authority of the Vice-Admiral," by Mr. Mottley, at Portsmouth, we find to be, in substance, correct\*. In this place, therefore, as our readers are already in possession of the trial, it is unnecessary much to enlarge upon it; and, indeed, no abstract, that our circumscribed limits would permit, could render it justice. One or two points, however, require elucidation. The first of these relates to the cross-examination of Rear-Admiral Stirling, by Sir Robert Calder, concerning the following letter †:—

MY DEAR SIR,

*Prince of Wales, at Sea, July 24, 1805.*

PERMIT me to return you my most heartfelt thanks for your unremitting attentions, and for the very gallant support you rendered me during the whole of the action on the 22d instant. Had the weather been favourable, and we could have seen to have made the necessary signals, to have availed ourselves of some of the mistakes of the enemy, I am fully convinced we should have made the victory much more complete. I was obliged to stand to the northward thus far, in order to cover the Windsor Castle, and the two captured ships. I think they are now safe from the combined, as well as the Rochfort squadron, and I am going back to Cape Finisterre, in hopes of seeing Lord Nelson; if I do not, I shall proceed off Cape Ferrol, to see if any favourable opportunity

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\* *Vide* NAVAL CHRONICLE, Vol. XV, page 79, and page 162, *et seq.*

† *Ibid.* page 82.

should offer, when I may hope to attack the enemy to advantage.  
Wishing us all possible success,

I am, my dear Stirling,  
Ever yours, most truly and sincerely,  
ROBERT CALDER.

The subjoined is the *private* letter of Rear-Admiral Stirling, "written in reply" to the above; and that which follows it, is the *public* answer, from the same officer:—

MY DEAR SIR,

Glory, 25th July, 1805.

I THANK you much for your letter of yesterday, and can assure you, with great truth, I meant, and do mean to give you all the support in my power.

I hope you made a good tale to please John Bull, for you had a good subject to write on; and I think you have convinced Mons. Buonaparté that he cannot always get to sea and home again with impunity.

Excuse haste, and believe me

Most truly yours,

CHAS. STIRLING.

Sir Robert Calder, Bart.

MY DEAR SIR,

Glory, 24th July, 1805.

I CONGRATULATE you on the capture of the two Spaniards from a force so very superior to that opposed to it; and I think, if the three ships, which at one time showed a disposition to support them, had followed the intention, the consequences might have been decisive.

The great object I had in view, was to obey your orders, by keeping in a compact line, whilst the signal for that purpose remained in force; and therefore, as the *Raisable* closed with you, my Captain took care that nothing could pass between her and this ship.

On the surrender of the Spaniards, I directed the *Warrior* to send and assist in taking possession, and afterwards sent similar orders to the *Thunderer*, as there was no knowing, from the thickness of the weather, what might otherwise be the consequence, if your attention was confined to the van. I likewise ordered the *Egyptienne*, when I got sight of her, to get the prizes on the same tack with us, and to tow them to leeward of our line; which orders will, I hope, meet with your approbation. I know not why there was a separation in the night. Captain

Linzee went in pursuance of his instructions, and rejoined me before the morning.

We had only one man killed, and four wounded; the fore-yard was grazed, which we have fished; and what was otherwise hit, was not of any consequence.

I have great pleasure in bearing testimony to the zeal of Captain Warren and his officers, and feel much confidence, from the good conduct of the crew belonging to the ship where my flag is flying, if our good fortune should again lead us against the foes of our country.

Believe me, with great esteem, dear Sir,  
Your most obedient humble Servant,  
CHARLES STIRLING.

*Sir Robert Calder, Bart.*

The official dispatch of Sir Robert Calder, to Admiral Cornwallis, as it appeared in the Gazette\*, concluded with the following sentence:—"They (the enemy) are now in sight to windward; and when I have secured the captured ships, and put the squadron to rights, I shall endeavour to avail myself of any opportunity that may offer, to give you some further account of these combined squadrons;" but to this should have been subjoined what now immediately follows:—

At the same time it will behove me to be upon my guard against the combined squadrons in at Ferrol, as I am led to believe they have sent off one or two of their crippled ships last night for that port, therefore possibly I may find it necessary to make a junction with you immediately off Ushant, with the whole squadron.

P. S. I am under the necessity of sending the Windsor Castle to you, in consequence of the damage she sustained in the action.

Captain Buller has acquainted me, that the prisoners on board the prizes assert Ferrol to be the port to which the enemy's squadron are bound, as you will perceive by letters enclosed with my original dispatch, together with other private information.

Adverting to the omission of the above, Sir Robert Calder, in his defence, says:—"Had this part of my letter been published, I may venture to ask, would the public have been so

\* *Vide* NAVAL CHRONICLE, Vol. XIV, page 163.

sanguine in their expectations of a renewal of the engagement, as they appear to have been?—They would perhaps have rather rejoiced, as I think they had reason, that so much had been done; and I should probably never have had occasion to give you this trouble.”

The subjoined letter of the Vice-Admiral, to Captain Boyles, of the Windsor Castle, fully develops his intentions, on the *twenty-fifth* of July, three days after the action:—

SIR,

*Prince of Wales, 25th July.*

YOU will proceed and get to the latitude of Ushant as fast as possible, or at any rate to the northward of Belleisle, when you will be perfectly secure from the combined squadrons, as well as the Rochfort one, which may be expected to sail every day.—I shall part company with you this day, and make the best of my way to the rendezvous off Cape Finisterre, in the hope of falling in with Lord Nelson: if not finding his Lordship there, in a short time after my arrival, I shall then proceed in search of the combined squadrons, supposed to be gone to Ferrol; and if any favourable opportunity offers of my attacking them before they get in, I shall certainly avail myself of it: this you may inform any ships you may fall in with in search of me; and you will communicate this information to the Commander in Chief on your joining him.

I am, Sir,

Your very humble Servant,

ROBERT CALDER.

*Captain Boyles, of the Windsor Castle.*

The following communications have not hitherto been inserted in our CHRONICLE:—

SIR,

*Prince of Wales, at Sea, the 26th July, 1805.*

BY the Nile lugger I have the honour to send you the quadruplicate of my dispatches of the 23d inst., and I hope she may arrive in time for you to correct the unfortunate mistake of my Secretary respecting the omission of Rear-Admiral Stirling's name in my public thanks: this, believe me, Sir, has given me very great concern, that such an omission on my part should have occurred, and nothing but the ill state of my Secretary's health could have occasioned it; for be assured, the Rear-Admiral's conduct has been such as to merit my fullest approbation. Lieutenant G. Fenel, who will have the honour of delivering this to you,

has conducted himself very much to my satisfaction since under my orders; he was very active during the action, and, with Lieutenant Nicholson, rendered me every possible assistance in their power: the activity and zeal of the latter officer I had the honour to mention in a former dispatch to you, which enclosed a letter of his to me, giving an account of vessels he had captured off Ferrol. Since my last, I have learnt from the prisoners on board the captured ships, the exact force of the enemy on the 22d inst. at the commencement of the action; it was as follows:—14 of the line (French,) 6 of the line (Spanish) 2 armed en flûte, 6 frigates, and 3 brigs. Yesterday evening, the Malta made the signal of having sprung her fore-yard, and the Repulse the signal of having sprung her bowsprit; this obliged me to bring to the squadron for the night. This morning the Repulse made the signal of being able to make sail, and I am now steering S. S. E. for Cape Finisterre, distant about 30 leagues. I am in great hopes I shall fall in with Lord Nelson, provided his intentions were to come off Ferrol.

I have the honour to be, &c.

ROBERT CALDER.

*The Hon. Admiral Cornwallis.*

P. S. I have this moment received from Captain Griffiths, of the Dragon, an account of four men who were wounded in the action of the 22d inst., which, through mistake, were not inserted in the general statement. I likewise enclose the enemy's line of battle on that day, which was forwarded to me by Captain Buller, of the Malta, this afternoon.

ROBERT CALDER.

*Enemy's Line of Battle on the 22d of July, 1805.*

SPANISH.

|      |   |                              |    |                           |
|------|---|------------------------------|----|---------------------------|
| VAN. | { | 1 El Argonauta . . . . .     | 80 | Admiral Gravina.          |
|      |   | 2 — Terrible . . . . .       | 74 |                           |
|      |   | 3 — Espania . . . . .        | 64 |                           |
|      |   | 4 — America . . . . .        | 64 |                           |
|      |   | 5 — Rafael (taken) . . . . . | 84 | Don Francis Montes.       |
|      |   | 6 — Firme (taken) . . . . .  | 74 | Don Rafael Villavicencio. |

FRENCH.

|                                                                                                              |   |                          |    |                      |
|--------------------------------------------------------------------------------------------------------------|---|--------------------------|----|----------------------|
| FRIGATES.<br>L'Hortense.<br>La Cornele.<br>La Didon.<br>La Hermione<br>La Sirene.<br>La Thémise.<br>La Rame. | { | 7 Le Pluton . . . . .    | 80 |                      |
|                                                                                                              |   | 8 — Neptune . . . . .    | 90 |                      |
|                                                                                                              |   | 9 — Mont Blanc . . . . . | 74 |                      |
|                                                                                                              |   | 10 — Bucentaur . . . . . | 84 | Vice-Adm. Villeneuve |
|                                                                                                              |   | 11 — Atlas . . . . .     | 74 |                      |
|                                                                                                              |   | 12 — Berwick . . . . .   | 74 |                      |

|                                 |       |                               |                        |
|---------------------------------|-------|-------------------------------|------------------------|
| FRIGS.<br>L'Argus.<br>Le Furet. | REAR. | 13 Le Formidable . . . . . 80 | Rear-Admiral Dumanoir. |
|                                 |       | 14 — Intrepide . . . . . 74   |                        |
|                                 |       | 15 — Swiftsure . . . . . 74   |                        |
|                                 |       | 16 — Indomptable . . . . . 80 |                        |
|                                 |       | 17 — Scipion . . . . . 74     |                        |
|                                 |       | 18 — Aigle . . . . . 74       |                        |
|                                 |       | 19 — Achille . . . . . 74     |                        |
|                                 |       | 20 — Algéziras . . . . . 74   | Rear-Admiral Magon.    |

*English Line of Battle.*

|                              |       |                                |                                                       |
|------------------------------|-------|--------------------------------|-------------------------------------------------------|
| Egyptienne.                  | VAN.  | 1 Hero . . . . . 74            | Hon. A. H. Gardner.                                   |
|                              |       | 2 Ajax . . . . . 80            | W. Brown.                                             |
|                              |       | 3 Triumph . . . . . 74         | H. Inman.                                             |
|                              |       | 4 Barfleür . . . . . 98        | G. Martin.                                            |
|                              |       | 5 Agamemnon . . . . . 64       | J. Harvey.                                            |
|                              |       | 6 Windsor Castle . . . . . 98  | C. Boyles.                                            |
|                              |       | 7 Defiance . . . . . 74        | P. C. Durham.                                         |
| Frisk cutter.<br>Niè lugger. |       | 8 Prince of Wales . . . . . 98 | { Vice-Adm. Sir R. Calder,<br>Bart.; W. Cuning, Capt. |
| Sirius.                      | REAR. | 9 Repulse . . . . . 74         | Hon. A. K. Legge.                                     |
|                              |       | 10 Reasonable . . . . . 64     | J. Rowley.                                            |
|                              |       | 11 Dragon . . . . . 74         | Edw. Griffiths.                                       |
|                              |       | 12 Glory . . . . . 98          | { Rear-Adm. C. Stirling,<br>Sam. Warren, Captain.     |
|                              |       | 13 Warrior . . . . . 74        | S. H. Linzee.                                         |
|                              |       | 14 Thunderer . . . . . 74      | W. Lechmere.                                          |
|                              |       | 15 Malta . . . . . 84          | E. Buller.                                            |

## SHIPS CAPTURED.

|                  |                                              |
|------------------|----------------------------------------------|
| Rafaël, 84 guns. | Ferrol bearing east, distant 49 leagues.     |
| Firme, 74        | Cape Finisterre S. 52 E. distant 39 leagues. |

SIR,

*Ville de Paris, off Ushant, the 29th July, 1805.*

I HAD the pleasure of receiving your dispatches last evening by the Frisk cutter, which I sent immediately to England; and I assure you I have the greatest satisfaction in hearing of your success. The Windsor Castle joined me this morning; she is also gone into port, and by her I forwarded your original account of the action, which had terminated so much to the disgrace of the enemy. I had sent the Nimble brig to you yesterday morning, and the Niobe I directed some days since to join you; I now send the *Aolus*, which ship has just come to me. I have only 17 ships



of the line with me at present, several having been ordered to the eastward within these few days.

I have the honour to be, Sir,

Your most obedient humble Servant,

W. CORNWALLIS.

Sir Robert Calder, Bart., Vice-  
Admiral of the Blue.

The sentence of the Court Martial, which tried Sir Robert Calder, must be well remembered. The Court declared itself to be of opinion, that he had not done his utmost to renew the engagement, and to take or destroy every ship of the enemy; which neglect was attributed to an error in judgment, and he was adjudged to be severely reprimanded.

There is no man, whatever his sentiments may be with respect to the justice of this sentence, but must sympathize with the feelings of Sir Robert Calder, an esteemed and veteran officer, who had devoted nearly fifty years to the service of his King and Country, and who had uniformly conceived himself to be acting for his own, for his Sovereign's, and for his Country's honour!

As no political question, says the biographer of Sir Robert Calder, already noticed, happened to be intermingled with this decision, it was received calmly and dispassionately by the whole nation; and, without meaning to insinuate the slightest disrespect to the members, it may be fairly said that the result was not popular. Some extraordinary naval trials have taken place in this country. In 1744, the gallant Mathews, who had plunged into the hottest of the fight, was declared incapable of serving in His Majesty's Navy; while the cunning and vindictive Lestock was honourably acquitted, although he had kept aloof during the engagement. In 1757, in consequence of a dubious sentence, Admiral John Byng, was shot at Portsmouth, for cowardice; a charge which his death, as well as his life, alike belied. But neither of these had defeated a superior fleet, or captured two line of battle ships; nor is there a similar instance of a reprimand in respect to a victorious commander to be found on the records of the Navy. In fine, the sentence of Vice-Admiral Sir Robert Calder may be considered as *anomalous* in our service; and the

peculiar hardship of his case has been already mentioned in parliament by two noble members of the legislature\*.

Having thus exhibited as clear a view of the naval services of Sir Robert Calder, as our limited information would permit, we should here close the account, were it not for a couple of letters which have for some time lain before us. These letters, respecting which we have received permission to make what use we please, were written to a gentleman several months ago, by a veteran officer, of eminent rank and merit in the profession; one who has known Sir Robert Calder, in his professional capacity, for a number of years; and who, from a variety of circumstances, possesses the means of forming a fair estimate of his character. The opinion of such a person must merit consideration; and, for the gratification of Sir Robert Calder's friends, we shall here transcribe some passages from the letters alluded to. The writer, after glancing at the earlier events of Sir Robert's life, proceeds as follows:—

I can only repeat to you, what I *have*, and *do avow* to *all the World*, that the most glorious deeds of any hero, in any age, did not surpass that of Sir Robert Calder in his command, and his action in the summer of 1805; when, with fifteen sail of the line, two frigates, one cutter, and one lugger, he beat twenty sail of the line, seven frigates, and two brigs; took two of their ships, one 84 guns, the other 74; though on the enemies' coast in a fog, and near to Ferrol, where sixteen sail of the line were ready to join the above number of the combined fleet, besides the Rochfort squadron being out, and on its way to add to the already overpowering strength of the enemy; but all *this*, the *judicious* and

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\* The two noblemen here alluded to, are, the Duke of Norfolk, and the Earl of Romney. The latter, not quite a year older than Sir Robert Calder, was one of his play-fellows. The Moat, the family residence of the Marshams, in Kent, was at but a small distance from Park Place, where Sir Robert was born; and, with the younger branches of the two families, a close intimacy took place; which, between the subject of this memoir and the present Earl, still subsists in all the warmth of youthful attachment, tempered by the maturer judgment of age. Sweet are such friendships; for, in the winter of life, they recall many a delightful scene, which smiled upon the days that are past.

great professional skill of Sir Robert Calder counteracted, and he remained triumphant, though distressed with weather, disabled ships, &c. &c. and in doubt and uncertainty where the fleets of Lord Nelson and Vice-Admiral Collingwood were. Could any man *so acting*, and *so situated*, expect a *viper* had surrounded his native Isle, and instilled its poisonous dart into the minds of his countrymen? Had the Vice-Admiral in any instance acted differently from the excellent conduct he pursued, this country would in all probability now have groaned under the miserable effects of an invading foe, who had 20,000 men at that very time embarked in Holland ready to make a landing in Great Britain; but from *this* Vice-Admiral Sir Robert Calder saved us; and further, *He*, and *He alone*, laid the intire foundation of every subsequent victory in this war; no victory off Cadiz, no victory in the West Indies, &c. &c. &c.; no honours, or rewards, in consequence, would ever have taken place *but for him*; and this is the man Englishmen have been taught and permitted to abuse! And here I may indeed make a scriptural application, for Sir Robert Calder is literally the *Head*, the *Corner Stone* of all the fabric of victory this country has so greatly and justly boasted of. The excellent Lord Nelson knew, saw, spoke, and wrote of this; which does more honour to the correctness of his judgment, sentiments, and *memory*, than all the pageantry of his funeral, &c. &c. ....

Sir Robert Calder frequently wrote to request a larger force, stating the critical situation in which he was placed by the very great inferiority to that of the enemy, &c. &c. And he also stated, that a drawn battle at those times would be looked upon in the eyes of Europe as a defeat. He implored that he might not be placed in such a distressing situation. Notwithstanding which, his force was fixed to his small number, in spite of all his remonstrances. The Rochfort squadron, with five sail of the line and three frigates, was not only at sea, but very near Sir Robert Calder at the time of his engagement, and looking for the combined fleets, as Sir Robert Calder well knew at the time. — Sir Robert Calder received instructions to keep himself upon his guard from all those different points; and if he found it necessary, he was to make a junction with the fleet off Brest, to prevent the invasion either of England or Ireland.

The following passage is from the second letter, adverting to the above:—

What I said in *that* letter, Sir, I, from the highest opinion and unalterable conviction of Sir Robert Calder's *clear* and *unsurpassed* fame, most heartily and conscientiously again subscribe my name to. The eyes of the world are now open; it was impossible, after the frenzy of JEALOUS malice subsided, but truth and justice must prevail: the former, every manly heart must acknowledge, and the latter I trust our excellent Sovereign will (by the advice of a well-judging administration,) bestow. So good, so excellent an officer must be called forth for the honour and safety of his country and his Royal Master: to him an old proverb may properly be applied—"Many have done well; but *he* excelleth them all!—*Nor is this taking any merit from others*; they could not *so* act; for no Commander in Chief ever had so *perilous*, so difficult a task; and no Commander in Chief ever went through a situation *so* difficult, so judiciously, so valorously, and *so successfully*;—none could do more; and few (if any) would attempt to *do so much*. In late years, Sir, you must remember Lord Rodney desisted from renewing his famed action; as did Lord Howe, that *he* was *so* praised for, on the first of June. These gentlemen both used their own discretion, without being even *censured* for an "*Error in Judgment*;" though the latter at noon day, a calm ocean, and *no* difficulties of any kind to guard against, let four of the enemies' ships *without masts* get away. It was always allowed both these Admirals might have renewed their different actions; as might Sir George Pococke, Sir Edward Hughes, &c. &c., but Sir Robert's seems to have been the first, the *only* victory that ever was *found fault with*; and upon my honour, Sir, it the *least* deserved it. He could *not*, he had not the power to renew *his* action; he never did, he never could say to Lieutenant Nicholson, that *he would*, for *he* did *not* suppose that Lieutenant was to come to England with the news; it was an uncustomary thing; his Messenger was only sent to Admiral Cornwallis, who, by usual practice, was most certainly likely to forward the account of Sir Robert's victory by one of his own vessels.—My former letter names the 20 sail of the line he had so successfully fought; as also the 16 in Ferrol harbour, and the 5 that were so near to him from Rochfort. I might also have added, that he was by no means secure from the 22 sail of the Brest fleet:—here

altogether were sixty-three sail of the line: what a weapon of many points was here set against Sir Robert and his little squadron! and yet *over* this monster did his skill and valour carry him in safety! — The good Admiral Cornwallis, under whose direction he was, most handsomely sent the Fricke cutter forward to England with the news: *He*, and the *Lords of the Admiralty*, returned their thanks to the Commander in Chief off Ferrol: — What must Admiral Cornwallis, what must the rest of Sir Robert Calder's friends have thought, when the newspapers *teemed* out abuse upon an officer, who is as worthy in private life, and as sincere as a good Christian, as he is great in the profession to which he does so much honour?

We shall conclude this memoir, with the following passage from Dr. Halloran's Poem of *The Battle of Trafalgar*:—

When France and Spain's defeated squadrons fled  
 The force, by brave, but injur'd Calder led,  
 With terror wing'd, to Cadiz port they steer'd,  
 Inglorious refuge, from the Chief they fear'd!  
 There long inactive, but secure, they stay'd;  
 And ignominious, pent by close blockade,  
 Before their port, with frustrate rage descri'd  
 A British Fleet, of strength inferior, ride!  
 Twice had the Moon her various phases worn,  
 And still the Foe sustain'd the British scorn;  
 Still, in base sloth confin'd, their Fleets remain'd,  
 Though urg'd by Honour, more by Fear restrain'd!  
 When, lo! glad signals, tho' unhop'd, express'd,  
 (While pour'd new transport thro' each Briton's breast,)  
 The joyful tidings,—‘ that the hostile force,  
 Their Port forsaken, steer'd a southward course \*!’

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\* To this passage, Dr. Halloran has affixed the following note, in which his opinion appears to be very freely expressed:—

“ I have read without prejudice or partiality, and considered with all the attention of which I am capable, the trial of Sir Robert Calder. Certainly, from the evidence, I could not possibly anticipate the sentence. And, *injured*, I cannot but deem an officer, who, though of unquestionable bravery, and having gained an important advantage over a superior force, is yet *severely censured for an error in judgment!*—a sentence, which, it might be presumed, a court, composed of men, themselves weak and fallible, would have paused, and seriously indeed deliberated upon, before they thus indelibly placed upon record, *what may hereafter sanction their own condemnation!* For, if an error in judgment be severely censurable, where is the man, how-

## HERALDIC PARTICULARS.

Robert Calder, of Asswanlie, in the county of Aberdeen, had issue, beside George, who succeeded to the lands of Asswanlie, in 1625, another son, James, who married Margaret Gordon. Their son, Thomas, (Sheriff of Miln, in 1669,) married Magdaline Sutherland, by whom he had issue, James, William, and Harriot. James, the eldest son, married Grizel, daughter of Sir Robert Innes, of Innes; and, in 1686, being at that time Laird of Muirtowne, was created a Baronet of the Kingdom of Scotland. In 1711, his eldest son, Sir Thomas, was married to Christian, daughter of Sir John Scott, of Ancrum. James, the eldest offspring of this marriage, married first, in 1735, Alice, daughter of Robert Hughes, Esq., Rear-Admiral of the Red Squadron; secondly, Catherine, daughter of Wentworth Odeane, Esq., Clerk of the House of Commons. By his former lady, he had issue, Thomas, lost in the Namur man of war; Henry, of Parkhouse, Major-General and Lieutenant-Governor of Gibraltar, who died in 1792\*; James, who died young; Robert, the subject of the preceding memoir; Aletha, who died in 1793, the wife of Robert Roddam, Esq., Admiral of the Red Squadron; and two other daughters, who died young.

There is a story respecting the grant of the lands of Asswanlie to Hugh Calder, after the battle of Brechin, related by Gordon, in his history of the family of Gordon, and thence copied, in part, by Nesbitt, in the Appendix to his second volume on Heraldry. The story, however, is unfounded, as any way relating to the grant of Asswanlie; and it was probably invented, when the Duke of Gordon, somewhere about the year 1715, gave a gilt cup to Alexander Calder, of Asswanlie. The lands of Asswanlie were granted by "Sir Alexander Seton, Laird of Gordon and Strathbogie, &c. &c." to Hugh Calder, (son and heir of Alexander Calder,) and to his spouse, Elizabeth Gordon, &c. &c." This grant

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ever brave, or skilful, or prudent, who, while subject to the failings incident to our nature, may not become obnoxious to a similar sentence?—Byng was sacrificed, and Calder censured, because they were not exempted from human fallibility! Were they not, therefore, evidently the victims, rather of popular prejudice, than of actual demerits? Posterity has too late done justice to the memory of the one; to the other, it is to be hoped, the general sense of the Navy, and of every impartial Briton, has already proved a lenitive for his wounded feelings."

\* His only son inherits the title of Baronet of Scotland.

is dated, at Elgin, on the last day of August, 1440; and was confirmed, by royal charter, at Edinburgh, in 1450. This original charter is now in the possession of Sir Robert Calder. On the death of Alexander Calder, of Asswanlie, at Old Aberdeen, in 1768, the estate was finally sold to the Earl of Fife, whose property it now is. The gilt cup above mentioned is now the property of Sir John Gordon, of Park; and its size, form, ornaments, &c., sufficiently contradict and confute the idle story of its having been Crawford's cup, brought to Huntly after the battle of Brechin, fought in 1452, twelve years after the date of the grant of the lands of Asswanlie to Hugh Calder, son and heir of Alexander Calder.

ARMS.—Or, a buck's head, caboshed, sable, attired, gules.

CREST.—A swan in a lake, with bullrushes proper.

## NAVAL ANECDOTES, COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN GURCITE VASTO.

THE LATE ADMIRAL HARRISON'S MEMORIAL TO LORD  
ONSLOW.

MY LORD,

**P**URSUANT to your Lordship's request, I have drawn out a Memorial of the time and manner of my service in the Navy.—

I served two years a Volunteer on board His Majesty's ships London and Dunkirk, in King William's war. In 1700, I served as Midshipman on board the *Pendennis*, commanded by Captain Strickland, who took me with him into the Romney, where I served as Master's first Mate, from June 1701, to April 1703; where I was made Lieutenant of the *Darimouth* in Helvoetsluys, as appears by certificate annexed. In a voyage from Archangel, at the utmost hazard of my own life, I was the instrument (under God) of preserving the Romney, and in all probability the whole ship's company, from perishing in the White Sea.

The next year at Elsinore, being with the long boat on shore at Elsenburg, the Governor of that province, under pretence of trespass committed by our people cutting a little broom, seized on ten of them, whom he made prisoners, (wounding two or three,)

and insisted on 400 rix-dollars for the damage: Captain Strickland, with Captains Tudor, Trevor, and Watkins, being on shore at the time, could bring him to no other terms. I took the said Governor off from the bridge of Elsinburg, where there was a guard of six soldiers and about twenty Swedes, officers, and other gentlemen; brought him on board, and obliged him to send a letter forthwith to discharge the men: for the truth of this I refer to Captains Tudor and Trevor.

In 1705 I was made Lieutenant of the *Dunwick*, where I projected a machine to metamorphose the said ship into a Dutch fly boat; which so well answered the design, that by decoying them within pistol-shot, we took five privateers; put on shore on Sluys Beach a French man of war, of 24 guns; and six privateers upon the Beach of Calais: for confirmation of which I refer to Captain Charles Hardy, Commander of the *Carolina* yacht, and Captain Thomas Graves.

I attacked, boarded, and took a French privateer, of six guns, and 34 men, off Dungeness, with our pinnace and yawl; in which I had but 19 men, though a fresh gale of wind, and the privateer under sail, our ship above a league from us: for which Captain Graves and all the ship's company gave me the property of the whole prize.

In 1711 I was made Captain of the *Dunwick*, preferable to either of the Admiral's own Lieutenants: which commission, though not confirmed, Lord Torrington was of opinion it ought to have been, and three years since promised he would be my advocate to get me a ship: but I still remain on the half-pay list of Lieutenants.

In 1714, by order from the Lords of the Admiralty, I was sent from Plymouth, Commander of His Majesty's smack the *Mary*, to Brest, to inform myself of all the preparations making both by sea and land, at that port, and places adjacent; which I performed in eleven days, and gave their Lordships a particular account. The copy of which is annexed. This expedition cost me more than twelve guineas, which I was never reimbursed.

I hope their Lordships will be pleased to take into consideration, and for the better support of my family, which consists of a wife and nine children, remove me from the list of Lieutenants.

My preserving His Majesty's ship *Romney* was in the manner as follows:—In our passage from Archangel, we were, by a very strong, unknown current, driven so nigh the island *Caudernoze*, that in a dark and stormy night we were obliged to come to an anchor;



the next morning finding ourselves on a lee shore, and so near a ledge of rocks, without casting the ship to starboard she must inevitably have been on shore, not having room to wear the ship; the wind at the same time two points or more on the starboard bow, and blew so hard with a current and a great sea, that there was no possibility of lowering a boat, or standing in the head to put a spring on the cable: the messenger and viol being both broke in heaving, and the hitches jammed in the hause hole, so that the ship rode entirely by the hause piece; with a rope reeved in a block at the bowsprit end, I swang myself from the head of the *Lyon*, so far out as the buoy, and swam to it with a deep sea line in my hand; which being fastened to the end of a hawser, I reeved in the strap of the buoy, and was hauled on board with the same, (having been above 12 minutes in the water, the sea making a free passage over me, and at the same time above fifty tons of ice hanging about the ship,) which hawser was brought on the larboard quarter to the main cap-stern, and with it hove up to bring the wind on the starboard bow, cutting the cable with some chisels in the hause, and cast the ship the right way.

*Memorial of Admiral Harrison's long Services.*

|                                 |      |
|---------------------------------|------|
| Was made a Lieutenant in April  | 1703 |
| A Post Captain, 28th February   | 1739 |
| A Rear-Admiral .....            | 1756 |
| A Vice-Admiral of the Blue .... | 1758 |
| A Vice of the Red .....         | 1759 |
| Died 13th of March .....        | 1759 |

FLAMBOROUGH LIGHT-HOUSE.

FLAMBOROUGH Light-house was erected under the direction of Mr. Wyat, the Architect. The height of the building, from the basis to the summit, is eighty-five feet; and from the level of the sea, two hundred and fifty feet.

On the 1st of December, 1806, the following oration was delivered by Benjamin Milne, Esq., Collector of His Majesty's Customs at Bridlington, on the first exhibition of these lights:—

Rome, in the plenitude of power, enriched with the plunder of conquered provinces, and elated with pride, erected stately pillars.

ornamented with exquisite sculpture, to commemorate the achievements of her illustrious citizens; but those splendid embellishments were the ostentatious monuments of an unbounded ambition, which grasped at universal dominion, and, in the career of victory, extended a wide scene of ruin and desolation. Under the influence of a better principle, and for purposes infinitely more useful, this superb edifice, for the exhibition of lights, is erected. It was raised for the benevolent intention of securing the property of individuals, and of preserving human life from the calamities of shipwreck. To the honour of the Elder Brethren of the Trinity House, Deptford Strond, and London, it must be observed, that with laudable zeal they have patronized the undertaking, and completed the building in a style superior to every other of the same class in the United Kingdom—an eminent display of taste and judgment. The grandeur of its situation on this elevated promontory is unequalled; the sublimity of the prospect must excite the admiration of every beholder; the vast sweep of the northern ocean fills the eye with its immeasurable expanse, and exhibits a scene which inspires exalted ideas. Innumerable fleets, laden with the produce of the coal mines, and rich trading vessels from Scotland, daily pass in view. Ships freighted with naval stores, and valuable merchandise, from Archangel, from Norway, the ports of the Baltic and Holland, and others from the Whale Fisheries, direct their course to this distinguished promontory. Scenes of this kind are characteristic of national grandeur. The bold enterprize, and mercantile spirit of Britain, astonish the world. The magnitude of her commerce covers the sea with her fleets; her flag waves triumphant in every quarter of the globe: the unrivalled skill, industry, honourable conduct, and opulence of the country, are the solid basis of its stability. Surely such important interests merit a sedulous attention to their security. While you view with complacency the multitude of ships floating on the extended ocean, should you at the same time take into consideration the immense value of their cargoes, and the many thousands of seamen by which they are navigated, you would then be able to form some judgment of the extensive advantages which must result from the execution of a plan so highly useful and beneficent. If prompted by curiosity, you have ever surveyed the formidable rocks which line the adjacent shore, and have observed the foaming waves of the stormy ocean dashing with irresistible fury against the perpendicular cliffs, the sight alone must have filled you with astonishment and dread! Figure then to yourself

the melancholy scene of some unfortunate vessel enveloped in midnight darkness, driven by the tempest, and suddenly stranded on the tremendous coast; paint to your imagination the crew of helpless seamen sinking among the overwhelming billows, and raising their supplicating voices, in vain, for aid! reflect on the inexpressible agony of their tender connexions, deprived in one sad moment of all that is esteemed dear in life, and left, perhaps desolate and forlorn, in a state of helpless indigence, to mourn the loss of a husband, a father, or a son!—These are not visionary ideas, they are scenes, alas! which have too frequently been realized. With such impressions on your minds, you must assuredly acknowledge the utility of a design, calculated, under Providence, to prevent consequences so wounding to the tender sensibilities of human nature. Had this building been erected at a more early period, the loss of His Majesty's ship the *Nautilus*, Captain Gunter, from the Baltic, and several of the vessels under his convoy, with many valuable lives, might, in all human probability, have been prevented. From the exhibition of these brilliant lights, innumerable will be the advantages to navigation. I will detail the most prominent:—The sight of them will dispel the gloom which frequently seizes the boldest and most skillful navigator, in a critical moment; and direct him, when surrounded by the obscurity of a winter's night, to avoid the dangers of this projecting coast. They will guide the tempest-beaten mariner to the Humber, or to a safe anchorage in Bridlington Bay, famed for its convenience and security: diffusing their friendly lustre afar, they will shine as leading stars to enable ships in a large offing to ascertain their situations with accuracy, and to take a new departure; and also warn others, contending with eastern gales, to keep at a proper distance from the dangers of a lee shore; to the fishermen, who are frequently exposed to great perils on the unstable element, they will be eminently useful in the night: they will guide them to the proper fishing grounds, and direct them, on their return to the shore, to a place of safety. Numerous have been the disasters of this industrious race of men at Flamborough. I am persuaded that many of you, who are now present, have witnessed the painful scene of the whole village in mourning!—the lamentations of the disconsolate widow and mother must have pierced your souls: with inexpressible anguish, *I have seen* the tears of the helpless orphan flow for an indulgent parent, who perished in the merciless wave: while I retain the faculty of memory, the sad impression will never be erased; and at this

moment it is difficult to restrain my emotions: but the consideration, that my humble exertions have been instrumental in promoting a design to prevent those calamities in future, will be a source of satisfaction to me to the remotest period of life. This description of an undertaking so conducive to the security of navigation, will not, I trust, be deemed too highly coloured—the facts are incontrovertible, the utility indisputable. So long as this noble edifice shall stand unshaken on its firm foundation, and lift its aspiring summit to the view of the admiring spectator, it will remain a conspicuous monument of the humanity and munificence of the British nation, unparalleled by any other of the maritime states on the face of the globe. May the kind Providence of Almighty God favour this and every other effort of national utility with success, and crown with glory the ardent courage and determined resolution of our matchless seamen, in the defence of their native land! While afflicted Europe mourns her desolated provinces and subjugated states, may this United Kingdom, firm in loyalty, in patriotism, and every exalted virtue, oppose an insurmountable barrier to the impetuous torrent which threatens to overwhelm the earth! May Britain ever continue in the envied possession of the Empire of the Main, and lifting her unclouded head with distinguished lustre amid the gloom which at this awful crisis overshadows the world, exhibit to desponding nations a bright example of glory, invincible by every hostile shock, unshaken as the rocks that guard our sea-girt shore.

LOUIS THE FOURTEENTH, AND THE EDYSTONE  
LIGHT-HOUSE.

LOUIS the Fourteenth being at war with England, during the proceeding with the Edystone Light-house, a French privateer took the men at work upon the Rock, together with their tools, and carried them to France; and the Captain was in expectation of a reward for the achievement. While the captives lay in prison, the transaction reached the ears of that Monarch; he immediately ordered them to be released, and the captors to be put in their places; declaring, that though he was at war with England, he was not so with mankind. He therefore directed the men to be sent back to their work, with presents; observing, that “the Edystone Light-house was so situated, as to be of equal service to all nations, having occasion to navigate the Channel between England and France.” After this occurrence, the workmen were protected by frigates, by order of Prince George of Denmark.

*Copy of Sir RICHARD HADDOCK'S Account, given to His Royal Highness the Duke of York, of their Engagement the 28th of May, 1672, in the Royal James.*

SIR,

IN obedience to your Royal Highness's commands, I here humbly present to your view a brief narrative of our actions on board the Royal James, the 28th of May last past, as followeth :—

Upon signal from our scouts, of the Dutch fleet's approach, we put our ships immediately into a fighting posture, and, between 3 and 4 P. M., wind E. by S., brought our cable to the capstan, and heaft a peak of our anchor; which, upon firing a gun and loosing fore-topsail of your Royal Highness's ship, we presently weighed, and afterwards lay kedging with our head sails at the mast, till our anchor was up; which done, we made sail, steered N. E. by N., and stood off with our signal abroad for the squadron to draw into the line of battle; which was done as well as the short time we had would permit: but finding myself one of the weathermost ships, I bore to leeward, till I had brought ourselves in a line; the Vice-Admiral\*, and part of his division right a-head; the Rear-Admiral, and his, right a-stern; only two or three frigates to leeward, and so near, one of them within call. The Dutch squadron, Van Ghent, attacked us in the body and rear very smartly, let the van go a-head without engaging them, for some time, as far as I could perceive. We engaged about an hour and half very smartly: when the Dutch found they could do no good on us with their men of war, they attacked us with two fire-ships, the first of which we fired with our shot, the second we disabled by shooting down his yards; before which time I had sent our barge, by my Lord's command, a-head, to Sir Joseph Jardine to tack, and with his division to weather the Dutch that were upon us, and beat them down to leeward of us, and come to our assistance; our pinnace I likewise sent astern, to command our ships to come to our assistance, which returned, but were on board several who endeavoured it, but could not effect it. About two hours after we engaged, we were boarded athwart hawse by one of their men of war, notwithstanding our endeavours to prevent them, by wearing our ship two or three points from the wind, to have taken him alongside. When

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\* The Edgar.

he had been thwart our hawse some short time, my Lord would have had me boarded him with our men and taken him; which I refused to do, by giving him my reasons that it would be very disadvantageous to us: first, that I must have commanded our men from our guns, having then I believe 300 men killed and wounded, and could not expect but to lose 100 in taking him. Secondly; if I had so done, we could not have cut him loose from us, by reason of the tide of flood bound him fast; and, thirdly, had we plied our guns slowly, by taking away our men, we had then given cause to the enemy to believe we had been disabled, and consequently more of them would have boarded us, which might possibly have overprest us, and would have been more dishonour to have lost her by that means, than being at last burnt. So that my Lord was satisfied with my reasons, and resolved we should luff it out to the last man, still in expectation of assistance. About ten o'clock, Van Ghent himself, finding those his other flags could do no good upon us, nor the party with them, came up with us himself, we having lost the conduct of our ship. He ranged along our side, gave us a smart volley of small shot, and his broadside, which we returned to him with our middle and lower tier, our upper guns almost all disabled, the men killed at them. He passed a-head of us, and brought his ship too, to leeward; and there lay still. I was gone off the deck; some short time after, Sir Joseph Jardine (our barge having been with him, and given him my Lord's commands) past by us very unkindly to windward; with how many followed of his division I remember not; and took no notice at all of us, which made me call to mind his saying to your Royal Highness, when he received his commission, that he would stand betwixt you and danger, which I gave my Lord account of; and did believe by his acting, yourself might be in view in greater danger than we; which made my Lord answer me, we must do our best to defend ourselves alone. About 12 o'clock I was shot in the foot with a small shot, I supposed out of Van Ghent's main-top, which pressed me after a small time to go down to be drest; I gave my Lord account of it, and resolved to come up again, as soon as I was drest. In the mean time, when I went off the deck, sent up Sir Charles and Lieutenant Mayo to stand by my Lord. As soon as I came down, remembering the flood was done, sent up to my Lord to desire him to command the ship to anchor by the stern, which was immediately done; and after we had brought up, the ship athwart our hawse fell away, and being entangled with our rigging, our men boarded and took her. Cut her loose from us, and at my Lord's commands re-

turned all on board again: upon which I, hearing the ship was loose, sent up to my Lord that the cable might be cut, and the ship brought to sail before the wind, and loose our main-sail, which was presently done. Then my Lord sent me his thanks for my advice, and withall doubted not but to save the ship: at that time the Surgeon was cutting off the shattered flesh and tendons of my toe; and immediately after we were boarded by the fatal fire-ship that burnt us.

## BRAVERY OF A SERJEANT OF MARINES.

MR. EDITOR,

*Portsmouth, Feb. 5, 1807.*

LOOKING over the papers of a young gentleman that formerly belonged to His Majesty's ship *la Desirée*, when commanded by Captain Whitby, on the Jamaica Station, I found the following anecdote of the Serjeant of Marines belonging to that ship. If you deem it worthy of inserting in your valuable work, the *NAVAL CHRONICLE*, you will oblige, Sir,

Your humble Servant,

HECTOR:

A few days previous to an unsuccessful attack made by the boats of our ship on a French privateer schooner, concealed in *Rio Cresse*, or *Hidden Port*, in the island of Cuba, James Mulholland, Serjeant of Marines, was broke from that situation, and put into the ranks, for insolence to his superior officer. The intention of the Captain was, I believe, only to keep him in that subordinate situation until he was conscious of his error, for he was an excellent soldier, and otherwise a good man; he appeared often much dejected, and the disgrace had apparently made a deep impression on his mind. When the boats were preparing to depart on the enterprize, he came into the Midshipmen's berth, and requested he might be permitted to go with one of the young gentlemen who was to have the charge of the launch, saying, that he was perfectly assured he should never return alive again to the ship, but that he wished to show he was a brave man, and worthy the situation that a few days before was taken from him. His request was granted, and he proved himself, by his conduct the whole of the time, a brave and steady fellow; but, according to his own words, he never returned, having received, just before the action terminated, eight or nine musket balls at once in his breast,

while in the act of discharging the contents of his piece at the Frenchmen. His death was regretted by every one on board; and what makes the circumstance the more extraordinary, is, that he was the only man killed.

*His Majesty's Ship Desirée,*  
23d Feb. 1804.

#### CURIOUS ANECDOTE.

THE following anecdote took place on board one of His Majesty's ships lately:—

The Boatswain being one day in want of a piece of rope, jumped down from the fore-castle into the waist, and looking down the fore-hatchway, sung out to his Yeoman, (who kept his accounts, the Boatswain not being able to read or write,) "Yeo! ho! there, Jack; hand up that there remnant of inch." Now the Yeoman had for a glass of grog given it away to one of the gentlemen, for a lashing to his hammock, and was therefore at a loss how to answer properly for it: he, however, returned, "It's expended, Sir." The Boatswain being aware that it could not be without his knowledge, said, harshly, "You lie, d—n you, it's not." "Why," retorted the Yeoman, "I'll be d—nd if I can't show you it in black and white;" meaning its expenditure in writing, knowing he could not read it.—"Ah! d—n you," cried the Boatswain, quite hurt at his own ignorance, "there you palls me;" walking off, and cursing his hard fate, that he had not as much *larning* as his Yeoman.

E.

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#### CORRESPONDENCE.

##### ACCOUNT OF A HURRICANE.

MR. EDITOR,

*Portsmouth, Feb. 7, 1807.*

I HAVE transmitted the following extracts from the journal of a young officer, late of His Majesty's ship Centaur, Captain Whitby, giving an account of the situation of that ship in a hurricane, experienced the 29th of July, 1805, as I am sure you will be pleased to think it worthy inserting into your valuable NAVAL CHRONICLE. I am, Sir,

Your obedient Servant,

POSEIDON.



On the 19th of June, 1805, we sailed from Port Royal, Jamaica, in company with His Majesty's ships *St. George*, *Commodore de Courcy*; *Eagle*, Captain Colby; *Atlas*, Captain Pym; and *Success*, Captain Scott; to join and reinforce the fleet of our late gallant hero Lord Nelson, who had arrived at Barbadoes in search of the French squadron. At 9 the greater part of the ships had cleared the shoals that lay off the harbour, when we saw by signal that the *St. George*, who was the sternmost ship, had struck the ground; the boats were immediately sent to her assistance from all the ships, who brought up in 10 fathoms without the Keys. The sea breeze came in strong about two o'clock, and she continued striking heavily until five in the afternoon, when she was, by the help of anchors taken out, got off. At seven we weighed and stood to sea, in company with the squadron.

Nothing particular occurred until the 3d of July, when we found the ship made a good deal of water, which obliged us to keep the hand-pumps continually working: on the 6th we cleared the Passages: on the 13th spoke an American schooner, who informed us the French fleet had sailed from Martinique.

On the 28th the wind was moderate from the E.N.E. and the weather cloudy: at 6 P.M. the breezes freshened, and the 2d reefs of the top-sails were taken in: at 4 in the morning it appeared very dark to windward, and the breeze came on in heavy squalls, with vivid lightning and rain; this was a true indication of what followed. The top-sails were lowered and close reefed by the Captain's order, and the courses still kept on her.

At 5 the larboard bumpkin gave way; in consequence of which the fore-yard went in the slings, and split the fore-top-sail, which blew away from the yard; all hands were immediately turned on deck, and the main-sail hauled up, to ease the ship, and the mizen-top-sail furled.

The wind now increased to a perfect gale; several shrouds of the lower rigging giving way, it was found necessary, for the further security of the masts, to get the runners and tackles up; the top-gallant-yards were sent down, and the fore and mizen-top-gallant-masts struck; the main could not be got down, as the heel of the mast jammed in the trussel trees, the jib-boom was run in, the small sails sent down out of the tops, and every thing made snug; set the fore-stay-sail, and at seven it blew away: at half-past the main-top-sail blew out of the walt-rope into a thousand ribands. The weather now had an alarming appearance, the gale increased to a perfect hurricane, and it was now thought necessary

to secure the guns, as the ship began to labour and roll exceedingly; the lower deck ones, 32-pounders, were accordingly double breeched and cleared, and the main-deck ones, 24-pounders, secured accordingly. It is almost impossible to conceive the strength of the ship's sides, in bearing the immense weight of the guns, when thrown on her beam ends by the sea every moment. At eleven A.M. the main-top-mast actually blew away, and shortly after the fore one, close to the cap. The force of wind at this moment is beyond conception, and not a soul dare show himself on the deck without keeping under the lee of the weather bulwark, for fear of being blown overboard; and the weather became at once so gloomy, that we could scarcely see the bowsprit's end; every exertion was used both by officers and men to clear the wreck of the top-masts. The ship now laboured dreadfully, and there were several seas shipped, which obliged the lower deck to be scuttled to admit the water to pass into the hold; the gratings and tarpaulins were over every hatchway, to prevent the water from going down that was shipped; but, in consequence of the ship straining, the seams were opened, and admitted the water down. At twenty minutes after eleven the best bower anchor broke adrift, and hung suspended from the bows by the cable, which was never unbent: as our place of destination was not far off, this alarming circumstance was soon communicated to the lower deck, where the cable was instantly cut; axes being at hand, in case of an accident of the kind happening. This circumstance gave us great anxiety for the moment, as we were perfectly assured, if the peak of the anchor penetrated through the ship's bows, as, from her labouring, we had every reason to expect, she would inevitably have gone down.

The Carpenter now reported the leak increasing, making from five to six feet per hour; every spare hand was sent down to the pumps, which were kept working with great exertion by all, but particularly the marines, alternately taking spell and spell. The air was so close and putrid, having no circulation whatever, (the hatchways and every other part that could admit it being well covered, to prevent, as was said before, the water from coming down,) that going from the quarter deck to the lower one, your breath would be instantly stopt, and it would be a few moments before you were able to recover yourself. It did not affect the men who remained there; but, in consequence of the intense heat, they were obliged to strip off all but their trowsers. A few minutes before meridian the main-mast went over the side, without

touching the bulwark, with an immense crash, and very shortly after the mizen-mast in three pieces, the middle piece falling on the poop; likewise a cutter that had been blown some way up the shrouds from the weather quarter. The arm and signal chests, with a six-oared cutter, went over the side with the mizen-mast. The helm was put up to keep the wreck clear of the rudder, but the ship would not answer her helm, the sea striking her on the quarter, and the force of wind on the poop kept her to: every man exerted himself in cutting and clearing the wreck, the Captain's gig, with the poop lanthorn, were washed away by a sea at this time.

Not a soul appeared the least dismayed at the awful scene that presented itself before us, but worked and exerted themselves with that zeal and fortitude so conspicuous in a British sailor in the moment of danger: about twelve we had the satisfaction to observe the wreck on the weather quarter, and clear of the ship.

The wind if possible increased, and we saw with great concern no appearance of its clearing up. Our attention was now solely taken up with the pumps, and every man was sent to them from the quarter-deck, to relieve those poor fellows, who had, from their continued exertions, become quite weak and exhausted. The leak had increased from six to eight feet per hour; during this time there was not one of the squadron seen, and it was much feared the *St. George* would founder. The wind had veered from E.N.E. to S.S.W.: our latitude, by dead reckoning, there being not the least appearance of the sun, was  $26^{\circ} 17'$  N., and the longitude  $57^{\circ} 42'$  W. The hurricane continued to blow with unabated fury until four o'clock in the afternoon, when it died in a small degree; we attempted to set the fore-stay-sail, from the stump of the mizen-mast to the main bits, but did not succeed, for it blew away the moment the sheet was attempted to be hauled aft.

At six the hemisphere became a little cleared, when we descried a large ship on our weather quarter, apparently scudding, which we took for the *St. George*. At eight the hurricane appeared to be breaking, to our great satisfaction the clouds began to disperse, and we had now every hope of its concluding; every soul appeared enlivened, and sensible of the Divine mercy in saving us from the jaws of death: the pumps were worked with double vigour. The ship laboured very heavy as the wind abated, and the leak increased, to our no small uneasiness: the pumps however were worked cheerily without intermission, as the only means left to preserve our lives. At day-light the great force of wind abated,

and the heavy clouds dispersed. It is impossible for those who have not experienced a like situation, to conceive our delight, at beholding, a few miles to windward of us, the Eagle and Atlas, two of our consorts; they appeared not to have received so much damage as ourselves. The signal of distress was instantly made. The signals were observed and attended to; in an hour we received an officer from the Eagle, stating that ship to have lost her top-masts, sprung her lower masts, and otherwise much damaged. The Atlas was dispatched to Barbadoes, and the Eagle took us in tow for Halifax, where we arrived in seventeen days. It was found necessary, after examining into the defects of the ship, to heave a number of the guns overboard, to ease her. The Carpenter reported all the rudder ends aft started, the main-deck knees and water-stays giving way. Jury-masts were rigged, and sails set in a few hours, by the assistance of a party from the Eagle, our men, the greater part of them being constantly employed at the pumps: every officer and man of the Centaur feels indebted to Captain Colby, for his attention. The complement of men of the Centaur was not near complete, and there were at the time upwards of an hundred sick; they however recovered before the ship sailed for England.

The conduct of Captain Whitby during the hurricane was such as bespoke him an able and excellent officer and seaman, and likewise that of every officer was deserving of the greatest praise. The ship was hove down at Halifax, and 14 feet of false keel was found off from the fore foot aft, which occasioned the leak. The ship's company constantly attended Divine Service at Church, while the ship remained at Halifax, to the great credit of Captain Whitby.

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#### PLATE CCXXV.

**T**HE Giant's Causeway, of which the annexed Engraving is a View, from a Drawing by Mr. Pocock, is a promontory of Ireland. It is situated in the county of Antrim, on the north coast, west of Bengore Head.

The Causeway, strictly so denominated, is regarded as a great natural curiosity. Twiss, the celebrated tourist, thus describes it:—

It consists of about thirty thousand pillars, mostly in a perpendicular situation; at low water the causeway is about six hundred

feet long, and probably runs far into the sea. It is not known whether the pillars are continued under ground, like a quarry; they are of different dimensions, being from fifteen to thirty-six feet in height; their figure is chiefly pentagonal or hexagonal. Several have been found with seven, and a few with three, four, and eight sides, of irregular sizes; every pillar consists as it were of joints or pieces, which are not united by surfaces; for on being forced off, one of them is concave in the middle, and the other convex; many of these joints lie loose upon the strand. The stone is of a kind of basalt, of a close grit, and of a dusky hue; it is very heavy, each joint generally weighing two hundred and a half. It clicks like iron, melts in a forge, breaks sharp, and, by reason of its extreme hardness, blunts the edges of tools, and is thus incapable of being used for building. The pillars stand very close to each other; and though the number of their sides differs, yet their textures are so nicely adapted, as to leave no vacancy between them; and every pillar retains its own thickness, angles, and sides, from top to bottom. These kinds of columns are continued, with interruptions, for near two miles along the shore. That parcel of them which is most conspicuous, and nearest the Causeway, the country people call the looms or organs. These pillars are just fifty in number, the tallest about forty feet in height, and consisting of forty-four joints; the others gradually decrease in length on both sides of it, like organ-pipes.

The Giants' Causeway, specimens of the stones from which have been deposited in the British Museum, has been the subject of several Papers in the *Philosophical Transactions*; and has also been noticed in BOATE'S *Natural History of Ireland*, BUSH'S *Hibernia Curiosa*, and several other publications.

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## PHILOSOPHICAL PAPERS.

*On the Introduction of the Teak Tree into Barbadoes.* By  
NATHANIEL LUCAS, Esq. of Lynnhford Hall, Norfolk.

(From Communications to the Board of Agriculture, Vol. IV.)

**I**N May, or June, 1799, being in Barbadoes, I received sundry East India seeds from Langford M.lington, Esq., a member of that Board; requesting me, by desire of the Board, to distribute them in the island. No time was lost in so doing; but not a

single seed of any kind vegetated, except one of the Teak Wood; and that was at Sunbury, an estate belonging to John Henry Barrow, Esq., of Hill Park, in the county of Kent.

The soil in which this single seed vegetated is a very rich black mould, upon white clay, in the orchard, north of the dwelling house.

Being again in the island in July 1803, I visited the tree, in company with Mr. Barrow, and was astonished to see what progress it had made in so short a period of time. From a memorandum in writing, taken on the spot under the tree itself, at that time, I found it upwards of twenty-five feet high, thriving most luxuriantly, and at least five inches in diameter, six feet from the ground. Being an evergreen, the leaves very large, and the lateral branches very numerous and extensive, it was bowed down very considerably by their weight, and the force of the trade winds, though it was in a sheltered situation. On these accounts, Mr. Barrow was under the necessity of cutting off the lateral branches, to keep it more upright; and one of these branches was sent to me, and is now offered to the inspection of the Board, through the favour of A. B. Lawtest, Esq., V. P. L. L. to whom I had given it.

The servant, to whose care its delivery to me was entrusted, most unfortunately had barked it before I received it; and being under the necessity of leaving the island immediately, I had not time to procure another specimen.

The length of the branch was considerable; but it was cut short to enable me to convey it with conveniency during the voyage, and my subsequent journey home into Norfolk.

The wood is very compact, small grained, and heavy, as will be noticed in the specimen. Its growth is very rapid, if we consider the texture of the wood: the tree had not flowered when I left the island.

It must prove a most valuable acquisition to the West Indies; particularly in those islands where lands are of little value, and can be suffered to remain encumbered with trees; but it must be valuable in all; for being evergreen, with very large thick leaves, and a quick grower, it will be planted for ornament. Its use in building the small colony craft will be great indeed, for the property of this timber in resisting the worm renders it invaluable; and its duration in tropical countries is far greater than any other ship timber with which we are acquainted.

The cedar (*cedula odorata* of Brown, p. 158,) and the white

wood (*bignonia pentaphylla* of Brown, p. 263,) both of which resist the worm, and now becoming very scarce in Barbadoes, and were almost exclusively used in building the small vessels; even trees originally planted or left for ornament, have been cut down.

European oak lasts but few years indeed there; and the *termites* are so fond of it as food, that they can hardly be kept from it by any precautions, if the vessels be laid ashore; and oak timbers laid partly in the water, and partly ashore, have frequently been seen eaten by them to the very edge of the water.



### DISQUISITIONS ON SHIP BUILDING.

THE attention of the public being at present so much directed to this important subject, in consequence of the debates which some time ago took place in the House of Commons\*; and as various writers have also taken up the same, it may be acceptable to our readers to peruse some observations on the building of ships, which appeared in a *View of the Naval Force of Great Britain*, published by an anonymous † author in 1791, and also to a *Report of the State of Timber in this Country*, as made to the House of Commons in 1771, which appeared in the same work.

The present builders, in the different dock-yards of this country, are generally such as have risen from being carpenters of ships of war; and, perhaps, before that, have been in very low employments in the dock-yards.

From such stations they are promoted to be master-builders in some of the first yards in Europe. It is true they understand the practice of their art, but little of the theory; it is not likely, therefore, that much improvement should be derived from such a source, more especially when some of them arrive at the office of Surveyor; it is a fact well known, that the finest bodies for ships of war have been designed by the French; these were copied, and many others said to be improved, built from them. But surely we should be among the first, and not the second, as a maritime nation, in these arts.

Our builders are, without doubt, much superior to foreign artists, in the execution and finishing of their works; but the general system of some foreign powers is far superior to ours.

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\* See NAVAL CHRONICLE, Vol. XI, pages 234, 316.

† Given to Commissioner Inglefield.

How beneficial would it be to Naval Architecture, if the Universities of this kingdom were to make it a part of their studies, to calculate the best form of models for ships to divide the fluid in the easiest manner; and also to establish tables for the resistance of fluids, that might be of use to builders in laying down ships!

These would be objects of infinite consequence to this science; and sorry am I to say, that the best works on these subjects have been written by foreigners; especially that most excellent one of Professor Euler, *Sur la meilleure Forme des Vaisseaux*: the others are, Ulloa's *Translation of Bouguer on the Resistance of Fluids*; and Clairbois', and also Chapman's *Treatise*. In our own language, Murray's *System of Ship Building*; also Mr. Stalkard's *Naval Architecture*, lately published.

Two faults, among many others which our builders commit, are, that they shorten the ship too much in its length, and that they place the centre of gravity too high. They have improved, in some degree, by carrying the bearings of a ship up to the sill of the lower-deck ports. Foreign powers consider length, if not carried too far, equal to breadth, according to the force employed upon a body, and the resistance it meets with: the different advantages of this plan show, that the principal reason of these errors arises from a general want of system, that might encourage emulation and bring forth knowledge. The masts and yards for our Navy, in general, are too large; but this may be rectified by a new form of calculation, the old method having been pursued since Charles the First's time.

Perhaps it is necessary for a maritime state to have a greater number of ships than are actually wanted for service in store, of which the three following plans are worth the attention of the Commissioners:—

*First*,—To build a greater number than may be wanted, in time of peace; as it is supposed the timber will keep in this state better than if exposed to the weather, either in a ship's frame, or separate pieces. The only disadvantage that may occur from this way is, that other powers, knowing what is done, would always be tempted to do the like.

*Secondly*,—To build a sufficient number of ships, and leave them on the stocks, covering them with a thin shed of deal, as at Venice.

*Thirdly*,—To have a number of ships cut out, their timbers, beams, &c. marked and numbered, and to remain in separate sheds to season, so as to be put together whenever an emergency may happen. This method appears the best, as it depends upon the



abilities of a state to have whatever number of ships they may judge necessary, without its being known to their enemies.

The Seven United Provinces, in the zenith of their glory, had always ten or twenty sail of the line in this state.

Another plan is likewise worthy of some consideration, and that is, (whenever an emergency might render it necessary,) whether upon a number of ships being laid down, and their moulds made, an intendant or sub-builder might not contract, in the neighbourhood of any country port, with the common sawyers and workmen, for the timber necessary for the construction of a ship of war, to be cut out according to the moulds, a sufficient number of which might be distributed to them, and afterwards brought to the port ready formed, and in condition to be put together. It is inconceivable how much time, carriage, work, and expense, might be saved by this way, and the common country workmen made use of, whom it has been thought impossible to make any use of. I do not see why such a person may not saw or cut out a ship's timber, beam, or knee, as well as the best man in the world, when he has the mould before his eyes marked and numbered, with the breadth, thickness, and length upon it.

A number of shipwrights, assembled at the port, under the direction of an intendant or builder, would soon put the frame of the ship together, and finish it in a shorter time than in any other way whatever. And, by this method, it is in the power of Government to make use of the timber, shipwrights, and other workmen, at the country ports; when, on the other hand, it is impossible to remove or collect them together elsewhere. What numerous situations do the coasts of Wales, the north of England, and Scotland, offer for such purposes!

Chips, when they are necessarily created, should be sold weekly or monthly, by public sale, and the money devoted to watching the yards, or any other useful purpose. A great quantity of timber is cut away by the workmen of the yards to waste, merely to make up a bundle of chips for each man employed in the yard, or in taking away small pieces that they may afterwards convert into ship trunnels, which are often sold at so much a dozen, or hundred, to the officers of the yard, or to merchant builders.

How much better would it be to abolish these customs, and to allow sixpence per day wages in lieu thereof; especially, as upon a calculation, it is acknowledged, that the quantity of timber cut to pieces for the above purposes, and carried away each day, amounts to nearly as much as would build a sloop of war!

## CORRECT RELATION OF SHIPWRECKS.

[Continued from page 57.]

No. XV.

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

FALCONER.

## NARRATIVE OF THE WRECK

OF

## HIS MAJESTY'S SHIP PORPOISE,

LIEUTENANT ROBERT FOWLER, COMMANDER,

ON A REEF OF CORAL IN THE PACIFIC OCEAN, AUGUST 17TH, 1803,

*And the subsequent Proceedings till the Arrival of the Crew at  
Canton; with a little extraneous Matter relative to the Colony  
of New South Wales.*

BY ONE OF THE CREW.

Ille saluferam porrexit ab æthere dextram,  
Et me de rapidis per euntem sustulit undis.

A PSALMIS BUCHAN.

CAPTAIN FLINDERS, with a select portion of the ship's company, attended by Mr. Aken, the Master, and Mr. Charrington, the Boatswain of the Investigator, went on board the Cumberland, a schooner of the very moderate burden of twenty-five or twenty-seven tons; and proceeded in her to the Mauritius, by way of Torres Straits; with a view, I believe, of anticipating Palmer in the news of the wreck, and to prevent the spreading of the reports which he must necessarily raise, by way of exculpating himself for his unprecedented, unfeeling behaviour, and which could hardly fail to bring a load of grief, and sorrow, on our friends and relations; under which some of them might sink. Such were the motives of Captain Flinders; and though, from the great start of the Bridgewater before the Cumberland, he could not expect to prevent the promulgation of our misfortunes, yet he might be in time enough to obviate their dangerous tendency, and hinder them from taking deep root in the minds of the parents and other relatives of the sufferers. After his arrival at the Mauritius, he was, agreeable to that Machiavelian policy, which has of late grown into a settled system among Frenchmen, detained by the

Governor, on pretence of his being a spy ; because, when entering Port Louis, he took soundings, as a measure of precaution ; but which was construed into a meaning consonant to those principles by which his own conduct was usually regulated ; for now adays, in France, it is customary never to act honourably, but by way of practising deceit\*. He is now closely confined, and treated with a rigorous severity, highly disgraceful to a nation who has any pretensions to civilization or good faith.

On the 10th of October, we set sail from the reef, in company with the Cumberland, but made little or no progress that day. In the afternoon of the following, a fine breeze springing up, we parted company, each taking their respective course. We stood to the north-east, with a fine trade wind, and on the 13th passed Bampton's Shoal, which, according to our reckoning, was very correct in its position on the charts. Nothing material happened till the 17th, when we passed Deliverance Isles, which are moderately high, and well covered with wood : this day I entered my 24th year, and exceeded, by two months, what I bargained for on the 17th of August. On the 20th we passed to the eastward of a small woody isle, which is not laid down in any charts ; hence we reckoned it as hitherto unknown ; the latitude of it is somewhere about  $8^{\circ} 30'$  south, and long.  $163^{\circ} 34'$  east, by account. About midnight of the 25th, we passed a small island, which we supposed to be what is laid down as Pleasant Isle, and soon after crossed the Equator. Since our leaving the Porpoise's reef there had been no opportunities for astronomical observation, so that we went in a great measure by chance, (for the dead reckoning of a ship is very little to be counted on,) till the 30th, when by distances of the moon from Alpha Pegasi, in lat.  $5^{\circ} 41'$  north, the longitude of  $169^{\circ} 24'$  east was deduced ; which was exactly  $51'$  to the westward of our reckoning by account. The ship at that time bore due west from a cluster of low islands, at the distance of eight or ten miles ; which we supposed might be those called Baring's ; but there are so many islands in those seas, that it is hard to determine. As the day was calm, several of our gentlemen were invited thereby to visit them ; but on their approach to the shore, they found such a high surf, as to prevent the accomplishing of their design, and they were obliged to come back, contented with a sight of them. They were very low, of a corally base, and

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\* Captain Bergeret is an exception to the general rule, and has to Captain Flinders acted a highly honourable part.

though uninhabited, pretty perfect in their formation; for they were thickly covered with wood, which, to appearance, was principally of the palm kind, affording shelter to myriads of birds of the parrot species, and there were marks every where of luxuriant vegetation. The late discoveries in chemistry have furnished us with the means of ascertaining, among all other things, that coral is fully saturated with the chief food and nutriment of the vegetable world; hence the wonder ceases, why these coral banks, when once reared above water, so soon acquire plants and soil. What we most wonder at is, that a cluster of sequestered islands, in the middle of the ocean, which, possibly, fifty years back were not above water, should produce many of the indigenous plants of the parallels of latitude under which they themselves are placed. Lunar observation on the 4th of November, indicated a strong current easterly: our longitude, this day at noon, in lat.  $6^{\circ} 53' N.$ , was  $169^{\circ} 37' E.$ , and  $1^{\circ} 37'$  to the eastward of that, by account. On the 6th at noon, a low groupe of islands, which we had every reason to believe were the muskitto groupe of the Royal Admiral, East India ship, Captain Bond, bore N.W., distant three or four miles. The latitude of their southern extreme, by meridional altitude of the sun's lower, and complementary altitude of his upper limb, was  $7^{\circ} 19' N.$  We had this day no distances of the sun and moon, but on the following, were fortunate enough to get several very good sights; which, when carried back to the noon of the preceding day, made the longitude of that part of the groupe, in conjunction with the observations of the 4th, brought forward,  $168^{\circ} 36' E.$  These islands are excessively low, but well peopled; and if we might be permitted to form a judgment from the plump appearance of the inhabitants, are not deficient in the good things of this life. The men are muscular, and well made, rather above, than below the middle size, of a dark copper, or olive colour, with regular animated features, fine teeth, and long black hair. All of them were tattooed on the breast, and on the belly, in a fanciful way. The outline resembled a pair of cones, whose apices joined at the middle of the body, the base of each being on the top of the breast and bottom of the belly. Within the line, there were fine checkered divisions, executed with much regularity and neatness. They had a piece of shell, in the shape of a gorget, over those places which modesty teaches us to conceal, and none of them had any beard; but whether this was a natural deficiency, or the consequence of shaving, we could not observe. They came off in canoes, without any symptoms of distrust, and

exchanged, alongside, their different articles of traffick, for iron, with which they seemed perfectly acquainted, and showed a predilection for it to every other thing. What they brought along with them was chiefly a kind of mats, square in their form, neat in the workmanship, but not larger than a napkin, and evidently made from the leaves of some kind of palm. They had contrived to dye of a black colour, the fibres forming the margin, which had a good effect; but from the size, we could form no notion to what uses they were applied. Besides these, they had a few cocoa nuts, and a sour, spongy, ill flavoured fruit, with a farinaceous sort of substance, made up in great rolls like a pine apple cheese; which we supposed to be the bread fruit prepared in some peculiar way; but it was by no means palatable, and therefore not much purchased.

The breeze being fresh, our interview was transitory, and served only to give us a glance of these Islanders; during our short intercourse among them, however, we saw nothing in the shape of arms. From the little we beheld, we concluded them to be of the same race, and of the same mild disposition, with the people of the Society and Friendly Islands. Their canoes were long and narrow, with a rudder at each end, a stage and out-riggers in the middle, as also a mast with a lugsail, so centrally placed, and so conveniently rigged, that when bearing to windward, they lost no ground in tacking. Instead of putting their vessel about, they carried the sheet of the sail over to windward, and hooked it down as a tack, hauling aft as a sheet to leeward at the same time what was the tack, while a hand stationed at the opposite rudder, brought her to the wind without loss of ground or time, and she set out forthwith in the opposite direction with great velocity. The ingenuity displayed in the structure and management of their canoes, as well as the plump and healthy looks of the inhabitants, left us no room to doubt, but that the earth spontaneously produced all the necessaries of life, and allowed a free exercise of their talents, in cultivating the arts with which they were acquainted, beyond the mere boundaries of utility. Necessity, though the mother of invention, seeks at nothing more than the adaptation of means for satisfying her wants. She is contented with putting into the hands of the needy savage, a rude unformed club, or a wooden spear, with which he makes shift to protect himself, and obtain his prey: but he has possibly such difficulty in accomplishing his purpose, that no leisure is left him for polishing his weapons. Where nature is beneficent in her gifts, and showers down on him her blessings,

he then aims at a higher end; and his weapons, besides being intended for use, are ornamented, and embellished, so as to be pleasing to the eye, and flattering to the fancy.

Though these men displayed much taste and ingenuity in their canoes, and mats, and personal ornaments, yet they seemed far inferior to the 'Tahitians, in point of knowledge in the arts. They were entirely naked, and had nothing for market but what has been already mentioned, which they bartered for iron.

It may here admit of doubt, whether they have the same materials to work on, as their neighbours at the Society and Friendly Islands. I strongly suspect they have neither the hog, nor the fowl; for such saleable articles could hardly have failed being in their canoes, if the island had afforded them. Though deficient in these, yet they had access to the vast storehouse of the deep; which, with a profusion of fruits, and vegetables, acquired without the labour of husbandry, was perfectly favourable to the exertion of their mental faculties, whose power we saw put forth to advantage, in the structure and dexterous management of their canoes.

Scarce any thing so far surpasses the reach of our understanding, as to account for the mode in which these men must have migrated thither, and to the other Islands in the Pacifick. The quarter from whence we should naturally expect them, is America.

By putting before the trade wind, they, without knowledge of navigation, might have reached some of the clusters of Islands, and scattered themselves, afterwards, over an extensive surface. So many, and such strong objections militate against this, that few, very few consider them of American origin, unless we were to suppose that continent to have contained a primitive race of men, which might have been displaced by it's present inhabitants; for I think they are, beyond the possibility of doubt, sprung from one root, and that, too, Asiatick. Such a perfect concurrence in the manners and customs over the whole continent of America, and such a striking resemblance of feature to some of those tribes in the north east of Tartary, naturally lead to such a conclusion.

I have been told, that a philosopher in America, who, no doubt, is deeply read in commercial matters, has ventured to suggest, that his own country did not receive its inhabitants from Asia, but, on the contrary, that continent was peopled from America.

*Qui variare cupit rem prodigialiter unam, Delphinum sylvæ appingit, Jucetibus aprum.* I greatly venerate this gentleman for his opinion, because it coincides exactly with that of my maiden grand-ant Margery; an admirable woman, of immense erudition,

and indefatigable research; who, with a becoming, and inflexible obstinacy, maintained, in spite of reason and common sense, that the Highlands of Scotland were the centre from whence all the Celtic nations emanated; and, when in a merry humour, she would sometimes pleasantly say, “no wonder the Celts were a great people, seeing they were so highly bred.” But while, on the one hand, we see the most perfect resemblance among the whole of the natives of America, there is not the most distant trace of likeness betwixt them and the Pacifick islander. Though they may vary much in their manners and customs among each other, yet is there an affinity of feature, and of shape, (with the exception of the New Hebrides,) pervading the whole of the inhabitants of the Pacifick Ocean, that warrants the assertion, of their being of one common origin; and this striking resemblance can be traced to a source difficult to be reconciled with their position on the globe, and as remote from probability as the first supposition. There is a perfect likeness betwixt them and the Malays, with the exception of stature and muscularity, in which the latter have the disadvantage; but the same colour, shape, and countenance, are common to both; insomuch, that if the trade winds were westerly, we should not hesitate in saying, they were of Malay descent. Situated as they are, at a great distance from any Malay island, and directly to windward, this is absolutely inadmissible, unless we suppose, that at some very early period, they had been intimate with the art of navigation, and that since their departure from the *solum natale*, they have dwindled into a state of primitive simplicity.

The subject is so intricate, and involved, that it cannot be unravelled by the most abstruse speculations of philosophy; for on every side we meet with such irreconcilable contradictions, that we are almost induced to believe, where God Almighty has thought proper to form islands fitted for the reception of human beings, there has he formed man also. This, like all other vague conjectures, is liable to the strongest objections; and none more so, surely, than to see, besides similarity of aspect, a sameness even in the language of all the islands; which it is not likely could have taken place, but by intercourse with each other. But again, it may be urged, how come the natives of the New Hebrides to deviate in features, shape, and manners, from the other islands? Whence do they derive their origin? This brings us back to the goal from whence we started, and we are lost in amazement, when we contemplate the variety of stamps affixed to the human frame. Many have alledged climate, and habitude of living, to be the cause, not

only of this difference, but of the difference of colour. Though this opinion may hold with respect to feature, observation has proved it absurd, and erroneous, in respect to colour. According to this theory, we should find near the equator, people of the darkest hue; and in proportion as we receded north, and south, have the shades lighter and lighter, till our arrival at the temperate zones; when all would be reducible to a common medium of fairness.

[To be continued.]

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## NAVAL LITERATURE.

*Memoirs of the Rise and Progress of the Royal Navy.* By CHARLES DERRICK, Esq. of the Navy Office. 4to.

WHEN we take up a book, it is a material point, immediately to ascertain what may be the author's object and design. Previously to our perusal of the preface to the work before us, we expected, notwithstanding the modesty of its title, to be entertained with a compact history of the civil and military affairs of the Royal Navy. Nothing, however, could be more foreign from the plan of Mr. Derrick. "My principal object," says he, "has been to show the state of the Navy, as to the number, tonnage, &c. of the several classes of the ships and vessels at different periods; when the naval force was promoted, neglected—or, at least, not augmented; and at what periods improvements in ship-building were introduced into it." We are certainly thankful to Mr. Derrick, for the information which he has afforded, as it will materially facilitate the labours of the future historian; but, as his "MEMOIRS" commence only from the reign of Henry the VIIIth, we should have been more gratified, had he prefixed a brief sketch of our naval progress—if not from the period when the Britons are said to have accompanied the Cimbrians and Gauls upon an expedition to Greece, at least from the time when our Island was in the possession of the Romans, or from the reign of the immortal Alfred. This has indeed been done, by Entick, Campbell, and other naval historians; yet a compressed view of the subject



would have been highly acceptable in this place, as furnishing a brilliant testimony of what stupendous monuments may arise from the humblest foundations.

Without pretending, however, to censure Mr. Derrick, for the omission of what evidently formed no part of his plan, we shall proceed to exhibit such a summary of his work, as may enable the reader to form a tolerably correct estimate of its merit.

First, we premise, that it is dedicated, in very handsome terms, "*To the Right Honourable Charles, Lord Barham,*" late First Lord of the Admiralty.

Henry the VIIIth built the first large ship, called the *Great Harry*, which cost him about 14,000*l.* This ship was accidentally burnt at Woolwich, in the year 1558. Henry the VIIIth, in whose reign the sea service became a distinct and regular profession, materially increased the Royal Navy, which, at his death, consisted of from 10,550 to 12,455 tons. At the close of the short reign of Edward the VIth, the tonnage appears to have somewhat decreased: the total number of ships, galleys, pinnaces, and row-barges, at that period, was 53, only 28 of which were above 80 tons. At the death of Queen Mary, in 1558, the number of ships and vessels was reduced to 26 or 27, and the tonnage to about 7110 tons. The enterprising genius of Elizabeth raised the British Navy from this deplorable state; during the last five-and-twenty years of her life, she almost doubled its force; and, at her death, she left 42 ships, comprising 17,055 tons, and employing 8346 men. In the reign of Queen Mary, it was computed that, after 14,000*l.* had been applied to the use of the fleet, for repairing and victualling, 10,000*l. per annum* would answer all necessary charges; but, in Elizabeth's time, the expense of the navy was estimated at 30,000*l.* a year. In the peaceable reign of James the Ist, 14 ships were added to the Royal Navy, beside from three to five that were rebuilt; and the increase of tonnage, from the death of Elizabeth, was about 2345 tons: the number of ships, however, upon the whole, had decreased from 9 to 11. In the

year 1616, King James issued a Proclamation, forbidding any English subject to export or import goods in any but English bottoms; the good effects of which were soon experienced, as it occasioned much larger ships to be built for the merchants' service, and also a great increase of trade. Charles the 1st built at least 22 ships and vessels. At the death of Cromwell, in 1658, there were 157 ships, carrying 4390 guns, and 21,910 men; exclusive of guns and men for four ships which were building. Cromwell obtained an annual grant of 400,000*l.* for the expenses of the navy. From the year 1660, to 1670, the charge of the navy never amounted to less than 500,000*l.* a year. In 1677, the sum of 586,000*l.* was voted for building 30 ships; 500,000*l.* having been previously voted, in 1675, also for the purpose of building. Notwithstanding these grants, the navy greatly declined during the reign of Charles the 2d; though, at the decease of that Monarch, in 1685, in consequence of the 30 new ships which had been built, its total number of ships was 179, bearing 103,558 tons. Some very effective measures were adopted, for the repairs of the navy, whilst James the 2d occupied the throne; nevertheless, at the period of his abdication, there was a decrease of six ships. In the second year of William the 3d, an act was passed for building 30 more ships: 17, of about 1100 tons each, to carry 80 guns; 3, of 1050 tons, to carry 70 guns; and 10, of 900 tons, to carry 60 guns. In the course of the war, which began in 1689 and ended in 1697, 50 ships, carrying 1112 guns, were taken by the enemy, beside several that were lost by accident; yet, at the latter period, the King asserted, in his Speech from the Throne, that the naval force of the kingdom had been increased to nearly double what it was at his accession. The total was 323 ships; and, at the close of 1698, several vessels having been disposed of at the end of the war, the number was 266. This increase was in part owing to the number of ships which had been taken from the French. At the death of King William, in 1702, the number of ships was 272; that of tons, 159,020; being an increase, in his reign, of 99 ships, and 57,128 tons. The number of ships

fluctuated in the time of Queen Anne; and, at her decease, there was a decrease of 25 ships, though an increase of 8199 tons. The number of ships also decreased during the reign of George the 1st; but, in consequence of their enlarged size, the tonnage increased. At his death, there were 253 ships, bearing 170,862 tons. In 1730, there were 238 ships; in 1742, 271; at the end of 1744, 302; at the end of 1748, 334; at the beginning of 1750, 282; at the beginning of 1753, 291; at the beginning of 1756, 320; and, at the death of George the II<sup>d</sup>, in 1760, 412. Of this grand total, consisting of 321,104 tons, 127 were ships of the line, and 285 of 50 guns and under. Thus, at the commencement of the present reign, our navy was in the most flourishing state ever known. By the latter end of 1762, the number of ships had increased to 432. From the year 1755, to 1762, inclusive, 200,000*l.* had been annually voted for the building and repairing of ships; but, in the preceding war, no money had ever been voted for those services. Twenty-six sail of the line, and 82 smaller ships and vessels, were built in merchants' yards in the course of the war, which ended in 1762, or were building in those yards at that time: and 24 sail of the line, and 12 smaller ships, were launched in the King's yards, between the declaration of war in 1756, and the proclamation of peace in 1763.—After the end of the war, the navy was of course considerably reduced, but chiefly in the small ships and vessels. At the commencement of the American war, in 1775, we had 340 ships; in 1777, we had 396; and in 1778, 450; of which 131 were of the line. At the general peace, in 1783, we had 617 ships, of which 174 were of the line: their tonnage was estimated at 500,781 tons.

Having brought his tables down thus far, Mr. Derrick says:—

It will now be proper to take notice of two regulations that were adopted, or greatly improved, by the Navy Board, after the war, which cannot fail of being eminently useful at all times.

1st.—Respecting furniture and stores, appropriated and laid apart for ships in ordinary.

The former directions on this subject having been found too general, and the provisions of stores and furniture too limited, to answer effectually the intended purpose, the Board now laid down the most particular rules about the articles that were from that time to be set apart for the respective classes and descriptions of ships, in order that each individual ship, by the time she should be built, or put into good condition, might in future have a large proportion of the material parts of her furniture and stores in readiness, and distinctly laid apart for her; so that the remainder might not require more time to provide, than the necessary time for her equipment would very well admit of, however short that might be. Dispatch in issuing the furniture and stores, and also correctness, must of necessity have resulted from this improved plan, in addition to the other great advantages.

2dly.—The second regulation above alluded to, was that of an establishment of stores, of a great variety of species, for the general magazines, at each of the dock-yards, and also at the several other naval stations, both at home and abroad.

This was truly an original and great plan\*, no idea of the kind having probably been ever entertained at any former period. It was suggested, no doubt, in some measure, by the difficulties the Board had experienced in procuring certain articles, and the high prices paid for others, during the war; but the same must have been the case, in a greater or less degree, in most of the preceding wars. These evils, it was therefore highly necessary to guard against, as far as might be practicable, and consistent with sound economy, before another war should take place. In conformity to which plan, the said establishments consist of specific quantities of all the principal, and many inferior articles of naval stores, at the several dock-yards, and also at the other naval stations, so far as the nature of the service of those stations requires. The quantities of those species of stores which are not of a perishable nature, and of those which cannot be readily obtained in a time of emergency, are calculated to last for a considerable period, even in time of war; and they are kept up by means of the annual or occasional contracts. The almost necessary result of this plan has been the preventing of unnecessary or improper accumulations of any stores in the magazines, for so long a time, as to occasion their receiving injury by lying too long in them, which is a matter

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\* It originated entirely with Sir Charles Middleton, (now Lord Barham,) then Comptroller of the Navy.

of great consequence, in such extensive concerns. Many other lasting good effects have also been produced by the measure in question, which it is not necessary here to notice; neither could some of them be explained so as to be generally comprehended.

After the peace of 1763, all the artificers were retained in the dock-yards, and employed extra time, even in the winter months, instead of being discharged, as had been the case at the close of former wars. About this time, the mode of working by job was also introduced, which much facilitated the operations.—By the 1st of January, 1790, in consequence of the extraordinary exertions which had been made, the condition of our ships had approached nearer to a state of perfection than at any former period: their numbers were—of the line, 146; of 50 guns and under, including the smallest class, 332; making a total of 478.

At the close of 1792, just before the late war commenced, the stores in hand, at the respective dock-yards, were valued at 1,812,982l.; a circumstance entirely owing to the wise regulations which we have already noticed. As soon as it was determined to arm, the most vigorous measures were adopted by government; and so rapidly did the equipment of ships proceed, “that, at the end of nine months, there were 60 sail of the line in commission, as ships of war, and 74 of 50 guns and under, exclusive of sloops and small vessels, more than at the beginning of that period; a degree of dispatch almost astonishing, as nothing to be compared with it had ever been done in any former war.”—In the course of 1793, the navy was increased, as to frigates and smaller vessels; and, on the 1st of September, in that year, the total number of ships was 498; bearing a tonnage of 433,226 tons. On the 1st of January, 1795, the number of our ships was, 599; on the 1st of January, 1797, 691; on the 1st of January, 1799, 803; and, at the signing of the preliminaries of peace, on the 1st of October, 1801, the number had increased to 864. Out of these, 703 were in commission; consisting of 144 of the line, and down to 54 gun-ships, inclusive;

242 50 and 44 gun-ships and frigates; and 317 sloops, hired armed ships, &c. At the close of the war, in October, 1801, we had 247 more ships, than at the close of the preceding war in 1783.

At the recommencement of hostilities, in May, 1803, we had 770 ships; on the 1st of January, 1805, 949; of which, on the 1st of October, in the latter year, 698 were in commission.

In perusing Mr. Derrick's very laudable performance, we have thus abstracted a sort of historical view of the rise, progress, and almost astonishing increase of the Royal Navy, as far as relates to its numbers, and to the rise of its ships. Mr. Derrick's work, as must be evident from the abstract which we have presented, consists chiefly of tables, drawn up from authentic documents, to which the author has obtained access. Many of these tables relate to subjects which we have not immediately thought it requisite to notice; but which, as we have already observed, will be found greatly to facilitate the labours of the future historian.—At a future period, we shall occasionally introduce some of his statements into the miscellaneous department of the NAVAL CHRONICLE.

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### Faba! Poetry.

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

FALCONER.

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MR. EDITOR,

THE following Song and Introductory Letter, by Richard Lovat, an Armourer's Mate, was, as I well remember, sent to the late Admiral Lord Nelson. Yours, &c.

BURGOO.

SIR,

*To Captain Tyler.*

I hope you will pardon my presumption in presenting you with the following Song, which I made in memory of the engagement with the French on the 14th of March. I have nothing to say in its favour; it is the production of a poor unpolished fellow, who has nothing to recommend him to your favour, but loyalty to his King, and affection to his Country.

RICHARD LOVAT,  
Armourer's Mate.

## I.

AWAKE my muse, assist my lyre,  
 My feeble untun'd tongue inspire,  
 To sing a glorious Deed.  
 How gallant HOTHAM did defeat  
 The French, and made them to retreat  
 With nimble-footed speed.

## II.

As in Leghorn we quiet lay,  
 Report came in, and thus did say,  
 " Britannia's Sons give ear!  
 The French whom you've so often beat,  
 The object of your Country's hate,  
 Off Corsica appear."

## III:

" Then weigh your anchors Boys with care,  
 And every culverin prepare,  
 Proud Gallia's Sons to fight:  
 Be brisk, my Lads! make no delay,  
 Your Country calls! all hearts obey;  
 You fight for England's Right."

## IV.

All heard, and instantly obey'd,  
 Our high and lofty wings we spread,  
 And steadily we steer'd:  
 For many days no fleet was seen,  
 And all had sicken'd with the spleen,  
 When, lo! the French appear'd,

## V.

Immediate thunder roar'd around,  
 And soon o'er all the dread profound  
 The smoky volumes rise;  
 The streaming harbinger of Death,  
 The vivid flame, is seen beneath,  
 As 'fore the balls it flies.

## VI.

No ship attempts to run away,  
 Since all were anxious for to stay,  
 And humble haughty France:  
 Destruction spreads on ev'ry side,  
 Whilst boldly o'er the swelling tide,  
 Britannia's sons advance.

## VII.

Stout, valiant, resolute, and brave,  
 Do Officers and Men behave,  
 Strangers alike to fear:  
 It was their heart and souls' desire,  
 To mingle in the thickest fire,  
 And each proud foe to near.

## VIII.

Th' Illustrious, and the Courageux,  
 Le Ca-ira, and Censeur too,  
 Four dismal wrecks display;  
 And British Tars with due renown,  
 Made Frenchmen haul their colours down,  
 For they had lost the day.

## IX.

Two we secur'd: and soon the beat  
 Of Drums did sound \* a quick retreat,  
 Throughout our dasta d foe:  
 Then fill the cann, and raise the song,  
*My Heaven our Country's power prolong,  
 And capsid France lay low.*

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\* I am sensible to talk of *sounding a drum* is reckoned bad English; but I am of a contrary opinion, and think it altogether as good, as to say *the drum beats*. It is the man that beats the drum, but 'tis the drum that sounds.



## MARY MARTON.

A BALLAD.

BY JOHN MAYNE.

## I.

**P**OOR WILLIAM was landed at bonny Dumbarton,  
 Where the streams from Lochlomond run into the sea :  
 At home, in sweet Ireland, he left MARY MARTON,  
 With a child at her foot, and a babe on her knee.  
 The Regiment march'd off when the passage was over ;  
 The route was for England, by land all the way ;  
 No, never to halt ; but, at Ramsgate or Dover,  
 Embark in the vessels that were in the Bay.

## II.

Fond MARY, the while, in her spirit quite broken,  
 Disturb'd in her sleep, and perplex'd in her mind,  
 No letter from WILLIAM, no tidings, no token,  
 Resolv'd, at all hazards, her Hero to find.  
 O ! what, in this world, can deter a true Lover ?  
 It is not long journies by land or by sea :  
 'Tween hope and despair, in a boat without cover,  
 She cross'd to Port Patrick from Donaghadee !

## III.

The Irish are true to Humanity's claims,  
 And the Scots and the English are never unkind ;  
 Poor MARY found friends from the Boyne to the Thames,  
 As she trudg'd with her babes in a wallet behind !  
 Arriv'd at the Coast—by her sorrowful tale,  
 She soften'd the Captain to let her on board ;  
 And never, O ! never, did Mariner sail  
 With a couple like WILLIAM to MARY restor'd !

## IV.

When he press'd to his bosom his infants and wife,  
 The Sailors gave way to a tear, and no more ;  
 The Soldiers danc'd round to the drum and the fife,  
 And plaudits were heard from the people on shore :  
 Then away went the fleet---and, sailing with glee,  
 May Glory, in battle, be ever at hand ;  
 May Britons live happy, united, and free,  
 Supreme on the Oceau, unconquer'd by Land !

*Saturday, August 23, 1806.*

## NAVAL HISTORY OF THE PRESENT YEAR, 1807.

*(January—February.)*

## RETROSPECTIVE AND MISCELLANEOUS.

ADMIRALS, &amp;c. in COMMISSION, with their SECRETARIES and STATIONS.

Those with a \* are Commanders in Chief.

|                                         |                                                  |
|-----------------------------------------|--------------------------------------------------|
| * ADMIRAL Earl St. Vincent . . . . .    | —————, Channel Fleet.                            |
| * Admiral Lord Gardner . . . . .        | John Day, Esq. Cork.                             |
| * Admiral G. Montague, Esq. . . . .     | N. P. Rothery, Esq. Portsmouth.                  |
| * Admiral Lord Keith, K. B. . . . .     | Nic. Brown, Esq. Downs.                          |
| * Admiral W. Young, Esq. . . . .        | W. Smith, Esq. Plymouth.                         |
| Vice-Admiral Sir Cha. Cotton, Bt.       | —————, Channel Fleet.                            |
| Vice-Admiral John Holloway, Esq.        | —————, Esq. Downs.                               |
| * Vice-Admiral Lord Collingwood,        | W. R. Cosway, Esq. Spain and Gib.                |
| Vice Admiral Sir J. T. Duckworth,       | Robert Sconce, Esq. Off Cadiz.                   |
| * Vice-Admiral J. R. Dacres, Esq.       | James Baikie, Esq. Jamaica.                      |
| * Vice-Admiral Hon. G. Berkeley,        | C. Williams, Esq. Halifax Stat.                  |
| * Vice-Admiral B. S. Rowley, Esq.       | —————, Esq. Nore.                                |
| * Vice-Admiral T. M. Russel, Esq.       | G. Guy, jun. Esq. North Sea.                     |
| * Vice-Admiral Hon. H. E. Stanhope      | P. C. Le Geyt, Esq. Woolwich.                    |
| Vice-Admiral B. Douglas, Esq. . . . .   | T. Aldridge, Esq. Yarmouth Roads.                |
| * Rear-Admiral James Vashon, Esq.       | D. K. Whytt, Leith Roads.                        |
| * Rear-Admiral Sir E. Pellew, Bart.     | E. H. Locker, East Indies.                       |
| Rear-Admiral Sir Isaac Coffin. . . . .  | J. S. Hulbert, Esq. Portsmouth.                  |
| Rear-Admiral J. C. Purvis, Esq. . . . . | G. Hayward, Esq. Off Cadiz.                      |
| Rear-Admiral G. Murray . . . . .        | —————, Foreign Service.                          |
| Rear-Admiral J. Sutton, Esq. . . . .    | —————, Plymouth.                                 |
| * Rear-Ad. Hon. Sir A. Cochrane, Bt.    | J. S. Tracey, Esq. Leeward Islands.              |
| * Rear-Adm. Sir T. Troubridge, Bt.      | J. C. Harvey, Esq. East-Indies.                  |
| Rear-Admiral C. Stirling, Esq. . . . .  | — Railton, Esq. Cape of G. Hope.                 |
| Rear-Admiral Thomas Louis, Esq.         | Tho. Robertson, Esq. Mediterranean.              |
| Rear-Adm. Sir B. J. Strachan, Bt.       | —————, Foreign Service.                          |
| Rear-Admiral Sir W. Smith. . . . .      | —————, Mediterranean.                            |
| Rear-Admiral E. Harvey . . . . .        | R. Bromley, Esq. Off Cape Fin.                   |
| Rear-Admiral Sir E. Nagle. . . . .      | —————, Guernsey Stat.                            |
| Commodore Sir Samuel Hood . . . . .     | J. H. Clewlow, Esq. Secret and detached Service. |

## THE BRITISH NAVY.

According to the last returns, there are now in commission 764 ships, of which 154 are of the line, 13 from 50 to 44 guns, 168 frigates, 190 sloops, and 264 brigs and lesser vessels.

If any thing were wanting to prove that littleness of mind which is so visible in all the actions of our inveterate enemy, the wonder working Corsican. It is the following strange and blasphemous subterfuge, by which, for a season, he keeps his wretched Slaves in ignorance of the resistance and losses he has experienced in his present Campaign. Instead of rea-

dering justice to the valour of his opponents, as a noble minded Soldier would have done, he endeavours, by vain and lying Bulletins, to asperse the high spirit of the Russian forces—and then commands his abject Priests of Paris to chant a solemn *Te Deum* for his Victories.

Paris, Jan. 22.

His Majesty the Emperor and King, to the Bishops of the Empire.

“ MONS. L'ÉVÊQUE, OF ———.

“ The new successes which our armies have gained on the Banks of the Bug and the Narew, where, in five days they routed the Russian army, took its artillery, baggage, and a great number of prisoners, and obliged it to evacuate all the important posts in which it was intrenched, induce us to desire, that our people would offer up thanks to Heaven, in order that it may continue to be favourable to us, and that the God of Armies may second our just enterprizes, the object of which is to procure for our people a solid and lasting peace, which the genius of evil may not disturb. This letter being for no other purpose, we intreat God, Mons. l'Évêque, to keep you in his holy protection.

“ From our Imperial Camp at Pultusk, Dec. 31, 1806.

(Signed)

“ NAPOLEON.

The Minister of Worship,

“ PORTALIS.”

Beningsen, to whom the command of the Russian army has been given, in consequence of the advanced age of Kaminskoy, is by birth a Hanoverian; but such is the enthusiasm for Britain in Russia, that the people persist in calling him an Englishman.

The Cossacks particularly signalize themselves. Their general orders from Kaminskoy are, to rush, *ventre à terre*, into the very heart of the French artillery. It was this artillery which annoyed the Russians so dreadfully at Austerlitz; but we trust the Cossacks and Bashkars will prove an overmatch for it; in which case, Kaminskoy has declared he will answer for the success of the war, since our infantry is decidedly superior.

“ Buonaparté's Spies appear to have been as unsuccessful as his soldiers. When Kaminskoy was at Grodno, one of these pretending to be a Prussian General, brought a letter, signed apparently by His Prussian Majesty, and requesting a confidential communication of the intended route of the Russian forces. The sagacious veteran instantly penetrated the fraud. Two Cossacks stripped the wretch, and, after administering to him some salutary correction, Kaminskoy ordered him to return to Buonaparté, and to show him on his back the route of the Russian army.

We have thus deviated a little from our general plan, in order to pay some attention to those military proceedings, which will probably decide the fate of the War.

Of General Beningsen, but little is known. He is about forty years of age; but the ability which he certainly displayed in the affair of the 26th December, in repelling, and effecting his retreat from an army of superior force, commanded by Napoleon in person, has added a lustre to his character that demands our confidence, and offers a fair prospect to his future fame.

The force of the French army is immense, and, from the last accounts, may be estimated, on the 1st of January, at 200,000 men; of which 170,000 were native Frenchmen: since that period reinforcements have been marching to it from all quarters, from France, Holland, Bavaria, and from the Confederation Contingents. To such an extent has this been carried, that a body of Spanish infantry and cavalry have been actually held in readiness to march from Spain, to garrison the adjoining sea-ports of France.

The force of the enemy is, therefore, not over-rated when we suppose him about to commence the ensuing campaign with an army of 350,000 fighting men, commanded by able officers, and determined to maintain that superiority they have acquired during a long trial of seventeen years of various and bloody warfare.

The force of Russia does not amount to a regular army of 400,000 fighting men, and she has a large frontier to defend, nearly the whole of which is threatened, from the Caspian Sea to the Baltic.

France, on the other hand, has no frontier to guard, and she exhibits the singular spectacle to astonished Europe of the whole army of a country commencing a campaign at a distance of 600 miles from its own boundary.

It has been thought by some persons, and with reason, that the second paragraph of Sir Home Popham's letter of the 25th of August, requires some explanation:

“The liberal and beneficial principles upon which the Government of General Beresford was conducted, do more honour to His Majesty's arms and the character of Great Britain, *than if he had resorted to expedients completely within his power, which would have effectually annihilated all the efforts of the enemy, and wrested, probably for ever, these countries from the Crown of Spain.*”

An Editor of a morning print has made it his business to inquire into the particular meaning of the passage in question; and with confidence assures his readers that the following explanation of it may be depended on as correct:—

“Prior to any hostile symptoms being manifested towards our little army, proposals were made to General Beresford, and Commodore Sir Home Popham, that if they would declare the Colony *independent*, a large force was ready to join the British army as *allies*; and would render our Commanders every assistance to secure that independence.—Another proposition was also made to those officers, by the black slaves of Buenos Ayres, which was, that they should be immediately emancipated; on which condition they offered to join the British force, and effectually to annihilate every Spaniard in the colony.

“General Beresford and Sir Home Popham declined both these proposals, and for the following prudent and satisfactory reasons:—They were not invested with any power whatever by the British Government to declare the Colony independent of the Mother country. Having conquered it in the name of His Britannic Majesty, they could not render themselves the instruments, notwithstanding the jeopardy in which they were placed, of alienating the conquest to insurrectional Chiefs. To have emancipated the slaves would have been to lay the foundation of massacre and blood-

shed, more shocking to humanity than the awful scenes which have lately stained the plains of St. Domingo; and, in its consequences, might have proved fatal to every one of our countrymen at Buenos Ayres."

A Dutch frigate, and two Dutch Indiamen, richly laden, from the East Indies, have been captured by some of our ships. The Dutch frigate is named the *Pallas*, and the other ships, the *Victorie* and *Batavie*. The cargoes of the two latter are valued at 600,000l. sterling; the prime cost in the Spice Islands 1,000,000 Spanish dollars:—they comprised the greater part of the produce of the Dutch Spice Establishments of the growth of 1805 and will prove, of course, most valuable prizes. The capture was made by a British frigate and a brig, (the names of which are not mentioned.) The Dutch frigate was supported in the action by a corvette, which, it appears, effected her escape. The Captain and the first Lieutenant of the *Pallas* were killed the first broadside.—The following is the official account of the Dutch Governor of Batavia, found on board a Danish ship, which has been detained and sent into Dartmouth by His Majesty's ship *Pluto*:—

"With the severest feelings of affliction I have to mention, that, according to the latest authentic intelligence here, upon the 20th of July, 1806, in the latitude of Salayer Islands, the Batavian frigate the *Pallas*, and the corvette the *William*, coming from Amboyna, and having under convoy the *Victorie* and the *Batavie*, two very large ships, belonging to the Company, completely laden with mace, cloves, and nutmegs, had an engagement with an English frigate and a brig; and the unfortunate issue was, that the frigate was forced to surrender, and both the Company's ships are become the prey of the enemy.—We know no further particulars, except that the *William* escaped by flight, and got to Macassar; but the fact of itself has cast an universal dejection over every one here, and truly not without reason, as the loss amounts to full a million of dollars in specie, which the sale of the spices was to have replaced, and the blow will be severely felt by the Treasury, the chest of which is already in so exhausted a condition."

The American Papers give the following account of the above capture:—

A letter, dated Batavia, Sept. 14, 1806, says:—"The Dutch Spice Fleet, from the Moluccas, bound for this place, has been captured by an English country ship and frigate. This fleet is valued at three or four millions Spanish dollars—a loss which must be most seriously felt by the Company at this moment."

### Naval Courts Martial.

PORTSMOUTH, JANUARY, 30, 1807.

A COURT MARTIAL was held on board the *Gladiator*, on Jonathan Armstrong, alias William Anderson, belonging to His Majesty's ship *Leander*: he being one of the crew of the boat who mutinously took the

command of her from the officer, and deserted, was found guilty and sentenced to suffer death; but, in consequence of his extreme good character, he was recommended by the Court to mercy.

The same day, Mr. John Hall, Boatswain of His Majesty's ship *Crocodile*, was tried for absenting himself from his duty without leave, and general bad conduct; which was partly proved. He was recommended to be removed into a ship in ordinary, in consideration of his age and long service. Admiral Sir Isaac Coffin, Bart., President.

Feb. 7. This morning a Court Martial was held on board the *Gladiator*, on Captain J. Brenton, for the loss of His Majesty's ship *la Minerve*.—It appeared to the Court, that the loss of that ship was caused by her having, in a fog, struck upon the western point of the Cories, off Cherbourg, being then in charge of the Pilot, who had, in consequence of the fog, mistaken the land; and having been taken possession of by the enemy, after the most gallant exertions had been used by Captain Brenton, his officers, and ship's company under a galling-fire from the enemy on her for many hours; and the Court did adjudge Captain Brenton, his officers, and ship's company, to be *most honourably acquitted*. Admiral Sir Isaac Coffin, Bart., President.

On Tuesday, 10th February, and the two succeeding days, a Court Martial was held on board the *Gladiator*, at Portsmouth, which has excited an unusual degree of interest. The following composed the Members of the Court:

|                                                  |                      |
|--------------------------------------------------|----------------------|
| Rear-Admiral Sir ISAAC COFFIN, Bart., President. |                      |
| Rear-Admiral Sir RICHARD STRAHAN, Bart. K.B.     | Capt. LECHMERE.      |
| Capt. Sir F. LAFOREY, Bt.                        | — M. HENRY SCOTT.    |
| — Sir JOHN GORE, Knt.                            | — T. LE M. GOSSELIN. |
| — JOHN IRWIN.                                    | — the Hon. C. BOYLE. |
| — GEORGE ASTLE.                                  | — HENRY BASELY.      |
| — Sir THOMAS LAVIE.                              | — FRANK WARREN.      |

The President reported to the Court, that Captains David Aitkins, and Zachary Mudge, were absent, on Admiralty leave.

The Court being opened, the Admiralty Order was read, commanding the trial of Captain Edward Hawkins, late Commander of His Majesty's brig *Dispatch*, "for cruelty and oppression unbecoming the character of an officer, exercised by him, or caused by him to be exercised, upon William Davie, late seaman of the said brig, and for negligence and inattention to the said W. Davie as a sick person under his command on board the said ship," by the 33d and 36th Articles. The following papers were then read:

An anonymous letter addressed to Earl Spencer, dated Nov. 23, 1806, accusing Captain Hawkins of "the wilful murder of a fellow creature, by continual acts of violence on his person, on board His Majesty's brig *Dispatch*, between the 9th of December, 1805, and the 25th of the same month." Signed—"A Seaman, a Lover of my Country and Humanity."

Narrative of the above alledged transaction, in detail, of the same date as the letter, signed—"A Seaman and admirer of Humanity."

[These Letters were transmitted to the Admiralty, and by them sent down to this Port, and were traced to the Prosecutor.]

Thomas Thompson, late Master of the *Dispatch*, appeared to prosecute, and acknowledged and verified the anonymous letters as being written by himself.

The witnesses examined for the prosecution, were, Alexander Ingram, First Lieutenant of the Dispatch; George Hugo, Master's Mate; William Donald, Surgeon; James McLeod, sail-maker; John Bowley, marine; John Bates, Purser's Steward; and Thomas Kenny, John Williams, and John Ward, seamen; after which

The Prosecutor closed his charge. The Prisoner prayed the Court, to permit him to offer his defence on the following day; "as not only the conduct of the Prosecutor, but other circumstances he had respectfully to offer to the Court, loudly called on him, in justice to himself, to animadvert thereon."

At the sitting of the Court on the following day, Mr. W. Donald, Surgeon of the Dispatch, was called in again. He said, in answer to the Court, that he did not, at any time, when Davie was on deck, report to Capt. Hawkins, that it would be dangerous to keep him there, and that he never heard the Captain give any order for Davie to come on deck, after he had reported his being under a course of mercury.

The Prisoner then requested permission of the Court for his friend to read his Defence, which was granted. Captain Hawkins's friend then read a most able and eloquent Defence. It commenced by stating, that the Prisoner was advised, he might demur to the competency of the Court to try him, on the authority of the articles under which he was tried; but, resting on his conscious innocence, and the whole course of his conduct, which had been directly the opposite of the crime alledged against him, he had felt it due to his honour to meet the accusation with an open front. The Defence then states, that he had retired to his residence at Saltash, in Cornwall, where, in character and opulence, he ranks with the most respectable of his neighbours, and has the honour to belong to its Corporation, being one of its Aldermen, and a Magistrate.—"Basking as I then was," the Defence proceeds, "in the ease of my retirement from service, and in the serene enjoyment of an undisturbed and happy conscience, (to which my prosecutor must be a stranger,) I dreamt not that any one (fiend-like) was meditating in the dark so serious an attack upon me. It so happened that an electioneering controversy and a borough faction existed at Saltash, in which certainly no one of the truly honourable and respectable Lords of the Admiralty bore any part, but in which some of those who happen to enjoy the confidence of their Lordships, I venture to assert was principally engaged. To this person I was in an opposite interest; and whilst these things were passing in that borough, a verbal communication, I received with astonishment, through the medium of a third person, of the charge that was raising against me, accompanied with a hint, (which three of that borough took opportunities to join in, strongly persuading and soliciting my acquiescence,) that if I would throw my weight into the scale of influence of their Friend, no prosecution should ever take place against me. Conscious as I was of my innocence, and roused to an honest indignation of the vile attempt to seduce me from those principles which are the pride of my life, I spurned the contaminated offer with the contempt it deserved; I defied the malice of every foe, and, sacredly jealous of my honour, I avowed I would meet every charge, confident that I should come out vindicated, before whatever tribunal it might be instituted. These circumstances I assert on my honour, and am ready to verify on oath. Had I yielded to such a base invitation, I have just reason to think this Court would never have been assembled; but no sooner was it ascertained that I was not to be moved from my principles, than, barely on the ground of an anonymous letter, an inquiry is instituted; and persons (some of whom were the worst characters in the ship, and two of them actually deserters from it) are sought out for its support."

The Defence then comments with severity on an assertion in the anonymous letter, that an inferior officer would encounter ruin in bringing forward such an accusation, and asserts the honour of our Courts Martial. It afterwards goes on to discuss and combat the whole train of the evidence, and finally contends, that it is crude, vague, and contradictory. The Witnesses who spoke with most bitterness against the Prisoner, together with the Prosecutor, were, the Defence observes, proved, by the Prosecutor's own evidence, to have been officers reprehended by Captain H. for repeated misconduct; and it inters malignity in their motive, and very little scruple in their testimony. Enough too had slipped out in evidence to show that there was an actual conspiracy, a combining together, amongst the Witnesses, who had said any thing to the Prisoner's disadvantage, to fabricate a charge. One of these Witnesses had declared, not that his discipline was too severe, but too relaxed, and that this was the opinion of his fellow officers. It had been proved by the Surgeon, that the deceased had slept between the main-mast and the fore-mast bulk-head of the gun-room, the best place in the ship; that the deceased never appeared on deck after the venereal disease was discovered upon him; and, before that time, his complaints were not so bad as he alleged; that the deceased quacked himself, by internal and external medicines, actually producing a mortification; the official report to the transport office (made when this trial could not have been thought of) shows that the deceased was properly attended, and had wine allowed instead of grog. It was proved by one of the Witnesses on whom the Prosecutor might best expect to rely, that the deceased had been actually invalidated from an hospital just before he came on board; concurrent testimony proved that he was a skulker, early shamming to be ill to get to the hospital, and from the service; was extremely filthy and noxious, and was universally deemed an impostor; and it was in proof, that the Prisoner had ordered Bowley to put a clean shirt on Davie, and to dry his bed. The practice of having the sick on deck, for air, was fully justified, particularly in this man, from his filthy habits. The concurrent testimony of all the Witnesses proved, that the Prisoner had given orders that no man should be struck or ill treated on board his ship; and by the testimony of all, as a general fact, that the Prisoner was not guilty of cruel or oppressive conduct to the crew. The Defence, speaking of Davie, says—

“I admit that I did once, and once only, shove him from me on deck in contemptuous indignation at his conduct, about the second or third day of his coming on board; and I declare, on my honour, I never at any other time lifted my hand against him.”

It concluded by stating, the Prisoner would call only three Witnesses to the charge itself; one to rebut a single point of evidence, (when it had been stated that the Prisoner gave orders to the Cook to beat Davie,) for he felt there was but that one to rebut, and two to speak to a fact his Prosecutor had not furnished him with. He should then call on one of the Honourable Members of the Court, to his character, and produce other evidence of character.

Sir T. Davie said—“I have been ship-mate with Captain Hawkins; I do affirm that his conduct was uniformly marked with mildness, humanity, and gentleness.”

Capt. Mendis called.—“I have been intimate with Capt. Hawkins between twenty-two and twenty-three years; and seven of that we were Midshipmen and Lieutenants of the same ship, and that gave me full opportunity of knowing him; and during the whole time, when we were on duty together, I solemnly declare, that I know of no instance of any thing like cruelty, oppression, or injustice in his conduct: on the contrary, his conduct was marked by the utmost degree of humanity and benevolence.”



Mr. Wm. Evans, Cook of the Dispatch called—Capt. Hawkins. Q. Do you remember William Davie being in the Dispatch, and did you belong to her all the time he was in her? A. Yes. Q. Did I ever order you to beat him, with the stick you usually have, or any other weapon? A. No. Q. Did you ever beat him while on board? A. No.

Court.—Q. What sort of stick did you carry when the deceased was on board, and for what purpose? A. The first thing I could get hold of to steady myself, having lost my leg, sometimes a broomstick. Q. Did you ever strike any body with that broomstick? A. No.

Prosecutor.—Q. Do you recollect Capt. Hawkins sent for you three or four days after the Dispatch sailed? A. Yes. Q. Do you recollect Capt. H. giving you orders respecting the deceased, on the larboard side of the quarter deck? A. Yes. Q. Do you recollect, that Lieut. Barrel and myself were present? A. I cannot recollect that. Q. What orders did Capt. H. give? A. To keep him in the store-room, to do something, and not to let him lay about the galley. Q. If he did not go when ordered, what were his orders? A. To get him there, and keep him there till 12 o'clock, and then let him come out again.—No other orders. Q. Did Capt. H. point to the stick you had in your hand? A. Not to my knowledge.

Court.—Q. Had you orders from Capt. H. to beat or ill treat the deceased in any way? A. Not to my knowledge. Q. Did you think, in consequence of what the Captain said to you, you were authorized to do it? A. I did not. Q. Do you know that the Captain in any way, or through any channel, used the deceased in a cruel or oppressive manner? A. No, I do not.

Captain Hawkins.—Q. Was the store-room in which I ordered Davie to be kept, as comfortable a place as any cabin forward? A. Yes, it was.

Thomas Bolam, Gunner's Mate of the Dispatch, called.—Q. Do you remember William Davie being in the Dispatch, and did you belong to her all the time he was in her? A. Yes. Q. Was he your messmate? A. He was. Q. Had he quack medicines in his chest? A. I do not know what medicines they were; he had medicines. Q. Did you ever give him of those medicines by his own desire? A. Yes, often.

Court.—Q. How long before the death of Davie did you give him any of those medicines? A. From his first coming on board till four or five days after we went to sea; I gave him powders and something out of a bottle, and some bougies. Q. Did he ever say for what purpose he took those medicines? A. He said, they were medicines that he got from a Doctor on shore, he thought they would do him good. Q. Did he take them when the Surgeon of the ship give him medicines. A. No, he did not. Q. Of what disorder did he complain for which he took those medicines? A. A stoppage of his water. Q. Did you ever inform your Captain or the Surgeon, that he took such medicines? A. No, I never did. Q. Could Davie at any time have got those medicines without your knowledge? A. I do not know.

A letter from Sir C. M. Pole, to the Judge Advocate, dated Chaudostreet, Cavendish-square, was read, as part of the Defence. Sir Charles, after stating that he could not possibly attend the Court Martial, expresses his intention, to have offered himself as a most willing and anxious Witness to Capt. Hawkins' general character and conduct for nearly twenty years; to have declared on oath, that Capt. H. had served with him, from the year 1786, and was scarcely ever out of his knowledge as to behaviour and conduct until his promotion from the Royal George in 98; in which period his character and conduct were those of a most humane, considerate, and benevolent officer, zealously attentive to the sick and suffering seamen; and

he should also have declared on oath, he was almost the last man in the service against whom such an attack could have obtained credit.

Here the evidence for the Prisoner closed.

The Court being cleared, and the Prisoner, after some deliberation, being brought in, the Judge Advocate read the following sentence:—*The Court is of opinion, that the Charges have not been proved against the said Capt. Edward Hawkins, but were scandalous and malicious, and doth adjudge him to be acquitted.*

FEB. 17. A Court Martial was held on board the *Gladiator*, on Lieut. Alexander Day, of the Royal Marines, on charges exhibited by Lieutenant Trotter, commanding on board the prison ship *Guilford*, in the harbour, for contempt, disobedience of orders, and neglect of duty.—President, Captain Lechmere. The Court, after a very short deliberation, adjudged Lieutenant Day *to be honourably acquitted of all the charges.*

FEB. 20. George Melvin, seaman of His Majesty's ship *Antelope*, was tried by a Court Martial, for desertion, and sentenced to receive 300 lashes.

## Letters on Service,

*Copied verbatim from the LONDON GAZETTE.*

[Continued from page 88.]

ADMIRALTY OFFICE, JANUARY 24, 1807.

*Copy of a Letter from Rear-Admiral the Honourable Sir Alexander Cochrane, K. B., Commander in Chief of His Majesty's Ships and Vessels at the Leeward Islands, to William Marsden, Esq.; dated on board His Majesty's Ship Northumberland, in Carlisle Bay, Barbadoes, 10th December, 1806.*

SIR,

THE enclosed copy of a letter from Lieutenant Barker, of His Majesty's armed brig *Grenada*, gives an account of the third privateer captured by that vessel in three weeks.

I have the honour to be, &c.

ALEX. COCHRANE.

*His Majesty's Brig Grenada, St. George's,  
Grenada, November 27, 1806.*

SIR,

I have the satisfaction to acquaint you, that at daylight this morning London Bridge Rock bearing east three leagues, I discovered a suspicious vessel to the southward; and, after a chase of four hours, came up with and captured the French sloop privateer *le Tigre*, mounting two six-pounders, and twenty-six men, out from Guadaloupe fifteen days, and had taken a mail boat.

I have much satisfaction in this capture, as the vessel sails very fast, and has done considerable damage to the coasting trade of St. Lucia and St. Vincent.

I have the honour to be, &c.

JOHN BARKER.

*The Hon. Sir A. Cochrane, K. B., &c. &c. &c.*

JANUARY 31.

*Copy of a Letter from Vice-Admiral the Right Hon. Lord Collingwood, Commander in Chief of His Majesty's Ships and Vessels in the Mediterranean, to William Marsden, Esq.; dated on board His Majesty's Ship Ocean, off Cadiz, the 5th of January 1807.*

SIR,

Enclosed I transmit to you a letter from the Honourable Captain Waldegrave, of His Majesty's sloop the *Minorca*, informing me of his having chased a number of those small privateers which infest the Straits, and, by a skilful manœuvre having separated the largest from the rest, captured her.

I have the honour to be, &amp;c.

COLLINGWOOD.

*His Majesty's Sloop Minorca, Gibraltar Bay, December 29, 1806.*

MY LORD,

I have the honour to acquaint you, that on my passage to this port with the Spanish vessel I captured on the 23d, on entering the Straits eleven of the enemy's privateers stood out to reconnoitre us so near, that I gave chase to them, on which they dispersed. We were coming up with two very fast, when the largest stood to the westward, with the intention of cutting off our prize. Having allowed her to get a sufficient distance off shore to prevent her regaining it, I hauled up, and after a chase of two hours, captured her, close to Cape Trafalgar.

Her name is the *Nostra Senora del Carmen*, alias *la Caridad*, mounting two twelve-pounders, two four-pounders, and two large swivels, having on board thirty-five men out of her complement of fifty.

I have peculiar satisfaction in announcing this capture, being one of the largest of that class which infest these Straits.

I afterwards captured a small felucca, the Spanish packet from Tangier to Tariffa, having a mail on board.

I have the honour to be, &amp;c.

G. G. WALDEGRAVE.

*To the Right Honourable Vice-Admiral Lord Collingwood, &c.*

*Copy of a Letter from Commodore Sir Home Popham, to William Marsden, Esq.; dated on board His Majesty's Ship the Leda, off Buenos Ayres, the 4th of August, 1806.*

SIR,

I have the honour to transmit to you, for the information of the Lords Commissioners of the Admiralty, the copy of a letter which I have this day received from Captain King, of His Majesty's ship *Diadem*.

I have the honour to be, &amp;c.

HOME POPHAM.

*Diadem, Monte Video N. N. E. five leagues, July 30, 1806.*

SIR,

I beg to inform you, that a strange sail having been discovered in the N. W. quarter about noon this day, I immediately weighed and chased her until the *Diadem* was in four fathoms water, when I hove to, and detached the boats, who soon came up with her and captured her. She proved to be a Spanish man of war brig, called the *Arrogante*, pierced for twelve guns, but had only two mounted, with twenty-four men on board.

I have, &amp;c.

WILL. KING.

*To Commodore Sir Home Popham, K. B., &c. &c. &c.*

*Copy of another Letter from Commodore Sir Home Popham, to William Marsden, Esq.; dated on board the Diadem, Rio de la Plata, September 9, 1806.*

SIR,

I have the honour to transmit you, for the information of my Lords Commissioners of the Admiralty, the copy of a letter which I have this day received from Captain Honyman.

I have the honour to be, &c.

HOME POPHAM.

*His Majesty's Ship Leda, off Monte Video, September 9, 1806.*

SIR,

In obedience to your signal to slip, at ten A.M. we made sail in chase of a Brigantine standing towards the river St. Lucia; at two P.M. Point del Espinello bearing N. about four miles, and conceiving ourselves near the Rock la Panela, tacked ship, with an intention of making a short board to prevent the enemy from gaining the river; shortly after, the chase not being able to weather the rocks off the point, she bore up and ran for Monte Video; tacked, and made all sail towards her, and at half-past three drove her on shore, close under the Pointa de las Yagues, when she hoisted Spanish colours; anchored in four fathoms within gun-shot; hoisted out the large cutter, pinnace, and launch, and sent them, manned and armed, to endeavour to bring off or destroy the enemy; Lieutenant Parker, and Mr. O'Grady, Mate, in the large cutter; Mr. Lascelles, Mate, in the pinnace; and Lieutenant Stewart, and Mr. Sterne, Midshipman, in the launch, with a carronade to cover the boats. During the time they were pulling to the vessel, we fired from the ship, to prevent, if possible, the enemy from collecting. At six P.M. the cutter and pinnace returned; Lieutenant Parker reports his having boarded the enemy, she was pierced for fourteen guns, had none on board, and deserted by the crew; from the heavy sea and state of the vessel, he found it impossible to get her off or destroy her by fire, he therefore cut the cable and left her to drift further in amongst the breakers. The wind veered more to the southward after the boats left the ship, the launch unavoidably sunk and was lost, and in the act of taking out her crew, about two hundred men, who had before concealed themselves behind the Sand-hills, commenced a fire of musketry on the other boats, and unfortunately wounded Lieutenant Stewart, and three men, who were with much difficulty brought off.

Lieutenant Parker, and those with him, appear to have acted with great zeal; and, had the weather been more favourable, I make no doubt they would have done themselves great credit, and had to contend with a visible instead of an invisible force.

I cannot conclude this without mentioning, that it is the second wound received this war by Lieutenant Stewart in the service of his country, and I trust their Lordships will consider him entitled to their protection, his last wound having occasioned the loss of his left arm much above the elbow joint, but I am happy to say he is now in a fair way of recovery. Enclosed I have the honour to transmit a list of the names of the wounded.

I am, &c.

ROB. HONYMAN.

*Commodore Sir Home Popham, K. B.*  
 &c. &c. &c.

*List of Wounded.*

Lieutenant William Stewart; William Cumber, seaman; John White, ditto; ——— Abdula, ditto, dangerously.

FEBRUARY 3.

*Copy of a Letter from the Right Honourable Lord Keith, K. B., Admiral of the White, &c., to William Marsden, Esq.; dated off Ramsgate, the 1st Instant.*

SIR,

I transmit, for their Lordships' information, a copy of a letter which I have received from Captain Stoddart, of His Majesty's sloop the *Cruizer*, acquainting me that he had driven on shore, in the vicinity of Blankenberg, and afterwards brought off, the French privateer *le Brave*, of sixteen guns; and also that he had recaptured the *Leander* of Shields, and the *Guardian* of Bridlington.

Their Lordships will have much satisfaction in observing the judicious management that has been manifested by Captain Stoddart on that occasion, as well as the meritorious conduct of his officers and boats' crews.

I have the honour to be, &amp;c.

KEITH.

*His Majesty's Sloop Cruizer, at Sea,  
January 28, 1807.*

MY LORD,

I have the honour to inform your Lordship, that on the 26th instant, at two A. M., as we were stretching from the Island of Walcheren towards the Galloper Shoal, and only four leagues from the latter, a lugger was seen passing our weather beam on the opposite tack; being both under easy sail, no alteration was made until out of sight, when the wind veering to the west, enabled us to fetch into her wake: after a long chase, we forced her on shore three miles to the westward of Blankenberg, at which time her Captain and considerable part of her crew made their escape. I anchored about half gun-shot off, to scour the beach, if necessary, and cover the boats, which were dispatched under the direction of Lieutenant Pearse, assisted by Mr. Lash, the Master, and Mr. Moffat, Master's Mate; through whose animated exertions the privateer was got off without sustaining the smallest damage. During the performance of this service, the enemy collected on the Sand-hills, and kept up a brisk fire of musketry without effect. The lugger is *le Brave*, of Dunkirk, carrying sixteen guns, and is reputed one of the fastest sailing vessels of her description: she had captured the *Leander*, a Collier brig, of Shields, and an English gabiot, *Aden & thum* on Government account; the Master and crews of which were found on board of her. The *Leander* was retaken by us that afternoon, as well as the *Guardian*, of Bridlington, which had been captured by *le Revanche* privateer, off Flamborough Head, along with four others, all from the Baltic.

I have the honour to be, &amp;c.

P. STODDART.

*Admiral Lord Keith, K. B. &c. &c. &c.*

*Copy of a Letter from Vice-Admiral Russell to William Marsden, Esq.; dated on board the Majestic, in Yarmouth Roads, the 31st of January 1807.*

SIR,

Herewith I enclose a letter from Lieutenant Tracey, of the *Princess Augusta* hired cutter, reporting his having captured the *Jena* privateer, and recaptured her prize, a Prussian ship, laden with timber, bound to London, which I beg you will lay before my Lords Commissioners of the Admiralty.

I am, &amp;c.

T. M. RUSSELL.

*His Majesty's Hired Cutter Princess Augusta,  
Yarmouth Roads, Jan. 31, 1807.*

SIR,

I herewith enclose a letter to Admiral the Right Hon. Lord Keith, K. B., Commander in Chief, of which the following is in substance a duplicate, for your information.

MY LORD,

I have the honour to inform your Lordship, that on the 27th inst. Lowestoffe bearing west by north forty-five miles, at half-past eleven P. M. I fell in with a French cutter privateer, and chased her to the S. S. E. until half-past two A. M. on the 28th, when having got alongside of her, and firing some guns and musketry into her, she lowered her sails, and hailed that she had struck.

She is called the Jena, commanded by Captain Francis Capelle, with thirty men, mounting four guns, and has on board a great number of small arms. Had sailed from Flushing twelve days ago, and made two captures; one of which, a large Prussian ship, laden with a valuable cargo of timber, bound to London, I recaptured on the same morning.

I have the honour to be, &c.

J. TRACEY, Lieut. and Com.

*To Vice-Admiral Russell, &c. &c. &c.*

FEBRUARY 7.

*Copy of a Letter from Vice-Admiral Dacres, Commander in Chief of His Majesty's Ships and Vessels at Jamaica, to William Marsden, Esq.; dated at Port Royal, December 1, 1806.*

SIR,

On the Pique's return from her cruise, I received from Captain Ross two letters, of which the enclosed are copies, and transmit them to you, for the information of the Lords Commissioners of the Admiralty.

I am, &c.

J. R. DACRES.

*His Majesty's Ship Pique, Mona Passage,  
November 2, 1806.*

SIR,

I have the honour to inform you, that the barge and two other boats of His Majesty's ship under my command, were sent yesterday to intercept a schooner coming round Cape Roxo (Porto Rico), but owing to a very heavy squall, with rain, coming on shore, they lost sight of her in the night; but have great satisfaction in adding, that Lieutenant Bell, who commanded the party, assisted by Lieutenant Baillie, of the Royal Marines, pushed in for Cabaret Bay, where they completely succeeded in destroying a battery on shore, of three guns, spiking them up, breaking the carriages, and bringing out a very fine Spanish copper-bottomed brig, pierced for twelve guns.

I have the honour to be, &c.

C. B. H. ROSS.

*To J. R. Dacres, Esq., &c. &c. &c.*

*His Majesty's Ship Pique, Mona Passage,  
November 5, 1806.*

SIR,

I have the honour to inform you, that on the 2d instant, Lieutenant Baker, in the launch of His Majesty's ship under my command, chased and drove on shore, after some smart skirmishing, upon the reef of Cape Roxo, a French feuche-rigged privateer, of two guns, four swivels, and twenty-six men, where she was totally lost.

I have the pleasure further to inform you, that on his returning to join the ship, he succeeded in capturing (after a very long chase) another very fast sailing French privateer, of one gun, and twenty men.

I am, &c.

C. B. H. ROSS.

*J. R. Dacres, Esq., Vice-Admiral of the  
White, &c. &c. &c.*

*Copy of another Letter from Vice-Admiral Dacres, to William Marsden, Esq.;  
dated at Port Royal, December 10, 1806.*

SIR,

I have the honour to enclose you, for the information of the Lords Commissioners of the Admiralty, the copy of a letter I have received from Captain Briggs, of the *Orpheus*, acquainting me of his having captured the Spanish schooner *Susanna*, of four guns, from Campeche to the Havannah, with merchandize.

I am, &c.

J. R. DACRES.

*Orpheus, in the Gulf of Mexico,  
15th November 1806.*

SIR,

I beg to acquaint you, that on the 12th instant I fell in with, and, after a short chase, captured the Spanish schooner *Susanna*, of four guns, (two eights and two sixes,) from Campeche to the Havannah, with merchandize.

I am, &c.

T. BRIGGS.

*To J. R. Dacres, Esq., Vice-Admiral of the  
White, &c. &c. &c.*

*Copy of another Letter from Vice-Admiral Dacres, to William Marsden,  
Esq.; dated at Port Royal, December 12, 1806.*

SIR,

Their Lordships will be concerned to learn, that the enclosed copy of a letter from Captain Ayscough, of His Majesty's ship *Success*, acquainting me of the destruction of the Vengeur felucca-rigged privateer, of one gun, and about fifty men, by the boats of that ship, reports so great a loss of killed and wounded, though great intrepidity and perseverance were displayed, very creditable to the party engaged in it.

I am, &c.

J. R. DACRES.

*His Majesty's Ship Success, Lucca,  
6th December, 1806.*

SIR,

I beg leave to inform you, that, on the morning of the 20th of last month, standing in for the land to the eastward of Cumberland harbour, I observed a small felucca running into Hidden Port. Mr. W. Duke, the first Lieutenant, volunteered his service, with Lieutenant Charles Spence, and acting Lieutenant Dowell O'Reilly. The barge and yawl were armed, and instantly dispatched. On their approach they found her crew had landed (about fifty in number) with their small arms, and the only long gun; had fastened the vessel to the trees; posted themselves on a hill close to the beach, and fired down on our boats with grape and musketry in the most determined manner. (I am very sorry to say Lieutenant Duke was killed the first volley.) Lieutenant Spence, who took the command, informs me it was impossible to stand the continual fire kept up from our boats for one hour and twenty minutes, (several of the enemy having fallen during that time.) From the barge being shot through in many places, seven wounded men in the boats, Lieutenant Spence very properly judged it would be only sacrificing the lives of the brave party to attempt the hill, he therefore or-

dered the vessel to be towed out, which was done from under a very heavy fire of grape. By her journal she appears to be the *Vengeur* French privateer, and sailed from the city of St. Domingo the 1st of October, which, from being leaky, owing to shot-holes, &c. sunk astern of the ship.

Lieutenant Spence speaks in the highest terms of the acting Lieutenant O'Reilly, (who has been in that situation with me above eight months,) the petty officers, seamen, and marines under his orders.

I cannot omit recommending to your notice Mr. William Rand Hughes, Master's-Mate, who passed for a Lieutenant, and conducted himself in a very spirited manner.

With concern I enclose you a list of the killed, wounded, and missing; and have the honour to be, &c.

JOHN AYSCOUGH.

*To Vice-Admiral Dacres, Commander in Chief,  
&c. &c. &c. Jamaica.*

*A Return of Killed, Wounded, and Missing, in the Boats commanded by Lieutenant Charles Spence, of His Majesty's Ship Success, John Ayscough, Esq., Captain, in Action with the Vengeur French Felucca Privateer, of one gun and about fifty Men, on the 20th of November 1806, in Hidden Port, on the Coast of Cuba.*

William Duke, first Lieutenant, killed; Dowell O'Reilly, acting Lieutenant, wounded in the leg; John Frederick, ordinary, badly wounded in the thigh; James Clewer, able, badly wounded in the knee joint; Henry Bibby, ordinary, badly wounded through the body; John Forasby, able, badly wounded through the lungs; Daniel Burns, landman, slightly wounded in the fingers; Jasper Wheeler, marine, slightly wounded in the hand; Anthony Pascal, able, missing, supposed to have deserted.

Total—1 killed, 7 wounded, and 1 missing.

JOHN AYSCOUGH, Captain.

THOMAS DEAR, Surgeon.

*Copy of a Letter from the Earl of St. Vincent, K. B., Admiral and Commander in Chief of His Majesty's Fleet employed in the Channel, Soundings, &c. to William Marsden, Esq.; dated in Town, the 3d Instant.*

SIR,

I enclose, for the information of the Lords Commissioners of the Admiralty, copy of a letter which I have this day received from Captain Sir Thomas Lavie, of His Majesty ship the *Blanche*.

I am, &c.

ST. VINCENT.

*His Majesty's Ship Blanche, off Bourdeaux, January 15, 1807.*

MY LORD,

I have the honour to transmit, for your Lordship's information, a copy of a letter I have addressed to Captain Keats, Commander of a squadron of His Majesty's ships off Rochefort.

"With my accustomed good fortune I have intercepted the *George Washington*, and found Captain Kargarian, late Commander of the *Valeur* French frigate, with his officers and men on board, consisting, in all, of three hundred and six men; but she has no stores belonging to that ship. I have taken the prisoners out, and sent the ship to England."

I have the honour to be, &c.

THOMAS LAVIE.

*To the Right Hon. Earl St. Vincent, Commander in Chief, &c. &c. &c.*



*Copy of a Letter from Captain Campbell of His Majesty's Ship the Texel, to William Marsden, Esq.; dated in Leith Roads, the 4th Instant.*

SIR,

You will be pleased to acquaint the Lords Commissioners of the Admiralty of the arrival here, yesterday, of His Majesty's hired defence ship the Norfolk, from Sheerness; and herewith I enclose a letter which I have received from Captain Richan, giving an account of the capture of PAdolphe French privateer, as mentioned in my letter to you of the 31st ult.

I am, &c.

D. CAMPBELL.

*His Majesty's armed Defence Ship Norfolk,  
Leith Roads, February 3, 1807.*

SIR,

I have to acquaint you, that on my returning from the Nore to this anchorage, we observed on the 26th ult., at eight o'clock A. M., a lugger bearing E. S. E. distant six or seven miles, Flambro' Head bearing N. N. W. distant four miles, the wind W. S. W., several merchant vessels in shore; made all sail in chase, and, at twenty minutes past one o'clock P. M. came up and boarded. The chase proved to be PAdolphe French privateer, commanded by Jacques Francis Leclerc, mounting fourteen guns, and having on board thirty-nine men; two guns, fourteen carriages, with their boats and ports, they had thrown overboard during the chase. She sailed from Dunkirk Roads on the 21st ult. and made a capture on the 23d ult. of the Leith packet, laden with hemp, &c., from Tomningen bound to London, near the Dogger Bank. We found on board PAdolphe the Master and one of the crew, with three passengers.

I have, &c.

W. RICHAN.

*Donald Campbell, Esq., Captain of His Majesty's Ship Texel, &c. &c. &c.*

FEBRUARY 10.

*Extract of a Letter from the Right Honourable Lord Keith, K. B., Admiral of the White, &c. to William Marsden, Esq.; dated off Runsgate, the 8th Instant.*

I have also the satisfaction of enclosing a copy of a letter from Captain James, of His Majesty's sloop the Kite, to Vice-Admiral Holloway, reporting the capture of le Chasseur, another French lugger privateer, and one of those by which the Channel has lately been infested.

*His Majesty's Sloop Kite, Downs,  
7th February, 1807*

SIR,

I beg leave to inform you, that last night, about half-past eleven, the North Foreland Light bearing W. by S. distant about four leagues, I fell in with and captured, after a chase of one hour and a half, a French lugger privateer le Chasseur, commanded by Jacques Francois Fournetier, pierced for sixteen guns, two only mounted, the remainder being in the hold. She is a very fast-sailing vessel, only three months old; sailed from Calais yesterday morning in company with another privateer of the same description; had not made any capture since she last sailed; her complement of men was fifty-two, but had only forty-two on board when captured, two of which were wounded. Fortunately our shot cut away his jib, when we first commenced our fire upon him, otherwise the chase would have been long, and our success doubtful.

I have, &c.

JOS. JAMES.

*Vice-Admiral Holloway, &c. &c. &c.*

FEBRUARY 14.

*Copy of a Letter from the Honourable Captain Stopford, of His Majesty's Ship the Spencer, to William Marsden, Esq.; dated at Porto-Praya, St. Jago, the 11th January, 1807.*

SIR,

I herewith transmit two letters which I have received from Captain Corbet, of His Majesty's ship the Nereide, acquainting me with the captures of two Spanish vessels.

I have the honour to be, &amp;c.

ROBERT STOPFORD.

*His Majesty's Ship Nereide, off Madeira,  
2d December, 1806.*

SIR,

His Majesty's ship under my command captured, on the 25th ult., in lat. 42 deg. N., long. 11 deg. W., a Brilliante Spanish lugger privateer, of four guns and fifty men, out two days from Vigo, on a four months' cruise, and had captured nothing.

I was much pleased at this capture, as there were several sail in sight when I chased him, some of which might have become his prey.

I have the honour to be, &amp;c.

R. CORBET.

*Captain the Hon. R. Stopford.*

*His Majesty's Ship Nereide, at Sea,  
21st November, 1806.*

SIR,

Yesterday, whilst under separation from the convoy under your orders, in lat. 47 deg. N., long. 10 deg. W., I captured, after a chase of some hours, el Veloz Spanish corvette, pierced for twenty guns, fitted out at Bilbao, with ten guns mounted, and seventy-five men, to carry dispatches, some passengers of distinction, and a cargo of flour on Government account, to the Caraccas. She is a beautiful vessel, was to have been full armed abroad, and since her capture has kept way with the Nereide on all points of sailing.

R. CORBET.

*The Hon. R. Stopford, &c. &c. &c.*

FEBRUARY 17.

*Copy of a Letter from the Earl of St. Vincent, K. B., Admiral and Commander in Chief of His Majesty's Fleet employed in the Channel, Soundings, &c., to William Marsden, Esq.; dated in Town, the 13th Instant.*

SIR,

I enclose herewith a copy of a letter from Commodore Keats, and of one addressed to him by Captain Lord Cochrane, giving a more detailed account of an attack made upon Fort Roquette, at the entrance of the Bassin d'Arcasson, whereof the outline was reported in an enclosure of my letter of the 17th ultimo.

I am, &amp;c.

ST. VINCENT.

*His Majesty's Ship Superb, off Chassiron,  
28th January, 1807.*

MY LORD,

I have the honour herewith to transmit a letter, which I have just received from Lord Cochrane, Captain of His Majesty's ship Imperieuse,

reporting the particulars of an enterprize (noticed in my letter to your Lordship of the 10th instant,) highly creditable to Lieutenant Mapleton of that ship, and to the officers and men employed under his command.

I have the honour to be, &c.

R. G. KEATS.

*The Earl of St. Vincent, K. B., &c. &c. &c.*

*His Majesty's Ship Imperieuse,  
January 7, 1807.*

SIR,

Having been led in chase to the southward yesterday, as the Imperieuse passed the Basin of Arcasson, in returning to the station you had assigned, Lieutenant Mapleton volunteered his services to bring out with the boats whatever vessels might be found there, and, as a preliminary step, attacked Fort Roquette, which was intended for the defence of the entrance. A large quantity of military stores was destroyed, four thirty-six pounders, two field pieces, and a thirteen inch mortar spiked, the platoons and carriages burnt, and the Fort laid in ruins.

The Honourable Mr. Napier and Mr. H. Stewart, Midshipmen, accompanied Lieutenant Mapleton; and Mr. Gibbert, the Surgeon's first Assistant, embraced the opportunity to show his zeal even in this affair, foreign to his profession.

I am happy to add, that as it was well conducted, so it was accomplished without any loss.

Subjoined is a list of vessels taken or destroyed since the fifteenth of last month.

I have the honour to be, &c.

COCHRANE.

*Captain R. Keats, His Majesty's Ship Superb,  
&c. &c. &c.*

*Vessels captured.*

Le Jean Baptiste, laden with wine; el Anna, laden with wine; Pere de Famille, laden with wine; la Decide, laden with rosin; Joseph, laden with butter and cheese; Cutter, laden with butter and cheese; Wilhelmina, national transport; l'Amable Nannete, laden with wine.

*Vessels destroyed.*

Ship Frederica, a transport, wrecked; ship St. Jean, a transport, wrecked; a chasse marce, sunk; la Confiance de Nantes, destroyed; a chasse marce, destroyed; a sloop sunk, drifted to sea; a small sloop, went adrift.

## LONDON GAZETTE EXTRAORDINARY.

SUNDAY, FEBRUARY 22, 1807.

*Admiralty Office, Feb. 21, 1807.*

*Captain Lydiard, of His Majesty's Ship the Anson, arriv'd here this morning, with dispatches from Vice-Admiral Ducrest, Commander in Chief of His Majesty's Ships and Vessels at Jamaica, to William Marsden, Esq.; of which the following are copies.*

SIR,

*Shark, Port Royal, Jan. 11, 1807.*

I have much satisfaction in congratulating my Lords Commissioners of the Admiralty on the capture of the Island of Curacoa, on New Year's

Day, in the morning, by the four frigates named in the margin \*, under the orders of Captain Brisbane, of the *Arethusa*; a copy of whose letter I enclose for their Lordships' information.

Whilst I contemplate the immense strength of the harbour of Amsterdam, and the superior force contained in its different batteries opposed to the entrance of the frigates, I know not how sufficiently to admire the decision of Captain Brisbane in attempting the harbour, and the determined bravery and conduct displayed by himself, the other three Captains, and all the officers and men under his command: and is another strong instance of the cool and determined bravery of British seamen.

Captain Brisbane being from his situation obliged to act as Governor, I have, as an acknowledgment and high approbation of his conduct, continued him in that situation until His Majesty's pleasure shall be known; and request, in the strongest manner, that their Lordships will be pleased to recommend him for that appointment.

Captain Lydiard, (who will have the honour of delivering this, and who fully partook of the conquest, and has before distinguished himself off the Havana,) I beg to refer their Lordships to for any information. I shall put an acting Captain into the *Anson* until his return, or I receive directions thereon.

I am, &c.

J. R. DACRES.

SIR,

*His Majesty's Ship Arethusa, Curacao, Jan. 1, 1807.*

It is with the most lively and heartfelt satisfaction I have the honour to inform you, that His Majesty's squadron under my command has this day entered the New Year with what I humbly flatter myself will be deemed an enterprise of considerable consequence to my country.

I proceeded in the execution of your orders the 29th of November, with every possible avidity, but the adverse wind and current prevented me from reaching this island before the 1st inst. In my way up I met Captain Bolton, of the *Fisgard*, going to Jamaica; I took him under my orders, according to your directions, and proceeded with the squadron off this port, having previously resolved on that system of attack which British seamen are so capable of executing. My arrangements having been previously made known to the respective Captains, I was satisfied nothing further remained for me than to put it in execution. My line of battle consisted of the *Arethusa*, *Latona*, *Anson*, and *Fisgard*; and, very soon after the break of day, I made all possible sail with the ships in close order of battle, passing the whole extensive line of sea batteries, and anchored the squadron in a style far surpassing my expectations. Being still desirous of having the effusion of human blood spared, I writ the enclosed, No. 1, on the capstan of His Majesty's ship *Arethusa*, during the action, which was not regarded, as they did their utmost to destroy us. Words cannot express the ability of the squadron. The harbour was defended by regular fortifications, of two tier of guns, Fort Amsterdam alone consisting of sixty-six pieces of cannon; the entrance only fifty yards wide, athwart which was the Dutch frigate *Hatslar*, of 36 guns, and *Surinam*, of 22, with two large schooners of war, one commanded by a Dutch commander; a chain of forts was on *Miscelburg* commanding height; and that almost impregnable fortress, *Fort Republique*, within the distance of grape shot, enfilading the whole harbour.

At a quarter past six o'clock we entered the port; a severe and destructive cannonade ensued; the frigate, sloop, and schooners, were carried by boarding; the lower forts, the citadel and town of Amsterdam, by storm; all of which, by seven o'clock, were in our possession. For humanity sake I granted the annexed capitulation; and, at ten o'clock, the British flag was hoisted in *Fort Republique*:—the whole island is in our quiet possession.

\* *Arethusa*, *Latona*, *Anson*, and *Fisgard*.

The strength, commerce, and value, I understand, is immense. It is now become a pleasing part of my duty, although impossible to do justice to the merits, gallantry, and determination of Captains Wood, Lydiard, and Bolton, who so nobly headed their respective ship's companies to the storm; and the same gallantry and determination are due to the officers, seamen, and marines, for following up so glorious an example. Enclosed is a list of the killed and wounded in His Majesty's squadron. I have not yet been able to ascertain that of the enemy, except those in the ships. The Dutch Commodore was killed early in the action, and the Captain of the Surinam severely wounded. I have appointed, by Proclamation, Wednesday next, the 7th instant, for the inhabitants (which amount to thirty thousand), to take the Oath of Allegiance to our Most Gracious Sovereign; those who do not choose, will be instantly embarked as prisoners of war. For any farther particulars, I must beg to refer you to that gallant officer, Captain Lydiard.

I have the honour to be, &c.

CHARLES BRISBANE.

To James Richard Dacres, Esq., Vice-Admiral  
of the White, Commander in Chief, &c.

NUMBER I.

His Majesty's Ship *Arethusa*, Curacao Harbour,  
Jan. 1, 1807.

SIR,

The British squadron are here to protect, and not to conquer you; to preserve to you your lives, liberty, and property. If a shot is fired at any one of my squadron after this summons, I shall immediately storm your batteries. You have five minutes to accede to this determination.

I have the honour to be, &c.

CHARLES BRISBANE.

To His Excellency the Governor of Curacao.

NUMBER II.

Curacao, January 1, 1807.

PRELIMINARY ARTICLES of the Capitulation agreed upon by Charles Brisbane, Esq., Captain of His Majesty's ship *Arethusa*, and senior officer of a squadron of His Majesty's ships at Curacao, on the one part; and by His Excellency Pierre Jean Changuion, Governor of the Island of Curacao, and its Dependencies, on the other.

Art. I. The Fort Republique shall immediately be surrendered to the British force; the Garrison shall march out with the honours of war, lay down their arms, and become prisoners of war.—Answer—Granted.

Art. II. The Dutch Garrison at Curacao shall be prisoners of war, and by His Britannic Majesty sent to Holland, not to serve this war before they shall be regularly exchanged; and for the due performance of this Article, the officers pledge their word of honour.—Answer—Granted.

Art. III. The same terms as in the above Article, are granted to the officers and people of the Dutch men of war.—Answer—Granted.

Art. IV. All the Civil Officers may remain at their respective appointments if they think proper; and those who choose, shall be sent by His Britannic Majesty to Holland.—Answer—Granted.

Art. V. The Burgbers, Merchants, Planters, and other Inhabitants, without difference of colour or opinion, shall be respected in their persons and property, provided they take the Oath of Allegiance to His Britannic Majesty.—Answer—Granted, neutral property being respected.

Art. VI. All the merchant vessels, with their cargoes, in the harbour, of whatsoever nation they belong to, shall be in the possession of their proper owners.—Answer—Not Granted.

Art. VII. A Definitive Capitulation shall be signed upon this basis in Fort Amsterdam.—Answer—Granted.

Curacoa, January 2, 1807.

The foregoing Articles having this day been mutually read and agreed to, this Capitulation is become definitive.—Signed on the one part by

CHARLES BRISBANE.

Signed on the other part by His Excellency

P. J. CHANGUION.

*A List of Killed and Wounded on board His Majesty's Squadron under my Command, at the Capture of the Island of Curacoa, on the 1st of January, 1807.*

*Arethusa.*—2 seamen killed, 5 seamen wounded.

*Lutona.*—1 seaman killed, 2 seamen wounded.

*Anson.*—None killed, 7 seamen wounded.

*Fisgard.*—None killed, none wounded.

Total.—3 seamen killed, 14 seamen wounded.

CHARLES BRISBANE.

Curacoa, January 3, 1807.

*Lists of Killed and Wounded on board the Hatslar Frigate, Surinam Sloop, and Flying Fish Schooner.*

*Hatslar.*—C. J. Evertz, Commandant, killed; G. B. Z. Gerond, second Purser, ditto; A. Graaf, chief Mate, badly wounded; J. J. N. Giblesperd, Steward, killed; William Maubers, seaman, ditto; Henry Driel, seaman, ditto.

*Surinam.*—Jan Van Nes, Captain, dangerously wounded; Jean Baptiste, Lieutenant, ditto; G. B. Baltner, Midshipman, dangerously wounded; Arend Arens, seaman, ditto; Ferdinand Ballatin, seaman, ditto (since dead.)

*Flying Fish.*—G. H. V. A. Hinget, Gunner, dead; M. S. Giblesperd, seaman, wounded.

By Charles Brisbane, Esq., Captain of His Majesty's ship *Arethusa*, and senior officer of a squadron of His Majesty's ships employed at Curacoa.

His Excellency, Lieutenant-General Changuion, Governor and Commander in Chief of the Island of Curacoa and its Dependencies, having refused to take the Oath of Allegiance to His Britannic Majesty, and surrendered himself prisoner of war, I have thought proper to appoint myself Governor of the said Island and its Dependencies, until the pleasure of the Commander in Chief is made known; and I do hereby appoint myself accordingly.

Given under my hand at Curacoa, this 4th of January, 1807.

CHARLES BRISBANE.

By Charles Brisbane, Esq., Captain of His Majesty's ship *Arethusa*, and senior officer of His Britannic Majesty's squadron in Curacoa harbour.

Whereas this Island and its Dependencies have surrendered to the arms of His Britannic Majesty, as appears by the Capitulation which has been signed by His Excellency Pierre Jean Changuion and me on the 1st

instant, I therefore hereby require, that all Burghers and Inhabitants of this Island, shall meet on Wednesday next, the 7th instant, at ten o'clock in the morning, at the Government House, in order to take the Oath of Allegiance to His Britannic Majesty aforesaid. Those who belong to the Militia Companies will receive further orders from their Major, and are to conduct themselves accordingly. All those who fill public offices, of whatsoever nature they may be, and all such as do not belong to the Militia Companies, are also required to meet at the Government House, at the hour and for the purpose aforesaid.—I expect that the Burghers and Inhabitants of this Island will conduct themselves in such a manner as to deserve my protection and favour; and, on my part, shall not fail, as far as in my power lies, to promote the happiness and welfare of this Island and its Inhabitants: and I flatter myself that my endeavours in this case will be crowned with the gracious approbation of my Sovereign, and, I hope, to the satisfaction of the Inhabitants of this Island and its Dependencies.

Given under my hand, on board His Majesty's ship *Arethusa*, in the Harbour of Curacoa, this fifth day of January, 1807.

CHARLES BRISBANE.

ERRATUM in the Gazette of 27th January, 1807.

*Admiralty Office, January 27, 1807.*

For Dispatches, of which the following are *Copies*,

Read, Dispatches, of which the following are *Extracts* and *Copies*.

## Imperial Parliament.

HOUSE OF LORDS, THURSDAY, FEB. 5.

**L**ORD GRENVILLE, in moving the second reading of the Bill for abolishing the Slave Trade, expatiated, at great length, on the impolicy, as well as inhumanity, of continuing that traffic, until the whole island of Jamaica and the settlement of Trinidad should be cleared. If that were to be done, three centuries must elapse, during which the traffic must be continued to the same extent as at present, for each of those islands would require the importation of 1,000,000 of Negroes. His Lordship observed, that should no other country unite with us in putting an end to this detestable traffic, that ought not to prevent us from obeying the dictates of justice. In the American Congress, however, there was a Bill passing unresisted, through its different stages, for inflicting on the continuation of this traffic the punishment of death. Denmark had abolished it; Sweden had never engaged in it; and, at present, at least France, Spain, and Holland, could not carry it on. Portugal, unassisted by British capital and shipping, and deprived of a market in the West India islands, could not carry it on to any great extent, if she were disposed to continue it. His Lordship then proceeded to consider the state of the Negroes already imported into the West India islands; with regard to whom, he deprecated all interference on the part of the British Legislature, and recommended a slow and gradual emancipation, under such regulations as the Colonial Assemblies might think proper to adopt.

The Duke of Clarence, in opposing the measure, predicted, that in less than five years after passing the present Bill, Parliament would have to repeal it.

The Duke of Gloucester spoke in favour of the Bill; and Lord Morton, and the Earl of Westmoreland, against it. Lord Selkirk, Lord Roslyn, Lord

King, Lord Moira, the Bishop of Durham, Lord Northesk, the Earl of Suffolk, and Lord Holland, also gave their support to the Bill; which was opposed by Lord St. Vincent, Lord Eldon, and Lord Hawkesbury.—The House at length divided on the second reading.

Contents—Votes 72—Proxies 28—100  
 Non-Contents—Votes 38—Proxies 8—36

Majority 64

#### FRIDAY, FEB. 6.

In a Committee on the Slave Trade Abolition Bill, Lord Grenville, in proposing that the blanks of the Bill should be filled up, wished to fix the limited time for ships to proceed on this traffic, to the 1st day of May next. This would afford opportunity sufficient for all those who had already embarked in the trade to complete the object they had commenced, without any detriment to their interest, and prevent the Bill from taking the effect of an *ex post facto* law. For prohibiting all further dealing on the trade from Africa, he would fix the 1st of January, 1808; and for the termination of it all together in the West Indies, to the 1st of January, 1808, also.—Resolutions to this effect were moved, and the blanks ordered to be filled up accordingly.

The several clauses of the Bill being gone through, and the question on the preamble being put, “that it should stand part of the Bill.”

Lord Hawkesbury moved an amendment, that the words, “justice and humanity” should be omitted in the preamble, urging, that they implied an indirect censure upon ourselves, for having continued the traffic so long; and that the slaves understanding, for the first time, that to be the prevailing cause of at length abandoning it altogether, it might lead to revolts and mischief in our Colonies, not to be calculated.

This produced a conversation of some length; after which the House divided, when there appeared for the amendment, 10—Against it, 33.—The original motion, therefore, was carried, and the report ordered.

#### TUESDAY, FEB. 10.

The Bill for the Abolition of the Slave Trade, was read a third time and passed.

#### THURSDAY, FEB. 19.

The Royal Assent, by commission, was given to a Bill for preventing the seduction of men from the Navy; and to a Bill for regulating the trade and commerce of the Cape of Good Hope.

#### HOUSE OF COMMONS, FRIDAY, JAN. 23.

Mr. T. Grenville, in a Committee of Supply, rose to propose a vote of 10,000 seamen for the Navy, in addition to the 120,000 already granted for the service of 1807. In the course of his speech, he also stated the outline of a new plan, which it was intended to follow in future, in making up the accounts relative to the Navy; by which the expenditure incurred under each particular, of timber, cordage, &c., would be separately laid before Parliament.

Mr. Rose observed, that there was nothing new in the supposed improvement promised by the first Lord of the Admiralty; for the accounts of the naval expenditure had, for years, been kept under the distinct heads mentioned by him, though it had not been usual to state to the House any more than the forms.



This remark led to a conversation of considerable length; in the course of which, Mr. Grenville and Mr. Vansittart declared, that they had found no such documents in the Public Offices, as those alluded to by Mr. Rose. The latter gentleman, after a few minutes' absence from his seat, returned with a paper, from which he read a variety of items, in proof of his statement. The resolution was at length put, and agreed to; as were also various resolutions, under the following heads of estimates:—Wages, 240,500*l.*; Victualling, 247,000*l.*; Wear and Tear, 390,000*l.*; Ordnance, 32,500*l.*; Ordinaries, 1,135,431*l.* 9*s.* 2*d.*; Building, and extra works, 2,134,903*l.*; Transports, 1,500,000*l.*; Sick and Wounded, at home and abroad, 300,000*l.*; Prisoners of War, 500,000*l.*

MONDAY, JAN. 26.

The Report of the Committee of Supply, on the vote for 10,000 additional seamen, &c. was brought up, and agreed to.

MONDAY, FEB. 2.

Mr. Sheridan, agreeably to notice, moved for, and obtained, leave to bring in a Bill, for the further regulation of the Office of Treasurer of His Majesty's Navy.—In prefacing his motion, he observed, that there could be but one sentiment as to the propriety of the measure. There had been passed an Act for the regulation of the Offices of Treasurer and Paymaster of the Navy; but the opinions of the Judges, as delivered in the case of Lord Melville, had thrown doubts upon that Act. It was provided by that Act, that on no account should the Treasurer of the Navy, and the Paymaster, have any emoluments from the public money in their hands, yet the opinions of the Judges had rendered the operation of that provision doubtful. It was necessary to remove those doubts by a new Act, that should subject the Bank to as little inconvenience as possible. This was the object of his proposal.

WEDNESDAY, FEB. 4.

Mr. Percival, agreeably to notice given a fortnight before, respecting the neutral trade, moved, that an humble address should be presented to His Majesty, praying that His Majesty would be graciously pleased to direct, that there should be laid upon the table a copy of the Order of His Majesty in Council, on the 7th of January, relative to vessels sailing from port to port, such ports being in possession of the enemy.

Sir John Nicholl, the Advocate General, in following Mr. Percival, took a most able and extensive view of the subject. As to the measure proposed, by that honourable and learned gentleman, to be substituted for the order of council, namely, that no ships with colonial produce should be suffered to enter the ports of France; such a measure would not be more distressing to the trade of France than to that of neutrals, or to our own trade. It would be injurious to our trade, because the neutrals, by carrying the colonial produce of the enemy, are enabled to export our manufactures in great quantities. The House of Commons would not, therefore, in the exercise of its inquisitorial powers, interfere with this act of the executive, until it should see what effect would be produced by the measure that had already been resorted to. It was his opinion, that the cutting off of the coasting trade would be highly distressing to France. But if France should, in the madness of her policy, think of shutting up the remaining neutral ports upon the Continent, she would soon find that they are now as necessary to her as to Great Britain. It was therefore his opinion, that they should in the first instance make trial of the measure that had been adopted, as they would at all times have it in their power to resort to measures of greater

extremity, if such should be found necessary. If the enemy should persist in their decree, and attempt to enforce it, then he was convinced that the country had sufficient means, and His Majesty's Ministers sufficient vigour, to resort to such measures as should be deemed necessary for a complete retaliation.

A long and spirited debate ensued; in which the motion was opposed, as unprecedented, unconstitutional, and injurious.—Lord Howick, in particular, observed, that it was directed against a measure in progress; and which, if deficient in its object, might be succeeded with ulterior means; but that at present it was so connected with the dearest interests of us and our friends, that without danger to both, it could not be discussed.—The motion was at length withdrawn.

On the motion of Mr. Rose, it was ordered that there be laid before the House an account of the tonnage of ships that arrived from China each year, from 1773 to the present time. Also an account of the manufactures exported to China since 1773, with their real value. Also an account of the quantity and value of tobacco, tea, and various other articles exported.

## TUESDAY, FEB. 10.

The Slave Trade Abolition Bill was brought down from the Lords, and read a first time.

## WEDNESDAY, FEB. 11.

In a Committee on the report of the Sierra Leone Petition Committee, leave was moved for, and given, to bring in a Bill for transferring to His Majesty certain possessions and rights vested in the Sierra Leone Company.

## THURSDAY, FEB. 12.

In a Committee on the report concerning the Naval Asylum, it was agreed to move for leave to bring in a Bill for empowering His Majesty to grant the Royal Palace and appurtenances in Greenwich Park, to certain Trustees, for the use and occupation of the said Asylum.

## MONDAY, FEB. 16.

Sir Charles Price presented a petition from the Ship-owners of the port of London, which stated, that they apprehended it was one of the objects of the new financial arrangement, to continue the additional duties laid on the tonnage of shipping; they prayed, therefore, that these duties might cease at the end of the war. Ordered to be laid on the table.

## FRIDAY, FEB. 20.

Mr. T. Grenville presented a copy of the warrant, by which the Lords of the Admiralty had thought proper to put Sir Home Popham, a Member of this House, under arrest.—The Clerk then read the copy of the warrant, in substance as follows:—

“Whereas, Captain Sir Home Popham left the Cape of Good Hope without any orders, and proceeded to attack a Spanish settlement on Rio de la Plata; now this is to command you, that you take the said Sir Home Popham under arrest, preparatory to his trial by Court Martial for his said offence. But you are not to put him to any greater inconvenience than is absolutely necessary; and, therefore, having made the arrest, you are to take his word of honour for his appearance, when the Court Martial takes place, and you are to attend him to and from the said Court Martial.

“To John Cricket, Esq. Marshal  
of the Admiralty.”

On the motion of Lord Howick, this document was ordered to be entered in the Journals of the House.

The Slave Trade Abolition Bill was read a second time; after which, General Gascoigne gave notice, that it was his intention to move for compensation to such of the West India traders and planters, as might suffer injury from the passing of this Bill into a law.

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### Promotions and Appointments.

His Majesty has been pleased to direct that a pension of 500*l.* per annum be settled on Sir Samuel Hood, in consideration of the loss of his arm.

Captain Alexander Fraser, to the Prince; Captain P. Puget, to the Gibraltar; Captain T. Bowen, to the Hindostan; Captain G. Pigot, to the Blossom; Mr. Payne, first Lieutenant of the Clyde, is promoted to a Commander.

J. W. Nelson, Esq., Clerk of the Survey at His Majesty's dock-yard at Deptford, is appointed Store-keeper of His Majesty's dock-yard at Portsmouth, in the room of W. Gilbert, Esq., who is superannuated. J. Scott, Esq., Clerk of the Rope-yard at Plymouth, succeeds Mr. Nelson, at Deptford; and Mr. Scott's son is appointed Clerk of the Rope-yard at Plymouth. Mr. Gilbert has been a zealous, upright, and faithful public servant in His Majesty's service 47 years; he retires with a pension of 300*l.* a year.

Lieutenant Rose, of the Royal William, is appointed to command the Crown, prison ship, at Portsmouth.

Mr. W. H. Banks, (of Rhyde,) is promoted from Assistant Surgeon of the Hibernia, to be Surgeon of the Hermes, sloop of war.

Captain J. West, to the Excellent; Captain Lake, (re-appointed) to the Gibraltar; Captain K. McKenzie, to the Valiant; Captain Raggett, to the Africaine; Captain Rose, to retain the command of the Agamemnon; Captain W. Peake, to the Etna; Captain Schomberg, to the Juno; Captain Mainwaring, to the Tartarus; Lieutenant D. Carpenter, to the Cheerful cutter.

Earl Nelson, by Lord Grenville, upon his receiving the grant of a pension and estate, and receiving His Majesty's permission to accept the title of Duke of Bronte, in Sicily.

Viscount Trafalgar, son to the Earl, by Lord Grenville, upon his receiving His Majesty's permission to assume the title of Viscount Trafalgar, and to accept the Order of St. Joachim. The Noble Viscount wore the Riband, and all the Insignia of the Order, as worn by his late Uncle, Admiral Lord Nelson.

New and immense powers have been granted by the King of Spain to the Prince of Peace. He is appointed to the office of High Admiral of Spain and the Indies, and Protector of Commerce, with the title of "Serene Highness."

Captain Brenton is appointed to the Spartan; and Captain McLeod to the Superb, bearing the broad pendant of Commodore Keats.

The Spartan frigate, Captain Brenton, takes the East India convoy as far as the Cape of good Hope, instead of the Antelope, Captain Beazley, which is to sail alone with Lord Caledon, for the Cape.

## BIRTHS.

On the 31st of December, 1806, the wife of Captain Foote, R. N., of a daughter.

On the 16th of February, 1807, at Brompton, London, the lady of Captain J. Brenton, of the Navy, of a son.

## MARRIAGES.

Lately was married, at Newfoundland, Lieutenant Bishop, of the Mac-karel schooner, to Miss Duggin, daughter of Mr. Duggin, Surgeon, of St. John's.

On the 25th of January, was married, at Alverstoke, Lieutenant Elers, of the Royal Navy, to Miss Younghusband, daughter of the late G. Younghusband, Esq. of Berwick upon Tweed, and sister to the late Captain Younghusband, of the Royal Navy.

## OBITUARY.

On the 16th of January, died, of the dropsy, at Lambeth, London, Captain John Larmour, of the Royal Navy, late of His Majesty's ship Emerald. An excellent officer, who rose, by fortunate merit alone, from the humblest situation in a ship.

On the 21st of January, died, J. Swaffield, Esq. jun. chief Clerk at the Navy Pay Office at Portsmouth dock-yard.

On the 2d of February, most poignantly regretted by her parents and relatives, Miss Ann Montagu, youngest daughter of Admiral Montagu, Commander in Chief at Portsmouth.

An inquisition was held at Portsmouth, on the body of John Hayman, a seaman, belonging to the Daring gun-brig, who fell, two days previously, from the main-top-sail-yard, while reefing the sail, and fractured his skull against a gun. Verdict—*Accidental Death*.

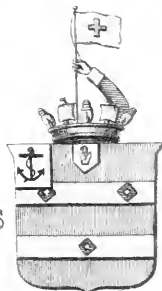
On Sunday, the 7th of February, at her house in Hinde-street, Manchester square, the Right Hon. Baroness Dufferin and Claneboye, of the county of Down, Ireland, at the age of 80 years, leaving issue five sons and four daughters, all married, and by them fifteen grand children. She was mother of the gallant and brave Captain Henry Blackwood, the confidential friend of the most illustrious Lord Nelson, especially in the glorious battle of Trafalgar. She was always admired amongst her numerous friends, for the dignity of her manner, and the wit of her repartee; and she was also, during a tedious illness, the admiration of all for piety and fortitude, which has been often aimed at of late by the philosophers of the age, but never surpassed by those brave men, who, by their destinations in life, have often met death in the field. She died with calmness and tranquillity. She succeeded in her fortune and title by her eldest son, the Hon. Sir James Blackwood, now Lord Dufferin and Claneboye.

On the 14th of February, a very sad and fatal accident happened in Portsmouth dock-yard:—Mr. Campbell, foreman of Mr. Huffam's contract-riggers, was struck in the head with the studding-sail-boom on board the Brunswick, which was fixing to form part of a stage; the blow was so violent, that it instantly killed him. This accident is rendered the more afflicting by its being the first day of his employment here, and he has left a wife and three children.





H. K. Cooke sculp.



SIR FRANCIS

GEARY BAR<sup>T</sup>

Admiral of the White Squadron.

Published 31<sup>st</sup> March 1807, by J. Gold, 103, Shoe Lane, Fleet Street

BIOGRAPHICAL MEMOIR OF THE LATE  
SIR FRANCIS GEARY, BART.

ADMIRAL OF THE WHITE SQUADRON.

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"HE WAS—BUT WORDS ARE WANTING TO SAY WHAT;  
SAY ALL THAT'S GOOD AND BRAVE, AND HE WAS THAT."

LORD LYTLITON.

**I**N presenting a memoir of Admiral Sir Francis Geary—a distinguished officer of the old school—we are in hopes of gratifying many of the friends of that deceased Commander.

The father of Sir Francis was the descendant of an ancient family, which had been long settled near Aberystwyth, in the county of Cardigan. In the earlier part of his life, he resided at Cheddington, Bucks; but afterwards at Areall Magna, near Wellington, in Shropshire. Sir Francis was born in the year 1709; but whether at Cheddington, or at Areall Magna, we know not.

Mr. Charnock\* informs us, that, having made choice of a naval life, Mr. Geary was, in 1727, by an Admiralty order †, entered as a Volunteer on board the *Revenge*, a 70 gun-ship, at that time commanded by Captain Conningsby Norbury. She was one of the fleet which, under the orders of Sir John Norris, was sent to the Baltic, for the purpose of overawing the Czarina, and preventing a rupture between the courts of Denmark and Sweden.—On his arrival off Copenhagen, Sir John was joined by a Danish squadron; but, as the death of the Czarina happened soon after, hostilities were prevented, the Russian fleet was laid up, and the English Commander returned home.

Immediately on her return, the *Revenge* was ordered to Gibraltar, as a reinforcement to Sir Charles Wager, who had

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\* To Mr. Charnock's very useful publication, *The BIOGRAPHIA NAVALIS*, we are indebted for the principal facts in this memoir.

† This, according to the earlier usage of the Navy, was denominated the *King's Letter*.

been sent thither to relieve the place from the Spaniards, by whom it was then besieged.

Of the succeeding fifteen years of Mr. Geary's life, we know nothing farther, than that he continued to serve in the Navy, as a Midshipman, and afterwards, as a Lieutenant. On the 30th of June, 1742, he was promoted from the latter rank, to be Captain of the *Squirrel*, of 20 guns. Soon afterwards, he was ordered out on a cruise off the island of Madeira; where, on the 10th of February, 1743, he fell in with the *Pierre Joseph*, a French ship chartered by the Spanish merchants at Cadiz, and bound thither from the ports of Vera Cruz and the Havana.—“The enemy had used consummate art in endeavouring to conceal from any ship that might casually meet them, the knowledge of the persons to whom the cargo in reality belonged. The papers were all thrown overboard, and the Supercargo concealed himself. The Master was a Frenchman, untrue to his trust, and dishonest to his employers, for he confessed the whole cargo was totally Spanish property. It consisted of sixty-five chests of silver, each containing three thousand pieces of eight, five bales of cochineal, fifty-seven of indigo, and one case of vanilla, a quantity of sugar, and three thousand five hundred hides.”

Previously to this, Captain Geary had captured a Spanish privateer, which he manned and employed as an armed tender: and, in company with her, he had, on the 29th of the preceding month, taken and burnt a Spanish armed ship.

Before he sailed upon this cruise, which proved so successful, he entered into an engagement with another Captain, to share with him whatever prizes they might take, during a given period. The *Pierre Joseph* was not captured till after the expiration of the term agreed upon: notwithstanding which, Captain Geary, in the most honourable manner, presented his friend with a fair moiety of the prize: expressing his conviction, that he would have acted in the same manner towards him, had he been equally successful.

Captain Geary appears to have been extremely fortunate in his captures. “Early in 1744,” says Mr. Charneck, “he com-



ing her in a short time, the *Dolphin*; but, on the 17th of February, was promoted to the *Chester*, of 50 guns: and being sent out to cruise, in company with Captain Brett, of the *Santalwood*, captured, on the 20th of February, a French frigate, of 20 guns, and 154 men, besides many passengers of consequence, having on board twenty-four thousand dollars, and a very valuable cargo."—Further on, in a note, Mr. Charnock says:—"In a memorandum made by himself, Sir Francis states, that while he commanded the *Chester*, he captured, after a trifling skirmish, as he terms it, but in which he had an officer killed, and several men killed and wounded, a French frigate, called the *Elephant*. Whether this circumstance took place in Europe, or during the time he was at Louisburg, he is silent." The fact is, that both of these accounts relate to one and the same capture. But the *Elephant*, commanded by M. Seller, was taken on the 20th of February, 1745, and not 1744. By the date, this event took place *before* Captain Geary sailed for Louisburg.

In the year 1744, however, this officer participated in the taking of eight French West Indiamen. It does not appear that that exploit was officially recorded; but the following account thereof was given in one of the newspapers of the day:—

July the 1st, 1744.—Yesterday morning an express arrived at the Admiralty Office, with an account that His Majesty's ships the *Hampton Court*, and *Chester*, with the *Grampus* sloop, have taken eight West Indiamen, from Hispaniola and Martineo, carrying 138 guns, and 518 men. The *Chester* and *Grampus* are since arrived in the Downs with their prizes.

In the month of February, 1745, Captain Geary sat as one of the members of the Court Martial, which was holden on board the *Leux*, in Portsmouth harbour, for the trials of the Captains, Griffin, Mostyn, Brett, and Fawke\*: soon after

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\* These officers having been much censured by the public for not continuing to pursue and engage two French ships of war, the *Neptune* and the *Flouron*, of 74 guns each, which they fell in with in the Channel, demanded a Court Martial to inquire into their conduct, and were honourably acquitted. Captain Brett, as well as Captain Geary, afterwards joined Commodore Warren's squadron off Louisburg.

which he was ordered for Louisburg, to reinforce the small squadron, then employed in the reduction of that place, under the late Commodore Sir Peter Warren\*. Shortly after the surrender of Louisburg, in June, Captain Geary was sent home with an express; a circumstance by which he was prevented from receiving a share of the immense property that was subsequently captured. He is said to have thus sustained a "negative loss" of nearly 12,000*l*.

Soon after his arrival in England, Captain Geary was appointed, through the special interest of the Duke of Bedford, at that time first Lord of the Admiralty, to the *Culloden*, of 74 guns. In this ship he was, in 1747, ordered into the Bay of Biscay, with the squadron under the command of Rear-Admiral Hawke, with whom he remained, on constant service, until the conclusion of the war, in 1748 †. While thus employed, he had the misfortune to encounter a violent storm, in which the *Culloden* lost one of her masts.

Captain Geary was next appointed Commander in Chief of the ships in the Medway, with the rank of Commodore; an appointment which he is supposed to have holden but a short time; as, in the month of September, 1748, he quitted the *Culloden*, and is not known to have received any subsequent command, until the beginning of the year 1755.

In the course of the same month that he left the *Culloden*, Captain Geary married Miss Bartholomew, a Kentish lady, of considerable fortune; through whom his son and successor, the present Sir William Geary, inherits the family seat of Oxenheath.—During the remainder of the peace he lived in retirement.

In consequence of the French having continued to foment disturbances in America, it was found expedient, in the spring of 1755, again to prepare for hostilities. At this time, Captain

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\* *Vide NAVAL CHRONICLE*, Vol. XII, page 263.

† Captain Geary does not appear to have joined Admiral Hawke, until after his action with the French squadron of M. de l'Etendiere. *Vide NAVAL CHRONICLE*, Vol. VII, page 454. Indeed we have some doubt, whether he joined him at all before January 1748.

Geary was appointed to the *Somerset*, of 70 guns; and, in the month of April, he sailed for North America, under the command of Admiral Boscawen\*. The result of this expedition was, that the combined squadrons, of Boscawen and Holbourne, captured two of de la Motte's ships, the *Alcide*, and the *Lys*, of 64 guns each, with 80,000*l.* sterling, and a number of French officers of distinction on board. Finding that nothing farther was likely to be achieved, Admiral Boscawen returned to England in November.

At the close of the year, Captain Geary was ordered to join the Channel fleet, then under the command of Sir Edward Hawke. In the winter of 1756-7, he was one of the members of the Court Martial, assembled on board the *Prince George*, in Portsmouth harbour, for the trial of Admiral Byng, the result of which it is unnecessary to state.

The only material success that Captain Geary met with, whilst employed in the Channel fleet, appears to have been the following:—

At dawn of day (in April, 1757,) the *Somerset* and *Rochester* men of war discovered five sail about two leagues distance; they consisted of three ships, one snow, and a schooner: upon which the *Somerset* and *Rochester* immediately chased the two largest, who bore away to the northward, and the other three hauled to the north-west. Before noon the *Somerset* and *Rochester* took them; one named the *Renommée*, burthen three hundred and fifty tons, laden chiefly with pork, flour, and two hundred muskets; the other, the *Superb*, burthen seven hundred and fifty tons, laden with some provisions, bale goods, and several cases of small arms, both letter of marque ships from Bourdeaux to Quebec, having on board two hundred and forty-two officers and soldiers of the royal regiment of foreign volunteers, which, with the seamen and passengers, amounted to three hundred and ninety-one prisoners.

About the month of February, 1758, Captain Geary was appointed to the *Lenox*, a new third rate, of 74 guns; but quitted her, in the following year, for the *Resolution*, a ship of the same force. On the 18th of May, 1759, he sailed with the

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\* *Vide* NAVAL CHRONICLE, Vol. VII, page 200.

fleet commanded by Sir Edward Hawke; and, in three days after, was ordered, by the Commander in Chief, to hoist a red broad pendant, as Commander of a division or squadron, consisting of ten ships of the line, two frigates, and a fire-ship. It does not appear, that, in this new command, he had any particular opportunity of distinguishing himself. Whilst at sea, in the month of June, he received his commission\*, as Rear-Admiral, accompanied by instructions to put himself under the command of Sir Edward Hawke, with the following squadron:—

| <i>Ships.</i>     | <i>Guns.</i> | <i>Commanders.</i>                                                 |
|-------------------|--------------|--------------------------------------------------------------------|
| Sandwich †.....   | 90           | Francis Geary, Rear-Admiral<br>of the Blue.<br>Captain R. Norbury. |
| Fondroyant .....  | 84           |                                                                    |
| Bienfaisant ..... | 64           | ——— G. Balfour.                                                    |
| America .....     | 60           | ——— J. Kirk.                                                       |
| Anson.....        | 60           | ——— M. Whitwell.                                                   |
| Firm.....         | 60           | ——— J. Reynolds.                                                   |
| Juno.....         | 32           | ——— J. Phillips.                                                   |

On the 29th of August, he shifted his flag from the Sandwich, into the Royal George, the former having been ordered into Plymouth to refit. When she rejoined the fleet, off Ushant, on the 29th of September, he again hoisted his flag in the Sandwich; in which he remained, under Sir Edward Hawke, watching the fleet of Couflans, then lying in Brest harbour, till the strong westerly winds drove the British ships from their station, and compelled them to put into Torbay, in the beginning of November. The Sandwich, having sprung her main-mast, was prevented from getting in till after the rest of the fleet.

Sir Edward Hawke put to sea again, on the 14th of the month (November) in quest of the enemy‡; ordering Rear-Admiral Geary to land his sick, amounting to eighty-seven, at

\* Dated, either on the 19th of May, or the 5th of June.

† The Rear-Admiral first hoisted his flag on board of the Resolution on the 11th of June; but removed it into the Sandwich on the 7th of July.

‡ *Vide* NAVAL CHRONICLE, Vol. VII, page 463.

Plymouth, and to get up a new top-mast; after which he was to proceed to the place of rendezvous, off Ushant, taking with him out of the Sound every ship that was ready for sea.

Unfortunately, the delay, thus necessarily occasioned, prevented the Rear-Admiral from rejoining the Commander in Chief, sufficiently early to participate in the memorable defeat of the Marquis de Conflans\*. Exerting himself, however, with the greatest possible diligence, "he sailed from Plymouth on the 19th of November, carrying with him the *Fondroyant* and *Bienfaisant*; but, on his passage to the appointed rendezvous, he received a letter and order from Sir Edward Hawke, instructing him to continue cruising off Brest, with all the ships of his squadron, till farther orders. On the 22d of November the *Acteon* joined him with a duplicate of the order last mentioned, enclosed to him by Commodore Hanway, from Plymouth. When off Ushant, he unfortunately encountered a most tremendous gale, which drove him near two hundred leagues to the westward: he then made sail and regained his station, where he continued, though without being fortunate enough to meet with any success till towards the end of December, and returned into port on the 27th, having been seven months and nine days at sea, with the trivial interval of putting into Plymouth Sound for three days, by order of Sir Edward Hawke, to put his sick men on shore, to procure water and get up his top-mast."

After this long cruise, Rear-Admiral Geary continued in port till the 30th of April, 1760; when he received an order from Admiral Boscawen, to proceed, with a squadron † under his command, to cruise off Rochfort, for the purpose of intercepting a French expedition, then fitting for the East Indies, in that harbour. This was a measure of precaution, on the part of Government; as, had the French squadron got to sea, and arrived safely in India, their naval force in that quarter would have become greatly superior to that of the English. Accord-

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\* *Vide* NAVAL CHRONICLE, Vol. VII, page 462.

† The *Sandwich*, *Warspite*, *Orford*, *Torbay*, *Chichester*, *Princess Amelia*, and *Unicorn* frigate.

ingly, the Rear-Admiral continued cruising off Rochfort, and occasionally anchoring in Basque Road, in sight of the enemy, till the 6th of September. On that day, it having been ascertained that the French had abandoned their intended expedition, and had actually unrigged their ships, he received orders to join Sir Edward Hawke, in Quiberon Bay. This junction he effected "on the 7th, and continued on that station, with Sir Edward, till the 3d of October, when he received orders from the Commander in Chief to proceed to Spithead, where he arrived on the 25th of the same month. On the following day he struck his flag, having obtained leave of absence from the Admiralty Board, but soon afterwards was invested with the command as Port Admiral of the ships and vessels at Spithead, being successor to Vice-Admiral Holbourne: he accordingly hoisted his flag on board the Royal Sovereign.—His first consequential charge, after entering on this office, was the equipment of the squadron intended for the expedition against Belleisle, and the embarkation of the troops destined for that service. The same occupation, though not on so extensive a scale, notwithstanding the object itself was more important, was repeated in 1762. This was the superintendance of the equipment of that part of the armament which sailed from England, under the command of Sir George Pocock, destined for the attack of the Havana and the island of Cuba. 'The great diligence and attention to the service, as well as the indefatigable exertions displayed by Mr. Geary, in forwarding every thing that related to it, were so conspicuous, that the Earl of Albemarle, the General in Chief, made a very particular representation of his conduct to His Majesty, who signified his highest and most gracious approbation of his behaviour."

On the 21st of October, 1762, he was promoted to the rank of Vice-Admiral of the Blue Squadron, retaining his command at Spithead until the signing of the preliminary articles of peace\*. Soon after that event, he received orders to strike his flag, the

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\* The preliminaries were signed at Fontainebleau, in November, 1762, and ratified at London on the 10th of February, 1763.

particular service on which he had been employed having been accomplished.

Thus, during the whole of the war, Admiral Geary had been uninterruptedly employed in the Channel service, and as Commander in Chief, or Port Admiral, at Portsmouth and Spithead; excepting only for ten months, when he commanded at the Nore, with the rank of an established Commodore, having a Captain under him.

By the same packet which conveyed to Admiral Geary the orders for striking his flag, at Spithead, he had the satisfaction of receiving "the thanks of the House of Commons, both to himself, and the officers under his command, for his diligence and conduct, more particularly on those occasions which had already established him in the highest reputation, both with his Sovereign and his countrymen."

From the peace of 1763, to the period of the Spanish armament, in 1770, to which we have so often had occasion to advert, the Vice-Admiral enjoyed another interval of retirement. At that time he was re-appointed to the Portsmouth command, and made Vice-Admiral of the Red\*. Assisted in this case of emergency, which required the utmost dispatch, by Rear-Admiral Buckle, he succeeded in effecting the intentions of Government, as far as his department was concerned; after which, when the armament was laid aside, he "once more passed," says Mr. Charnock, "into retirement and private life; a station to which no man could do more honour, either as a friend, a relative, or a gentleman; perfectly independent in his principles, strictly honourable in all transactions with which he was connected, and exhibiting on every occasion the character of a man possessing every moral and social virtue."—It is deserving of notice, that, soon after Vice-Admiral Geary entered upon the command of which we have been speaking, he had an unpleasant dispute with Rear-Admiral Elphinstone, of the Russian service, respecting the right of the latter to fire a morning and evening gun, at relieving and setting the watch.

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\* October 18, 1770.

The English Commander resisted the practice, as irregular; particularly as the Russian ship had neither flag nor pendant flying. Several letters passed upon the subject, in which the conduct of Rear-Admiral Elphinstone was censured by the Russian Minister; whilst Vice-Admiral Geary was much applauded for his vigilance in attending to the forms of His Majesty's service.

On the 31st of March, 1775, during his absence from active life, this officer was made Admiral of the Blue Squadron; and, on the 29th of January, 1778, Admiral of the White.—In the month of May, 1780, on the death of Admiral Sir Charles Hardy, Admiral Geary, though in a very indifferent state of health, was again called upon to return to the service of his country. Accordingly, on the 24th of the month, having received His Majesty's orders, through the Earl of Sandwich, then first Lord of the Admiralty, he assumed the chief command of the Channel fleet, which at that time consisted of the following ships:—

| <i>Ships.</i>       | <i>Guns.</i> | <i>Commanders.</i>                                                                                           |
|---------------------|--------------|--------------------------------------------------------------------------------------------------------------|
| Victory .....       | 100          | Francis Geary, Esq., Admiral of the White.<br>1st Captain, Richard Kempenfelt.<br>2d Captain, S. W. Clayton. |
| Britannia .....     | 100          | George Darby, Esq., Vice-Admiral of the White.<br>Captain James Bradby.                                      |
| Royal George .....  | 100          | Sir J. L. Ross, Rear-Admiral of the Red.<br>Captain John Bourmaster.                                         |
| Prince George ..... | 98           | Robert Digby, Esq., Rear-Admiral of the Red.<br>Captain William Fox.                                         |
| Barfleur .....      | 98           | Hon. Sam. Barrington, Vice-Admiral of the White.<br>Captain Benjamin Hill.                                   |
| Duke .....          | 98           | ——— Sir Charles Douglas.                                                                                     |
| Formidable .....    | 98           | ——— J. Stanton.                                                                                              |
| Queen .....         | 98           | ——— Alexander Innis.                                                                                         |
| Namur .....         | 90           | ——— Herbert Sawyer.                                                                                          |



| <i>Ships.</i>        | <i>Guns.</i> | <i>Commanders.</i>              |
|----------------------|--------------|---------------------------------|
| Ocean.....           | 90           | Captain George Ourry.           |
| Union .....          | 90           | ———— John Dalrymple.            |
| Princess Amelia..... | 80           | ———— J. M <sup>c</sup> Cartuey. |
| Foudroyant.....      | 80           | ———— John Jervis.               |
| Gibraltar.....       | 80           | ———— J. C. Allen.               |
| Alexander .....      | 74           | ———— Lord Longford.             |
| Alfred .....         | 74           | ———— William Bayne.             |
| Bellona .....        | 74           | ———— Richard Onslow.            |
| Canada .....         | 74           | ———— Sir George Collier.        |
| Conragenx .....      | 74           | ———— Lord Mulgrave.             |
| Defence .....        | 74           | ———— James Cranston.            |
| Dublin .....         | 74           | ———— Samuel Wallis.             |
| Edgar.....           | 74           | ———— John Elliot.               |
| Invincible .....     | 74           | ———— Charles Saxton.            |
| Marlborough.....     | 74           | ———— Taylor Penny.              |
| Monarch .....        | 74           | ———— Adam Duncan.               |
| Valiant .....        | 74           | ———— Samuel C. Goodall.         |
| Inflexible.....      | 64           |                                 |
| Nonsuch .....        | 64           | ———— Sir J. Wallace.            |
| Buffalo .....        | 60           | ———— Row. Cotton.               |

## FRIGATES, &amp;c.

|                        |    |                             |
|------------------------|----|-----------------------------|
| La Prudente .....      | 36 | Captain Hon. W. Waldegrave. |
| Ambuscade .....        | 32 | ———— Hon. H. Sey. Conway.   |
| Proserpine .....       | 28 | ———— George A. Byron.       |
| Licorne .....          | 32 | ———— Hon. T. Cadogan.       |
| Diana .....            | 32 | ———— Sir William Burnaby.   |
| Emerald .....          | 32 | ———— Samuel Marshall.       |
| Pluto, fire-ship ..... | 14 | ———— T. Geary.              |
| Incendiary, ditto ..   | 14 | ———— G. A. Merrick.         |

Prior to his first putting to sea, with the above fleet, Admiral Geary received the following letter from that “great and ever-to-be-revered character,” Lord Hawke; which, with another that will presently appear, “will be considered,” observes Mr. Charnock, “extremely interesting, as displaying the private thoughts of so brave and great a Commander, even at the latest period of his life; and showing that, however age and disease might have enervated his body, they had nothing impaired the vigour of his mind.” Independently of this, the letters are such

honourable testimonials of the high professional character and conduct of Admiral Geary, that it would be injustice to withhold them. The one here immediately alluded to is as follows :—

MY DEAR SIR,

THIS is principally to thank you for the favour of your letter of the 3d instant, and for all the kind acts you have been so kind as to do for my Parson, which was doing every thing in your power. I have this day dispatched him away for town, in order to take up his warrant, so that he will be ready at a moment's warning to obey the commands of his Captain.

I find by the papers that you are getting ready for sea with all the dispatch that is possible, and that you will sail the instant that is in your power; and though I could wish this could get to your hands first, yet the times are so very pressing, from many unfortunate events, that I think the sooner you can get to my old station off Brest, the better it will be for my country. When you are there, watch those fellows as close as a cat watches a mouse; and if once you can have the good fortune to get up to them, make much of them, and don't part with them easily.

Forgive my being so free: I love you. We have served long together, and I have your interest and happiness sincerely at heart. My dear friend, may God Almighty bless you! and may that all-powerful hand guide and protect you in the day of battle! And that you may return with honour and glory to your country and family, is the sincere and faithful wish of him who is most truly,

My dear Sir,

Your most obedient and humble Servant,

HAWKE.

P. S. Pray remember me to my friend Barrington, and hope he approves of young Baron.

*F. Geary, Esq., Admiral and Commander  
in Chief at Spithead.*

When Admiral Geary put to sea, he immediately proceeded off Brest; his instructions being, to prevent, if possible, an intended junction between the Spanish squadrons then in Cadiz, Ferrol, and Carthagena, and those of France in Brest, Rochfort, and l'Orient. Nothing material occurred, however, " till the 3d

of July, when the *Monarch*, being a-head of the fleet on the look-out, made a signal at ten o'clock in the morning for discovering a fleet consisting of twenty sail: these were immediately concluded to be the enemy of whom they were in search, and the utmost alacrity was used in endeavouring to get up with them. The chase continued the whole day, and at five o'clock in the afternoon the headmost ships came up with the sternmost of the fugitives, which were now discovered to be nothing more than a convoy from Port-au-Prince, under the protection of a single ship of fifty guns. The chase was continued by the pursuers, who did not bring to for the purpose of securing the ships they passed, leaving that duty to some others of the fleet who were still astern. Unfortunately a very thick fog came on about seven o'clock, and proved the preservation of nearly half the enemy's convoy." The following twelve, however, were captured; and, had it not been for the fog, the whole of them must have fallen into the hands of the British fleet:—

|                                           |          |
|-------------------------------------------|----------|
| The <i>Voyageur</i> , valued at . . . . . | £ 15,900 |
| Compte d'Argout . . . . .                 | 14,500   |
| L'Hazard . . . . .                        | 10,500   |
| Compte d'Estaing . . . . .                | 9,000    |
| Cosmopolite . . . . .                     | 5,700    |
| Courier . . . . .                         | 5,500    |
| L'Aurore . . . . .                        | 5,500    |
| Solitaire . . . . .                       | 5,000    |
| Marie Therese . . . . .                   | 5,000    |
| St. Bartholomew . . . . .                 | 6,900    |
| Eleonore . . . . .                        | 4,700    |
| Jeune François . . . . .                  | 2,800    |

The above, with the *Compte de Halwied*, valued at 70,000*l.*, and *la Marguerite*, valued at 18,000*l.*, also captured in the Channel, were reckoned at a total of 126,000*l.*

It was during the chase of this French convoy, that the following ludicrous incident took place. The unfortunate *Kempenfelt*, celebrated for his skill in manœuvring a large fleet, previously to the commencement of an action, and also during its continuance, was Admiral Geary's first Cap-

tain\*. Kempenfelt had contracted a habit of using more signals than men less practised in that particular branch of service thought necessary. "As soon as the enemy were discovered," says Charnock, "and the signal made for a general chase, Kempenfelt, burning with as much impatience as his Commander in Chief to get up with the enemy, though differing in a trivial degree in his idea as to the best mode of effecting it, brought up the signal book, which he opened and laid on the binnacle with the greatest form and precision; Admiral Geary, eagerly supposing the chase to be the Brest fleet, went up to him with the greatest good humour, and squeezing him by the hand in a manner better to be conceived than expressed, said quaintly, 'Now my dear, dear friend, do pray let the signals alone to-day, and to-morrow you shall order as many as ever you please.'"

Having continued at sea for upwards of two months, and having 2,500 sick men on board the fleet, Admiral Geary thought it advisable to return to port, and accordingly put into Spithead on the 18th of August. Shortly after his arrival there, he received the following letter, to which we have already alluded, from Lord Hawke:—

MY DEAR SIR,

*Sanbury, August 26, 1780.*

I AM greatly obliged to you for the favour of your letter of the 20th, on your arrival at Spithead; indeed it was more than I expected, well knowing the hurry and bustle you must be in on your first coming into port. I do not wonder at the men being sickly upon so long a cruise; six weeks is long enough in all conscience; any time after that must be very hurtful to the men, and will occasion their falling down very fast. I hope in God they will soon recover, that you may be enabled to proceed to sea immediately, for by all accounts the enemy is out, so that nothing can well stir from home with safety. I wish the Admiralty would see what was done in former times, it would be the means of making them act with more propriety, both for the good of officers and men. I take it for granted that the great ones will let you have no rest till they get you out to sea again.

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\* Lord Hawke, who was an excellent judge of nautical abilities, adds, in a postscript to one of his letters to Admiral Geary, "I am glad you have got so excellent an officer with you as I am convinced Kempenfelt is: he will be of great service to you."

Although I am in a good deal of pain, and much in the invalid order, yet I cannot refuse myself the pleasure of wishing you all imaginable good fortune when you go out again; and I trust in God your next cruise will prove a happy and a glorious one, both for your country and yourself. My good friend, I have always wished you well, and have ever talked freely and openly to you on every subject relative to the service. Recollect some of these passages; and, for God's sake, if you should be so lucky as to get sight of the enemy, get as close to them as possible. Do not let them shuffle with you by engaging at a distance, but get within musket-shot if you can; that will be the way to gain great honour, and will be the means to make the action decisive. By doing this, you will put it out of the power of any of the crawlers to find fault. I am fully persuaded you will faithfully do your part, therefore hope you will forgive my saying so much on the subject. I find the Russians are gone from the Downs, so that you will have no trouble about them. My good friend, God bless you! may the hand of Providence go with you and protect you in the day of battle, and grant you victory over our perfidious enemies! and may you return with honour to your country and family again! These are the sincere and hearty wishes of him who is most truly and faithfully,

My dear Sir,

Your most obedient and most humble Servant,

*Sir F. Geary.*

HAWKE.

Admiral Geary had not the happiness of realizing the wishes of his friend; as, shortly after his arrival at Spithead, he was taken ill; and, obtaining leave of absence, he went on shore, to his house at Polesden, in Surrey, under the hope, by that means, of facilitating his recovery. His returning health, however, did not keep pace with his wishes; and, conceiving such a trust too important to be holden by any person whose imbecility of body might impair the energies of his mind, he solicited and obtained leave to resign his command. "This gentleman," says Mr. Charnock, "continued to live ever afterwards in retirement, spending the remainder of his life with a character rendered truly exalted by a long and most meritorious service: the grateful remembrance of which procured him the honourable advancement to the rank of a Baronet of Great Britain, on the 3d of August, 1782. Having obtained the advanced age of eighty-six years, he died on the 7th day of February, 1796.

most highly revered as a Naval Commander, and not less sincerely lamented as a friend, a gentleman, and a Briton. In this; therefore, among many other instances, we have the satisfaction of saying, without the imputation of flattery, that honour; benevolence, public spirit, and general worth, formed the leading traits of his character, and that mankind have not been so ungrateful as to forget them."

As a proof of the high estimation in which Admiral Geary's character was holden amongst the seamen, Mr. Charnock sub-joins the following anecdote:—"At the late contested election for the county of K., a sailor was carried down to vote by a gentleman in the interest of Mr. H.; but on his arrival at the booth, after inquiring who the other candidates were, of whom Sir Francis Geary's son was one, immediately declared, with a tremendous oath, that it should never be said he voted against his worthy old Admiral's son; for him alone he would poll; and in that instance, at least, kept his word."

#### HERALDIC PARTICULARS.

Francis Geary, of Cheddington, Bucks, afterwards of Areall Magna, near Wellington, in Shropshire, married, in 1663, Judith, daughter and heiress of Robert Barber; by whom he had issue, Corletta, Susanna, Robert, John, and Francis, the subject of the preceding memoir. He married Mary, only child of Philip Bartholomew, by Mary, his second wife, daughter of Leonard Thomas. By this lady, who died on the 28th of August, 1778, he had two sons and three daughters: Francis, a Cornet in General Burgoyne's Light Dragoons, killed in an action in America; William, the present Baronet, who was one of the Members, in the two last Parliaments, for the county of Kent; Mary, born 1749, married, March 30, 1779, Thomas Leigh, Esq.; Judith, born 1750, unmarried; and Elizabeth, born 1754, married, April the 8th, 1782, to Sir John Twisden, Bart.

**ARMS.**—Quarterly: 1st and 4th, gules; two bars, or; on the bars three mascles, azure; two and one, on a canton, argent; an anchor, sable; 2d and 3d, argent, a cheveron voided between three fleurs de lis, all within a bordure, gules.

**CREST.**—Out of a naval Crown, a sinister hand and arm in naval uniform, supporting a flag, argent; on the flag a cross, gules.

**MOTTO.**—*Chase.*

NAVAL ANECDOTES,  
COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN GURGITIS VASTO.

AUTHENTIC NARRATIVE OF THE DEATH OF  
LORD NELSON.

[Extracted from Dr. Beatty's Work, entitled, "Authentic Narrative of the Death of Lord Nelson: with the Circumstances preceding, attending, and subsequent to, that Event; the professional Report of his Lordship's Wound; and several interesting Anecdotes. With an admirable Portrait of his Lordship; and a Plate, representing the Wound, and Course of the Ball."]

**I**T was from the Redoubtable that Lord Nelson received his mortal wound. About fifteen minutes past one o'clock, which was in the heat of the engagement, he was walking the quarter-deck with Captain Hardy, and in the act of turning near the hatchway, with his face towards the stern of the Victory, when the fatal ball was fired from the enemy's mizen-top; which, from the situation of the two ships (lying on board of each other), was brought just abaft, and rather below, the Victory's main-yard, and of course not more than fifteen yards distant from that part of the deck where his Lordship stood. The ball struck the epaulette on his left shoulder, and penetrated his chest. He fell with his face on the deck. Captain Hardy, who was on his right, on turning round, saw the Serjeant-Major (Secker) of Marines, with two seamen, raising him from the deck, where he had fallen, on the same spot on which, a little before, his Secretary had breathed his last, with whose blood his Lordship's clothes were much soiled. Captain Hardy expressed a hope that he was not severely wounded; to which the gallant Chief replied: "They have done for me at last, Hardy."—"I hope not," answered Captain Hardy. "Yes," replied his Lordship, "my back-bone is shot through."

Captain Hardy ordered the seamen to carry the Admiral to the cock-pit. While the men were carrying him down the ladder from the middle-deck, his Lordship observed, that the tiller-ropes were not yet replaced, and desired one of the Midshipmen stationed there to go upon the quarter-deck and remind Captain Hardy of that circumstance, and request that new ones should be immediately rove. Having delivered this order, he took his handkerchief from his pocket, and covered his face with it, that he

might be conveyed to the cock-pit at this crisis unnoticed by the crew.

Several wounded officers, and about forty men, were likewise carried to the Surgeon for assistance just at this time, and some others had breathed their last during their conveyance below. Among the latter were Lieutenant Wm. Andrew Ram, and Mr. Whipple, Captain's Clerk. The Surgeon had just examined these two officers, and found that they were dead, when his attention was arrested by several of the wounded calling to him, "Mr. Beatty, Lord Nelson is here: Mr. Beatty, the Admiral is wounded." The Surgeon now, on looking round, saw the handkerchief fall from his Lordship's face, when the stars on his coat, which had also been covered by it, appeared. Mr. Burke, the Purser, and the Surgeon, ran immediately to the assistance of his Lordship, and took him from the arms of the seamen who had carried him below. In conveying him to one of the Midshipmen's berths, they stumbled, but recovered themselves without falling. Lord Nelson then inquired who were supporting him; and when the Surgeon informed him, his Lordship replied, "Ah, Mr. Beatty! you can do nothing for me. I have but a short time to live: my back is shot through." The Surgeon said, "he hoped the wound was not so dangerous as his Lordship imagined, and that he might still survive long to enjoy his glorious victory." The Rev. Dr. Scott, who had been absent in another part of the cock-pit, administering lemonade to the wounded, now came instantly to his Lordship; and in the anguish of grief, wrung his hands, and said: "Alas! Beatty, how prophetic you were!" alluding to the apprehensions expressed by the Surgeon for his Lordship's safety previous to the battle.

His Lordship was laid upon a bed, stripped of his clothes, and covered with a sheet. While this was effecting, he said to Dr. Scott, "Doctor, I told you so. Doctor, I am gone;" and, after a short pause, he added in a low voice, "I have to leave Lady Hamilton, and my adopted daughter Horatia, as a legacy to my country." The Surgeon then examined the wound, assuring his Lordship that he would not put him to much pain in endeavouring to discover the course of the ball; which he soon found had penetrated deep into the chest, and had probably lodged in the spine. This being explained to his Lordship, he replied, "he was confident his back was shot through." The back was then examined externally, but without any injury being perceived; on which his Lordship was requested by the Surgeon to make him



acquainted with all his sensations. He replied, that "he felt a gush of blood every minute within his breast: that he had no feeling in the lower part of his body; and that his breathing was difficult, and attended with very severe pain about that part of the spine where he was confident that the ball had struck; for," said he, "I felt it break my back." These symptoms, but more particularly the gush of blood which his Lordship complained of, together with the state of his pulse, indicated to the Surgeon the hopeless situation of the case; but, till after the victory was ascertained and announced to his Lordship, the true nature of his wound was concealed by the Surgeon from all on board, except Captain Hardy, Dr. Scott, Mr. Burke, and Messrs. Smith and Westenburg, the Assistant Surgeons.

The Victory's crew cheered whenever they observed an enemy's ship surrender. On one of these occasions, Lord Nelson anxiously inquired what was the cause of it; when Lieutenant Pasco, who lay wounded at some distance from his Lordship, raised himself up, and told him that another ship had struck, which appeared to give him much satisfaction. He now felt an ardent thirst; and frequently called for drink, and to be fanned with paper, making use of these words: "Fau, fan," and "drink, drink." This he continued to repeat, when he wished for drink, or the refreshment of cool air, till a very few minutes before he expired. Lemonade, and wine and water, were given to him occasionally. He evinced great solicitude for the event of the battle, and fears for the safety of his friend Captain Hardy. Dr. Scott, and Mr. Burke, used every argument they could suggest, to relieve his anxiety. Mr. Burke told him, "the enemy were decisively defeated, and that he hoped his Lordship would still live to be himself the bearer of the joyful tidings to his country." He replied, "It is nonsense, Mr. Burke, to suppose I can live: my sufferings are great, but they will all be soon over." Dr. Scott entreated his Lordship "not to despair of living;" and said, "he trusted that Divine Providence would restore him once more to his dear country and friends."—"Ah, Doctor!" replied his Lordship, "it is all over; it is all over."

Many messages were sent to Captain Hardy, by the Surgeon, requesting his attendance on his Lordship, who became impatient to see him, and often exclaimed: "Will no one bring Hardy to me? He must be killed: he is surely destroyed." The Captain's Aid-du-camp, Mr. Bulkeley, now came below, and stated that "circumstances respecting the fleet required Captain Hardy's pre-

sence on deck, but that he would avail himself of the first favourable moment to visit his Lordship." On hearing him deliver this message to the Surgeon, his Lordship inquired who had brought it. Mr. Burke answered, "It is Mr. Bulkeley, my Lord."—"It is his voice," replied his Lordship: he then said to the young gentleman, "Remember me to your father."

An hour and ten minutes however elapsed, from the time of his Lordship's being wounded, before Captain Hardy's first subsequent interview with him; the particulars of which are as follow: They shook hands affectionately, and Lord Nelson said: "Well, Hardy, how goes the battle? How goes the day with us?"—"Very well, my Lord," replied Captain Hardy: "we have got twelve or fourteen of the enemy's ships in our possession; but five of their van have tacked, and show an intention of bearing down upon the Victory; I have therefore called two or three of our fresh ships round us, and have no doubt of giving them a drubbing."—"I hope," said his Lordship, "none of *our* ships have struck, Hardy."—"No, my Lord," replied Captain Hardy; "there is no fear of that." Lord Nelson then said: "I am a dead man, Hardy. I am going fast: it will be all over with me soon. Come nearer to me. Pray let my dear Lady Hamilton have my hair, and all other things belonging to me." Mr. Burke was about to withdraw at the commencement of this conversation; but his Lordship, perceiving his intention, desired he would remain. Captain Hardy observed, that "he hoped Mr. Beatty could yet hold out some prospect of life."—"Oh! no," answered his Lordship, "it is impossible. My back is shot through. Beatty will tell you so." Captain Hardy then returned on deck, and at parting shook hands with his revered friend and Commander.

His Lordship now requested the Surgeon, who had been previously absent a short time attending Mr. Rivers, to return to the wounded, and give his assistance to such of them as he could be useful to; "for," said he, "you can do nothing for me." The Surgeon assured him that the Assistant Surgeons were doing every thing that could be effected for those unfortunate men; but on his Lordship's several times repeating his injunction to that purpose, he left him, surrounded by Doctor Scott, Mr. Burke, and two of his Lordship's domestics. After the Surgeon had been absent a few minutes, attending Lieutenants Peake and Reeves, of the Marines, who were wounded, he was called by Doctor Scott to his Lordship, who said: "Ah, Mr. Beatty! I have sent for you to

say, what I forgot to tell you before, that all power of motion or feeling below my breast is gone; and *you*," continued he, "very well *know* I can live but a short time." The emphatic manner in which he pronounced these last words, left no doubt in the Surgeon's mind, that he adverted to the case of a man who had some months before received a mortal injury of the spine on board the *Victory*, and had laboured under similar privations of sense and muscular motion. The case had made a great impression on Lord Nelson: he was anxious to know the cause of such symptoms, which was accordingly explained to him; and he now appeared to apply the situation and fate of this man to himself. The Surgeon answered, "My Lord, you told me so before:" but he now examined the extremities, to ascertain the fact; when his Lordship said, "Ah, Beatty! I am too certain of it; Scott and Burke have tried it already. *You know* I am gone." The Surgeon replied: "My Lord, unhappily for our country, nothing can be done for you;" and having made this declaration, he was so much affected, that he turned round and withdrew a few steps to conceal his emotions. His Lordship said: "I know it. I feel something rising in my left breast," putting his hand on his left side, "which tells me I am gone."—Drink was recommended liberally, and Dr. Scott and Mr. Burke fanned him with paper. He often exclaimed, "God be praised, I have done my duty!" and upon the Surgeon's inquiring whether his pain was still very great, he declared, "it continued so severe, that he wished he was dead."—"Yet," said he, in a lower voice, "one would like to live a little longer, too;" and, after a pause of a few minutes, he added in the same tone, "What would become of poor Lady Hamilton, if she knew my situation!"

The Surgeon, finding it impossible to render his Lordship any further assistance, left him, to attend Lieutenant Bligh, Messrs. Smith and Westphall, Midshipmen, and some seamen, recently wounded. Captain Hardy now came to the cock-pit to see his Lordship a second time, which was after an interval of about fifty minutes from the conclusion of his first visit. Before he quitted the deck, he sent Lieutenant Hills to acquaint Admiral Collingwood with the lamentable circumstance of Lord Nelson's being wounded. Lord Nelson and Captain Hardy shook hands again: and while the Captain retained his Lordship's hand, he congratulated him even in the arms of death, on his brilliant victory; "which," he said, "was complete; though he did not know how many of the enemy were captured, as it was impossible to perceive

every ship distinctly. He was certain, however, of fourteen or fifteen having surrendered." His Lordship answered, "That is well, but I bargained for twenty:" and then emphatically exclaimed, "*Anchor, Hardy, anchor!*" To this the Captain replied: "I suppose, my Lord, Admiral Collingwood will now take upon himself the direction of affairs."—"Not while I live, I hope, Hardy!" cried the dying Chief; and at that moment endeavoured ineffectually to raise himself from the bed. "No," added he, "do *you* anchor, Hardy." Captain Hardy then said, "Shall *we* make the signal, Sir?"—"Yes," answered his Lordship, "for if I live, I'll anchor." The energetic manner in which he uttered these his last orders to Captain Hardy, accompanied with his efforts to raise himself, evinced his determination never to resign the command while he retained the exercise of his transcendent faculties, and that he expected Captain Hardy still to carry into effect the suggestions of his exalted mind; a sense of his duty overcoming the pains of death. He then told Captain Hardy, "he felt that in a few minutes he should be no more;" adding in a low tone, "Don't throw me overboard, Hardy." The Captain answered, "Oh! no, certainly not."—"Then," replied his Lordship, "you know what to do: \* and," continued he, "take care of my dear Lady Hamilton, Hardy; take care of poor Lady Hamilton. Kiss me, Hardy." The Captain now knelt down, and kissed his cheek; when his Lordship said, "Now I am satisfied. Thank God, I have done my duty." Captain Hardy stood for a minute or two in silent contemplation: he then knelt down again, and kissed his Lordship's forehead. His Lordship said: "Who is that?" The Captain answered: "It is Hardy;" to which his Lordship replied, "God bless you, Hardy!" After this affecting scene, Captain Hardy withdrew, and returned to the quarter-deck, having spent about eight minutes in this his last interview with his dying friend.

Lord Nelson now desired Mr. Chevalier, his Steward, to turn him upon his right side; which being effected, his Lordship said: "I wish I had not left the deck, for I shall soon be gone." He afterwards became very low; his breathing was oppressed, and his voice faint. He said to Dr. Scott: "Doctor, I have *not* been a *great* sinner;" and after a short pause, "*Remember*, that I leave Lady Hamilton, and my daughter Horatia, as a legacy to my

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\* Alluding to some wishes previously expressed by his Lordship to Captain Hardy, respecting the place of his interment.

country: and," added he, "never forget Horatia." His thirst now increased; and he called for "Drink, drink," "Fan, fan," and "Rub, rub:" addressing himself in the last case to Doctor Scott, who had been rubbing his Lordship's breast with his hand, from which he found some relief. These words he spoke in a very rapid manner, which rendered his articulation difficult: but he every now and then, with evident increase of pain, made a greater effort with his vocal powers, and pronounced distinctly these last words: "Thank God, I have done my duty!" and this great sentiment he continued to repeat as long as he was able to give it utterance.

His Lordship became speechless in about fifteen minutes after Captain Hardy left him. Doctor Scott and Mr. Burke, who had all along sustained the bed under his shoulders, (which raised him in nearly a semi-recumbent posture, the only one that was supportable to him,) forebore to disturb him by speaking to him; and when he had remained speechless about five minutes, his Lordship's Steward went to the Surgeon, who had been a short time occupied with the wounded in another part of the cock-pit, and stated his apprehensions that his Lordship was dying. The Surgeon immediately repaired to him, and found him on the verge of dissolution. He knelt down by his side, and took up his hand, which was cold, and the pulse gone from the wrist. On the Surgeon's feeling his forehead, which was likewise cold, his Lordship opened his eyes, looked up, and shut them again. The Surgeon again left him, and returned to the wounded, who required his assistance; but was not absent five minutes when the Steward announced to him, that "he believed his Lordship had expired." The Surgeon returned, and found that the report was but too well founded: his Lordship had breathed his last at thirty minutes past four o'clock; at which period Dr. Scott was in the act of rubbing his Lordship's breast, and Mr. Burke supporting the bed under his shoulders.

From the time of his Lordship's being wounded, till his death, a period of about two hours and forty-five minutes elapsed; but a knowledge of the decisive victory which was gained, he acquired of Captain Hardy within the first hour-and-a-quarter of this period. A partial cannonade, however, was still maintained, in consequence of the enemy's running ships passing the British at different points; and the last distant guns that were fired at their van ships that were making off, were heard a minute or two before his Lordship expired.

NAVAL OFFICERS, BORN OR EDUCATED IN THE COUNTY  
OF DEVON.

*Flag Officers.*

LORD VISCOUNT HOOD, Governor of Greenwich Hospital, and Admiral of the Red.

Lord Viscount Bridport, Admiral of the Red.

William Domett, Esq., Rear-Admiral of the White:

Sir Thomas Louis, Bart., K.M.T., and K.S.F. Rear-Admiral of the White.

Sir Thomas Graves, K.B., Vice-Admiral of the Blue.

Edward Thornborough, Esq., Vice-Admiral of the Blue.

Sir Thomas Troubridge, Bart., Rear-Admiral of the White.

Sir Edward Pellew, Bart., Rear-Admiral of the Red.

Sir Richard John Strachan, Bart., K.B., and Rear-Admiral of the Blue.

Sir John Thomas Duckworth, K.B., Vice-Admiral of the White.

*Post Captains.*

Captain Sir John Laforey.

—— Keates.

—— Brown.

THE MARINER'S COMPASS.

M. AZUNE, a French author, has published a dissertation on the origin of the compass, in order to prove that the French were the first who made use of it: it was known in France, he tells us, so early as the twelfth century, under the name of *marinère*; and was used under the reign of Louis the IXth. Givias d'Amflai, who is said to be the inventor, lived not earlier than about the year 1300. The *flour-de-lis* has been adopted in all countries for the compass. The same author, in his *Navigation*, observes, that "Father Ximenes, a celebrated Italian astronomer, proved the priority of the French, in his work entitled, *Del Gnomone Fiorentino*," page 59.

SIR SAMUEL HOOD, K.B.

IN the month of October, 1804, His Majesty was most graciously pleased to confer the Order of the Bath upon Commodore Hood, for his important services in the West Indies\*. He

\* *Vide* page 23 of the present Volume.

was invested with that honourable Order, at Antigua, by Lord Lavington, the Governor, in the spring of 1805. After the ceremony, his Lordship addressed him in the following words :—

COMMODORE SIR SAMUEL HOOD,

After the honour which you have this day received by command of His Majesty, no eulogy from me of those services which have so meritoriously obtained it, can enhance its value, or deserve your acceptance. But I cannot repress the expression of my own gratification, in being delegated by my Sovereign to administer a mark of his royal favour to a gallant officer, the very name of whose family occurs in no page of our naval history without circumstances of celebrity and distinction. There wants no herald to proclaim the well-known, well-earned reputation of the two Chiefs of it, who are now enjoying an honourable repose from danger and fatigue, under the shade of those honours which the services of their past lives have so eminently merited. But your nearest and ever-to-be-lamented relative has secured to himself a place in the Temple of Fame, paramount to all the rank and titles which Princes can confer, and which the King of Kings alone can bestow—the glory of sealing with his blood, in the arms of victory, a life spent in, and devoted to, the service of his King and Country. May this period of renown, if ever it be destined for you, although the ultimate ambition of patriots and of heroes, be far, far distant, for the sake of that country, for the sake of every object which is dear to you.—May your conduct, of which the harbour of Toulon and the bay of Aboukir were witnesses, be only the presage of your future trophies, and still more splendid achievements! And may you, in the mean time, after a safe and prosperous voyage, experience that auspicious reception from our gracious Sovereign, which the best of masters will feel to be due to a brave and faithful servant.

Sir Samuel Hood, as already stated\*, received the congratulations of the inhabitants of the islands where he had commanded; accompanied by their thanks for the able manner in which he had provided for their interests. A letter, which was transmitted to him from the mercantile interest of the Virgin Islands, says :—

The enemy's ships of war and privateers have repeatedly learned,

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\* *Vide* page 23 of the present Volume.

from mortifying experience, that their most formidable garrisons and batteries could afford them little or no protection from your boats, though placed almost in contact with them. The predatory squadron of Rochfort, possessed of so decided a superiority, has been greatly checked in its designs, not daring to detach itself, fearful of being cut off by your little squadron. The recollection of the Juno at Toulon, and of the Zealous at Aboukir, would convince this flying enemy, that what naval skill could project, or valour possibly perform, they would have to encounter.

In the address of the gentlemen deputed to convey to the gallant Commodore the sentiments of the Board of Council for Antigua, we find this passage :—

We are desired at the same time to express to you the high sense which the Board entertains of your spirited conduct in keeping the seas with your very small squadron, during the many weeks that the naval strength of the enemy was so vastly superior to you; and to assure you, that we felt very sincerely for the mortification which a gallant and brave mind, like yours, must have experienced at your inability, with any regard to prudence, to seek and engage the enemy.

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## CORRESPONDENCE.

MR. EDITOR,

**T**HE life given in your NAVAL CHRONICLE of Admiral Cornwallis is so very imperfect, and does so little justice to this truly good man and excellent officer, that I am induced to add a few particulars relative to what has already been published of him, as they relate to the last command held by one, who may truly be said to be the father and the friend of all who have ever had the happiness of serving under him.—

In May 1803, Admiral Cornwallis hoisted his flag on board the Dreadnought, in Torbay, and came on board on the 11th of that month, and proceeded to cruise off Ushant. On the 9th of July, in the same year, he shifted his flag to the Ville de Paris, as Commander in Chief of the Channel fleet. In October a fresh supply of provisions and water from the Ardent man of war was taken into the Ville de Paris, in order to avoid the necessity of quitting the French coast, the French having a large force in Brest ready



for sea; but such severe weather arose in November, that Admiral Cornwallis was blown off his station above an hundred miles to the south-west, and had his masts and yards crippled in the gales. On Christmas Day, a most tremendous gale split the sails of the *Ville de Paris*, and laid her over in an incredible manner under her bare poles. In January 1804, she was again blown off her station by violent gales. In July she came to Spithead to go into dock, and on the 9th of August sailed again with Admiral Cornwallis's flag, to resume her old and tedious station. In January, 1805, Admiral Cornwallis was confined to his cabin for a fortnight, with a badly sprained foot, in consequence of a fall occasioned by the ship's taking a very heavy lurch; a tremendous sea having struck her on her broadside. The gale was so violent, that the *Prince*, and *Prince George*, who were in company, sprung some very bad leaks, and were obliged to go into dock, being otherwise also much damaged. Several of the fleet sprung their masts; and the *Ville de Paris* drifted, in the course of the gale, upwards of four hundred miles from her station, and was obliged to come into Plymouth, having her rudder damaged: but Admiral Cornwallis's unremitting anxiety to keep at sea was such, that the *Ville de Paris* merely remained in Cawsand Bay long enough for the proper workmen to be sent round to her from the dock-yard, and sailed the next morning.

On the 19th of March, the *Ville de Paris* came into Portsmouth; but on the 31st of the same month was ordered to take in powder, provisions, &c., and get ready for sea with all possible expedition, being ordered by telegraph in consequence of its being thought the French fleet were out; which was done so actively, that she sailed with several others on the 2d of April, but was not fortunate enough to find any truth in the report of the enemy being at sea.

On the 21st of August, 1805, a frigate made the signal that the enemy's fleet were apparently preparing to weigh anchor: our fleet immediately made all sail, but without any bustle. In a few hours they were near enough to discover twenty-one sail of the line, very large ships, and four frigates, besides smaller vessels. The French were lying close in, under their strong batteries, in what they call the *Gonnet Passage*. The *Ville de Paris* made the signal for the fleet to lie by, and disregard the Admiral's motions; she then stood in within gun-shot of their fleet, under a very heavy fire from their batteries all the way up, took a certain observation of their strength, and then stood down again towards the British

fleet. Admiral Cornwallis intending to go in, and engage them at their anchors the next day, he sent orders on board every ship of the fleet, soon after he rejoined them, the purport of which was to mention this intention, and added, "*The Admiral intends engaging the French Commander in Chief; and hopes every ship will follow his example, and bring out her opponent.*" There was very little else in the order. The next morning at three o'clock the *Ville de Paris* weighed, and formed the line of battle, the Admiral himself leading the van, contrary to the general form of battle of an Admiral's station being in the centre. The enemy weighed as soon as the English were within gun-shot of their batteries, and stood alongshore under those numerous batteries, which form one entire range of guns all along their cliffs, their shells annoying our ships much more than their shot; but although so much superior to the English in point of numbers, they would not allow themselves to be brought to action by those of our ships who had got in, but kept so exactly under their forts, that it was impossible to bring them to a general action. However, the *Ville de Paris*, *Cæsar*, and *Montagne*, our three van ships, annoyed their rear so considerably, that great hopes were entertained that they would have run on shore; but the wind and tide being both in their favour, they escaped, though with considerable damage. The first shell that struck the *Ville de Paris* (the first since she was launched) struck the spare anchor, and burst into a thousand small pieces, flying in all directions; one piece of about one pound and an half in weight, struck Admiral Cornwallis on the breast; but being entirely spent, did not hurt him; a small piece however struck one of the Midshipmen. The *Ville de Paris* had her hull a little damaged, and rigging cut, but none killed; the *Cæsar* three men killed, and seven wounded; some of the latter died afterwards of their wounds. The *Ville de Paris* had between three and four hundred picked men, well armed, ready for boarding, the intention of the Admiral being to run alongside, and whilst one party was lashing the ships together, and another fighting the guns, the boarders were to go on board the enemy; but this design was frustrated by their weighing.

Admiral Cornwallis continued in the command of the Channel fleet, until the 22d of February, 1806, when he struck his flag at Spithead, and was succeeded by Lord St. Vincent.

The tranquillity he might have enjoyed, on returning to his residence near Lymington, was embittered by the recent loss of his brother, (the late gallant Lord Cornwallis,) the news of which had

not long reached him, when he also sustained a heavy affliction by the death of his esteemed friend, Captain Whitby, who had followed this brave Commander through the fatigues and vicissitudes of many years' service, selected as a companion he esteemed, and as an officer on whose conduct and judgment he could rely. Captain Whitby died of a malignant fever at the seat of Admiral Cornwallis. The news of his death was received on board the *Ville de Paris* by those he had so recently commanded with the truest marks of sorrow; it spread an universal gloom; and although snatched from the service, and from his revered friend and patron at an early age, he will live in the remembrance, and grateful hearts, of those who knew and felt his worth and kindness. From the commencement of 1806, Admiral Cornwallis has continued at his seat near Lymington. We were very glad to observe the praise bestowed on this gallant officer, in the life you have published of Captain Faulknor, and trust it will not be long before we see his flag again hoisted in the service of that country who so long viewed with gratitude and admiration, his patience and perseverance in fulfilling his duties, during his long and tedious cruises off the coast of France.

Yours, &c.

LIEUT. H\*\*\*\*\*.

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PLATE CCXXVII.

**F**OR the View which is here given of that extensive and noble pile of building, known by the name of France's Warehouse\*, at Goree, Liverpool†, we are indebted to our Correspondent, F. W. This structure, which fronted St. George's Dock, and which had long been the pride of Liverpool's enterprising inhabitants, and the admiration of strangers, was destroyed by fire, on the 14th of September, 1802. A conflagration, so tremendous in its appearance, so extensive in its devastation, had never been known in that city; and, with respect to the waste of property which it occasioned, it was one

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Neither the celebrated warehouses at Antwerp, nor those at Venice, equally famous, were so lofty or commodious as this warehouse, or rather this pile of warehouses.

† A View of Liverpool, as it appears when coming up the Mersey, by Mr. Lock, is given in our *Second Volume*, page 597.

of the most destructive that has happened in the British dominions, since the great fire of London, in 1666. The following extract of a letter, written at the scene of the calamity, on the day following, will convey some faint idea of its alarming and disastrous progress :—

It is not known how this dreadful calamity originated; but about ten o'clock (at night) smoke was observed to issue from the centre of France's Buildings\*. The fire-bell was instantly rung, the drum beat to arms, the whole of the military turned out, and every exertion that active attention could furnish was rendered. The remains of the Northumberland Fencible Regiment were particularly active, commanded by their Adjutant.—About one o'clock the flames burst forth with tremendous fury, and continued threatening destruction to all around till six o'clock in the morning, when the fire abated†. All those beautiful and extensive buildings, reaching from Water Lane to Brunswick Street, with the correspondent store-houses, are one prodigious heap of ruins.

I am just returned (twelve o'clock) from visiting these ruins, and cannot describe to you how awfully grand they appear. The walls which bounded these prodigious buildings, being from ten to fourteen stories high, stand perfect, but unsupported. The front has given way, except some large arches, which formed its basis; these, as the buildings have fallen ‡, are mutilated, and appear above the heaps of rubbish a perfect picture. St. George's Dock is one scene of confusion; bales of cotton, puncheons of rum, hogsheads of sugar, bags of corn, &c. lying in promiscuous heaps; every face bears evident marks of sorrow or of sympathy; the actual damage cannot be less than a million of money §. The

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\* The accident is generally supposed to have been occasioned by the falling of a snuff of candle amongst some shavings in a porter vault.

† Fears were at one time entertained for the gaol, and the debtors were removed to the Public Exchange, and confined in a room there till the fire had been got under, when they were re-conducted to prison.

‡ Not a single individual lost his life during the time of the fire; but, afterwards, some of the ruins fell upon a Mr. Phillips, by which he was so dreadfully crushed, that he expired in a few hours.

§ This is an exaggeration. Various estimates of the loss were made; and, according to a medium computation, the following may be considered as approaching nearest to the truth :—the buildings, 52,000*l.*; sugar, 51,000*l.*; cotton, 26,000*l.*; coffee, and other West-India produce, 4,000*l.*;

shipping (for the dock was close to the spot) were, from its fortunately being flood-tide, removed and preserved; but every attention was necessary, such as wet sails placed before the rigging, &c.

In arresting the progress of this dreadful fire, the most beneficial effects were experienced from the abundance of water yielded by the Bootle water-works\*; notwithstanding which, about thirty warehouses, of immense height and depth, were destroyed. Such was the huge and shapeless mass of ruins, which the site of these buildings presented, as almost to preclude the hope of seeing the mischief repaired, in any moderate number of years. Every stranger who visited Liverpool, soon after this event, seemed convinced that the prosperity of the town had received a blow, from which it could not, but at a very distant period, be expected to recover. How gratifying must it

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grain, 110,000*l.*; tallow, hemp, &c. 16,000*l.*; making a total of 295,000*l.* Damaged articles were afterwards disposed of for something more than 13,000*l.*—Some time ago, a Mr. Gregson, of Liverpool, published the result of some interesting investigations, relative to the uses of articles consumed by public fires. From the ruins of these warehouses, he had collected a quantity of wheat, burnt sugar, rice, flour, and cotton: the sugar he reduced to a fine powder, and made it into a water-colour paint: it also answered as a varnish ground, an oil colour, and a printing ink. The burnt wheat answered the same purposes; and the fine American flour was converted into excellent paste. Mr. Gregson, to whom the Society of Arts voted a gold medal for his observations, was of opinion, that, if his method had been adopted, after this fire, a saving of 44,000*l.* might have been made upon the grain alone.

\* The Bootle springs, nearly two thousand of which are concentrated, as it were, in one point, rise upon the estate of Lord Derby. They are situated upon a hill, in the village of Bootle, three miles north of Liverpool; to which city their waters have been brought, for the accommodation of the inhabitants, by great perseverance and expense, and uncommon exertions. At the entrance of Liverpool there is now an immense reservoir—but it was not finished at the time of the fire—capable of containing 4000 tons of water; so that, should any accident happen to the long train of pipes, the town will still possess a supply of that indispensable element. This reservoir, from its great and commanding height, is calculated to prevent the occurrence of a similar calamity to that which we have been describing. It would be able to pour down its contents upon the most elevated buildings in the town; whereas, from the vast height of the warehouses, no engine could reach them.

then be to learn, and what an exalted credit does it reflect on the enterprising spirit of the inhabitants, that, in less than four years, the whole, like a phoenix from its ashes, had risen with increased magnificence, and augmented extent! A more decisive and unequivocal testimony of the resources of the town of Liverpool, could not possibly be presented.

The new warehouses, which may be regarded as a public ornament, as well as a commercial establishment, have been thus described:

At the time of the conflagration, the stone basement, of the whole of that large and beautiful range which fronts to George's Dock, had been erected, but the superincumbent warehouses had only been built on that division which reaches from the bottom of Brunswick Street to Water Street, and on about one fourth of the other division. The whole of this, except the part last mentioned, was entirely demolished. But the entire range from Brunswick Street to Water Street, and from Brunswick Street to Moore Street, is now completed, and for elegance, convenience, and situation, there certainly is not such another range of warehouses in Europe. The enormous piles which have lately been erected on the West India and Wapping Docks in London, are indeed vastly superior in size and extent, but for beauty and convenience they are not to be compared. The new row on the Goree is, including the two divisions, in length nearly two hundred yards, of a proportionate depth, and in height six stories, exclusive of the cellars and garrets. It is built with exact uniformity, on a rustic stone basement, which encloses, to the front, a fine flagged arcade, of thirteen feet in width, very convenient as a promenade for the merchants in wet weather. This piazza is formed by alternate great and small arches, the former ten feet nine inches in breadth, the latter full five feet eight inches. This intermixture has a pleasing appearance to the eye, and detracts much from the heaviness of that species of architecture. The whole pile has the convenience of being open to a wide pavement, both in front and rear. The front rooms of the lower story are used as counting houses by the merchants who occupy the warehouses. The noble range of buildings belonging to Mr. Dawson, and others, which stood behind the pile we have just described, was also entirely consumed; and the whole of this ground, excepting a few yards, has likewise been completely

rebuilt.—The new buildings, it is true, do not reach the enormous elevation which in the old was so much admired; but this deficiency may justly be reckoned an improvement. The extreme height of the former warehouses, was not only beyond the bounds of just proportion, but occasioned a variety of inconveniences; and particularly rendered the danger and mischiefs of a fire much more alarming and distressing.

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## Naval Court Martial.

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### T R I A L.

OF

### CAPTAIN SIR HOME POPHAM, KNT.

FIRST DAY, PORTSMOUTH, MARCH 6, 1807.

**T**HIS morning a Court Martial assembled on board His Majesty's ship *Gladiator*, for the purpose of proceeding on the Trial of Captain Sir Home Popham, agreeably to the following Admiralty Order:—

*By the Commissioners for executing the Office of Lord High Admiral of the United Kingdom of Great Britain and Ireland, &c. &c.*

Whereas, by our Order, dated 29th July, 1805, Sir Home Popham, then Captain of His Majesty's ship *Diadem*, was directed to take under his command His Majesty's ships *Belliqueux*, *Raisonable*, *Diomedé*, *Narcissus*, and *Leda*, the *Espoir* sloop, and *Encounter* gun-brig, for the purpose of capturing the enemy's settlement at the Cape of Good Hope, in conjunction with the troops under the command of Major-General Sir David Baird, which settlement was surrendered to the ships and troops above mentioned, in the month of January, 1806. And whereas it appears, by letters from Sir Home Popham to our Secretary, dated the 13th and 20th of April following, that, with the view to attack the Spanish settlements in the *Rio de la Plata*, for which attack he had no direction or authority whatever, he did withdraw from the Cape the whole of the naval force, which had been placed under his command for the sole purpose of protecting it, thereby leaving the Cape, which it was his duty to guard, not only exposed to attack and insult, but even without the means of affording protection to the trade of His Majesty's subjects, or of taking possession of any ships of the enemy, which might have put into any of the bays or harbours of the Cape, or ports adjacent; all which he, the said Sir Home Popham, did, notwithstanding that he had received previous information of detachments of the enemy's ships being at sea, and in the neighbourhood of the Cape; and, notwithstanding he had been apprised that a French squadron was expected at the *Mauritius*, of which he informed us by his letter to our Secretary, dated the 9th of April, 1806, only four days prior to his departure from the Cape for the *Rio de la Plata*.

And whereas it appears to us, that a due regard to the good of His Majesty's service imperiously demands that so flagrant a breach of public duty should not pass unpunished; and, whereas, by our Order, dated the 23th of July, 1806, Rear-Admiral Stirling was directed to send the said Sir Home Popham to England, which he has done accordingly; and whereas Sir Home Popham was, on his arrival, put under an arrest by our Order, and is now at Portsmouth, awaiting his trial,

We send herewith the necessary Papers for the support of the Charge; and do hereby require, and direct you forthwith to assemble a Court Martial, (you being the President thereof,) which is hereby required and directed to inquire into the conduct of, and to try the said Captain Sir Home Popham, for the offences with which he is charged accordingly.

Given under our hands, &c. &c.

*William Young, Esq., Admiral of  
the Blue Squadron.*

The Court was composed of the following Officers:—

|                                                               |                                  |
|---------------------------------------------------------------|----------------------------------|
| WILLIAM YOUNG, Esq., Admiral of the Blue Squadron, President. |                                  |
| Vice-Admiral Sir E. GOWER.                                    | Rear-Admiral Sir R. J. SIRACHAN. |
| ———— HOLLOWAY.                                                | Captain GRAVES.                  |
| ———— ROWLEY.                                                  | ———— SCOTT.                      |
| ———— STANHOPE.                                                | ———— LINZLE.                     |
| Rear-Admiral VASHON.                                          | ———— IRWIN.                      |
| ———— SIR ISAAC COLLIN.                                        | ———— BOYLE.                      |

MOSES GREETHAM, Esq., Judge Advocate.

The usual formalities of swearing the Members of the Court, and Judge Advocate, having been gone through—the Order from the Admiralty, appointing Mr. Jervis to conduct the prosecution; also that directing Mr. Bicknell, their Solicitor, to assist him, were read. Both were signed by Mr. Marsden.

The charge against Sir Home Popham, agreeing, in substance, with the above Admiralty Order, was then read by the Judge Advocate. This charge adverted to eighteen different documents, which were also respectively read. Of their contents, the following is an abstract:—

No. I.—Copy of Original Instructions to Sir Home Popham.

No. I.—(Most secret.)

*By the Commissioners for executing the Office of Lord High Admiral of the United Kingdom of Great Britain and Ireland.*

The Lord Viscount Castlereagh, one of His Majesty's principal Secretaries of State, having, with his letter to us of the 25th July, transmitted a copy of the instructions, which, by command of His Majesty, he had furnished to Major-General Sir David Baird, commanding His Majesty's land forces, on an expedition for attempting the reduction of the Cape of Good Hope; on the subject of which the Major-General has been directed to communicate with you, in the most confidential manner, and to concert with you such measures as may be best for His Majesty's service; we transmit to you herewith a copy of the said instructions for your information, together with copies of the instructions from the Secret Committee of the Court of Directors of the East India Company, to the Governor and Council of St. Helena, and also to the officers commanding their ships, which you will communicate to the said Governor and Council, and to the said officers, as



you shall think it expedient; and we do hereby require you, and direct you to communicate in the most confidential manner with Major-General Sir David Baird, to furnish him with all the information in your power, and to co-operate with him in the execution of His Majesty's commands concerning such measures with the Major-General, for proceeding against the Cape in the manner which may be most likely to ensure success.

On your arrival at Madeira, you will take under your command His Majesty's ships named in the margin\*, which you may expect to find there, (and the Captains of which are directed to follow your orders,) together with the transports, victuallers, and Indianen; and on leaving this island, you will deliver to the several Captains and Commanders such rendezvous, in case of separation, as may be judged most likely to enable you to arrive off the Cape with the whole of your collected force.

Upon the surrender of the settlement to His Majesty's arms, you are to use your utmost diligence, as far as may depend on you, to have the troops and recruits destined for India, expeditiously re-embarked, in order that they may proceed, under the convoy of the *Belliqueux*, to the ulterior destination, notifying by them, or by the earliest opportunity which you can find, the surrender of the Cape to the two Commanders in Chief of His Majesty's Naval Forces in the Indian Seas, in order that the accustomed communication with the colony may again be opened. And you are further directed, as soon as the object of the expedition shall be accomplished, to send the *Raisnable* to St. Helena, with orders to take under her convoy such of the vessels of the East India Company and others, as may be collected at that island, and proceed with them to Spithead.

In the event of circumstances arising which may make it expedient to desist from the enterprise, you are nevertheless to detach the India ships to their destination, under the convoy of the *Belliqueux*, and to return with the remainder of your force and transports to St. Helena; and not finding there any fresh instructions, after waiting fifteen days, or longer, if it shall be found expedient, you will proceed to Cork, with the ships and transports under your convoy, unless you shall receive a different destination at Port Praya, at St. Jago, where you are directed to call for further orders, leaving at St. Helena the *Raisnable*, to take under her convoy any of the homeward-bound East India ships, that may either have arrived there, or be expected to arrive within one month; but in the event of none being there, nor any expected in the above-mentioned period, you are to continue the *Raisnable* under your command, and proceed as before directed.

Immediately after the surrender of the Cape, or in event of circumstances arising which may oblige you to desist from the enterprise, you are to dispatch one of the small vessels, which will accompany you to England, transmitting to our Secretary, for our information, an account of your proceedings.

Given, &c, July 29, 1805.

BARHAM,  
J. GAMBIER,  
P<sup>r</sup>. PATTEN.

By command of their Lordships,

JOHN BARROW.

In this was an Enclosure, containing the Secret Instructions to Sir D. Baird to co-operate with Sir H. Popham.

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\* *Belliqueux*, *Raisnable*, *Diomedé*, *Narcissus*, *Leda*, *Espoir* sloop, and *Encounter* gun-boat.

## No. II.

SIR,

*Admiralty Office, August 2, 1805.*

I am commanded by my Lords Commissioners of the Admiralty to signify their direction to you to send a frigate to cruise on the east coast of South America, between Rio de Yamira and Rio de la Plata, as soon as you shall have accomplished the object of the expedition on which you are about to proceed, for the purpose of procuring intelligence of the enemy's motions, in order that you may be prepared against any attack they may be disposed to make on the settlement.

Yours, &amp;c.

*To Captain Sir Home Popham.*

JOHN BARROW.

No. 3, is dated Admiralty Office, Sept. 14, 1805, and directs Sir Home to retain all the transports at the Cape of Good Hope, after the reduction of the settlement, until he received further orders.

No. 4, dated Admiralty Office, Sept. 24, directed Sir Home Popham to send transports to India, for the conveyance of the troops, which, according to an enclosure addressed to Sir D. Baird, that officer was instructed to send to India, in case of a new war apprehended with Scindea and the Rajah of Berar, in conjunction with Holkar. In this order Sir Home was directed to proceed to India with the whole of Sir D. Baird's force, if necessary, with the exception of the royal artillery, engineers, and light dragoons, which he was ordered to send to Europe, with a frigate and the *Raisonné*, provided she had not left the station. He was also ordered to send to Europe such of the prisoners of war as he might not find it expedient to enlist.

The enclosure stated, that Lord Cornwallis, or such person as should be Commander in Chief in India at the time, was directed to send for reinforcements to the Cape of Good Hope, if required. After having safely conveyed the troops to India, Sir Home was directed to return to the Cape of Good Hope or to St. Helena, according to circumstances, "at one of which places he might expect to find orders for his further proceedings."

No. 5, dated Admiralty Office, Nov. 21, 1805, ordered Sir Home, on the event of the surrender of the Cape, to send home without delay, under a proper convoy, all the transports which were not wanted for the conveyance of the troops ordered to proceed to the East Indies.

Nos. 6 and 7, dated the 13th and 28th of January, 1806, from Table Bay, Cape of Good Hope, contained Sir Home Popham's account of the capture of the Cape, with the Articles of Capitulation, &c., which appeared in the London Gazette.

No. 8, a letter from Sir Home Popham to Mr. Marsden, states the capture of a French brig, which was brought into the Cape, by which means two letters from Admiral Linois to General Janssen, Commander of the Cape at the time of its capture, and to the Minister of Marine at Paris, fell into Sir Home's hands. From these letters it appeared, that Linois never again intended to go to the Isle of France, as provisions were not likely to be had there, if he should have occasion for them. This letter also states the arrival of a Danish ship at the Table Bay, from which Sir Home Popham learned that she had the evening before been boarded by the Piedmontese French frigate, which was a large ship bound for the Isle of France. Of this the writer mentioned, that he would transmit intelligence to Sir Edward Pellew. The following is a paragraph of this letter:—"The letters from Linois are rather too equivocal to say exactly when he will arrive, but he may be expected from the beginning to the end of March, and as the Northumberland and Euphrates Indiamen are expected the beginning of the ensuing month, I shall proceed immediately off the Cape with my whole

squadron, to prevent, if possible, his falling in with such valuable ships as they would be to him, as well in point of the intelligence they could give him, as the great supply of provisions and stores which they contain, and of which they so essentially stand in need."

No. 9, dated Table Bay, March 4, was a letter from Sir Home to the Admiralty, communicating intelligence of the capture of a French ship called *la Volontaire*, which he describes as "the forerunner of Admiral Willeaumez's squadron."

No. 10, dated March 9, informs the Admiralty of the propriety which Sir Home felt of desisting from his endeavours to seize the *Atalanta* French frigate, because, as he states, "the possibility of the enemy coming suddenly upon us, when a number of our men were absent, made me entertain no idea of again attempting to seize her."

No. 11, dated Table Bay, March 12, states Sir Home Popham's compliance with the request of Sir David Baird, to send two transports, with the whole of the French prisoners, to France.—The writer urges as a reason for complying with this request, in addition to the motives which operated upon his own conduct on a similar occasion, (the sending to France the officers and men taken on board the *Volontaire*;) "the disadvantages, if not the extreme danger, that would attend the detention of so many French prisoners, at a time when an attack on the colony is a possible case, and likely to be so for some days longer." He added, that he would adopt the same expedient with respect to any prisoners whom he might capture, in case, said he, "any part of the squadrons of which we have had intelligence should come in here by small proportions, to water and victual."

No. 12 is dated Table Bay, March 15.—In this Sir Home Popham mentions the arrival of a whaler at Saldanha Bay, the officer of which stated, that he had on the 25th of February, in lat. 33° 50' S., and long. 50° E. of Greenwich, fallen in with eight sail of ships, steering about E.S.E., and thought them English East Indiamen, but he was not long in sight. The writer adds, "Admiral Willeaumez's squadron consisted only of seven sail, but they may have taken a prize, or this may be a small convoy of Indiamen."

No. 13, dated Table Bay, 21st of March, is a letter from Sir Home, in which he states, that a brig from Tonningen had fallen in with the *Leda*, which was at the time cruising off St. Helena, and informed her, that he had been boarded by Willeaumez's squadron, in lat. 33° 23', and long. 16° E. The Master of the brig therefore said to the Captain of the *Leda*, "get off, or you'll be taken by the French." From the time at which the brig had met Willeaumez, the writer concluded, that if bound for the Cape he must have reached it some days before this letter was written, and from the provisions and water which the fleet originally took out, as stated to him by the Captain of the *Volontaire*, he was of opinion, that it would touch at Rio de Janeiro. He immediately dispatched intelligence by the *Rolla* brig, to Admiral Cochrane, in the West Indies, to St. Helena, and to Sir E. Pellew.

#### No. XIV.

SIR, *His Majesty's Ship Diadem, Table Bay, April 9, 1806.*

As the season is very far advanced for lying in this Bay, and the weather particularly unsettled for the time of the year, I propose quitting it with the squadron immediately; more especially, as, from the length of time that has elapsed since we heard of Admiral Willeaumez's fleet, it was very improbable, consistent with the situation he was then in, that he should anchor at present. To determine his position at the moment would be impossible, and it is almost equally difficult to decide on the best mode of ap-

plying the exertions of the squadron, the ensuing two months, to the greatest advantage. The intelligence we received by the *Volontaire* and *Camel*, and which has already been transmitted to you for their Lordships' information, appears materially to incline to the supposition, that the West Indies is the destination of Admiral Willeaumez's fleet; but General Anker, the late Governor of Tranquebar, who is just arrived here on his passage to Europe, informed me in the course of conversation, that a French squadron was expected at Mauritius, but that it was impossible for that island to supply any flour to it, without looking to Rio de la Plata, on the coast of Brazil, for a supply; on which consideration, I think employing the squadron in cruising a short time off that coast, instead of remaining idle, will be a disposition fraught with some advantages, and which I hope will appear so evident to their Lordships, as to induce them to approve of this measure.

As this letter is to be conveyed by a foreign ship, I shall not enter into any minute detail, but say it is my intention to proceed off Rio de la Plata in the first instance; to send the *Raisonné* to her destination by the time fixed; the *Diomedé* to Rio de Janeiro to procure rice for the colony, of which it is in the greatest want, and to return immediately to False Bay, with the other ships, unless I should hear that Admiral Linois is at St. Catherine's, preparing to cruise for the outward-bound East India trade; in which case I shall endeavour to intercept him, if it does not infringe on the time of my return to the Cape, to receive their Lordships' commands, in consequence of the dispatches conveyed by the *Espoir*.

When I have the opportunity of a safe conveyance to write more fully to their Lordships, I hope the additional reasons I shall give will be sufficient to satisfy their Lordships of the expediency of the measure which I am about to adopt.

I have the honour to be, &c.

Wm. Marsden, Esq. &c.

HOME POPIHAM.

No. XV.

SIR,

*Diomedé, Table Bay, April 13, 1806.*

I had the honour to address you on the 9th instant, for the information of the Lords Commissioners of the Admiralty, and, as stated in that letter, I weighed on the 10th with a light breeze, but it soon after fell calm, and I was obliged to anchor in the outer part of the bay.

In the evening I received some intelligence respecting the weak state of defence which Monte Video and Buenos Ayres were in, and I returned to the shore the following morning, to communicate it to General Sir David Baird.

This intelligence so fully corroborated what I had already received from various quarters, that I suggested the expediency of sparing a few troops for a short time, to enable us to bring a question of such importance to immediate issue. I hesitate not to confess to their Lordships, that I urged it with every argument in my power, from a conviction of the great and splendid benefits which the country would derive by a conquest of such a nature at this moment, embracing considerations of various advantages, not only to the mother country, but to this colony, which has been threatened more or less for many years with famine, owing to the failure of its crops.

The result of my inquiries for many years respecting South America in general, and Buenos Ayres in particular, have been presented to His Majesty's Government; and as it was at one time settled that I should be sent there, I took every pains to form a detailed project for a combined

operation, and which I had the honour of giving to the late, and sending to the present, First Lord of the Admiralty. After Sir David Baird had seriously considered this subject, and consulted with General Beresford on the occasion, he determined to accede to my proposition, and the 71st regiment was ordered for embarkation, under the directions of Brigadier General Beresford; and I have the pleasure to inform their Lordships, that the whole of that regiment, with its detachment of artillery, horses, and all its other departments, are embarked, and we only wait a breeze to sail; and the concurrent testimonies of various people whom we have examined, give us the greatest prospect of success.

If our expectations are realized, I shall lose no time in being myself the dispatches for England; Sir David Baird will notice this to Lord Castlereagh, and assign the reasons on which such a decision was founded; one of the principal ones however is, that of conveying to their Lordships the true situation of the country, its commerce, resources, disposition of the inhabitants, and the extent to which its exportations may be carried, with a scale also of the consumption for the manufactures of Great Britain.

Although these are points on which I cannot doubt but their Lordships have collected a great deal of information, yet I consider what may be personally conveyed by an officer, whose sole ambition is to obtain their Lordships' confidence and good opinion, will be more general, more correct, and more specific, than any which can be obtained by other channels; and as Captain Rowley is the next officer on the list to myself, I considered that the service would be deprived of little dignity with respect to rank, and certainly none in point of zeal, judgment, and ability.

I have only presumed to say a few words on the advantage which we may derive by the exports from this country, by the channel of importation which it opens, up a navigable river for many hundred leagues, to supply several millions of inhabitants with the manufactures of the United Kingdom. There is, however, another, not of less consequence on any consideration, which is that of depriving the enemy of this most valuable trade, which is carried on entirely under neutral flags. These prospects not only apply to Great Britain, but the communication with this colony will remove all idea of famine in future, and be attended with vast reciprocal advantages, far beyond any calculation of risk in the present undertaking. This letter will go by a neutral ship, but I hope under such a precaution as will almost ensure its safe delivery. I will, however, not enter into any further particulars, but state, for the information of their Lordships, that the moment the place is taken, I shall send to Rio de Janeiro, because it may enable His Majesty to give discretionary powers to any troops bound to India, touching at Janeiro, to proceed to la Plata, if the Commanding Officer hears that it is in our possession.

I will also send notice to St. Helena, as the Governor may be induced to spare us a few troops from that island, and I have already advised him of this enterprise, hoping that, in the first instance, he may be able to detach one hundred artillery men in the Georgiana packet, and at the same time acquaint me if he has information of a man of war from England from his June convoy, which will prevent the necessity of my sending the Reasonable or another ship there from la Plata.

I enclose to their Lordships one of the letters which I have received from the master and owner of an American ship, who is now on board the Diadem; and the result of many examinations is, that there are not above five hundred regular troops at the two places, some provisional cavalry and militia; that the walls of Monte Video are in a very ruinous state, and the inhabitants disaffected beyond any calculation.

I hope the view I have given their Lordships of my conduct, and the

motives by which I was induced so strongly to press on Sir David Baird the expediency of undertaking a project of zeal, enterprise, and exertion, promising so much honoured prospect of advantage to the empire, will be considered by their Lordships as far preferable to the alternative of allowing the squadron I have the honour to command to moulder away its natural energy by wintering in False Bay, and eventually become paralysed after remaining so long, as it has done, in a state of cold defensive inactivity.

I have the honour to be, &c.

HOME POPHAM.

In this letter were the following enclosures. The first is from the American Captain alluded to in the former letter.

SIR,

*Cape of Good Hope, 23th March, 1806.*

I beg leave to represent to you, that I have been three times to Buenos Ayres and Monte Video; that both places have the greatest abundance of wheat, flour, and indeed every sort of provision. From my knowledge of the minds and disposition of the inhabitants, I can assure you that His Majesty's squadron under your command, with a small military assistance, would with ease take possession of either of those places; and if permanent possession could be effected, there is not the smallest doubt of procuring any quantity of flour; and to prove to you that it is not an idle suggestion to mislead the British, I could have no objection to be one of five hundred men to attack either place. I am sure the inhabitants are so ridden by their government, that to prevent a shot being fired at Monte Video, if they had any threat from the men of war, they would send out any quantity of flour or biscuit to prevent mischief; but the places may be taken as I describe; and if the trade is thrown open, all the inhabitants would willingly acquire and keep the place for the British nation without troops, which would be a mine of wealth. I hope you will not make use of my name improperly, as it may injure me greatly. I myself, with my ship —, are at your service, to do what you please to get possession of Buenos Ayres.

I am, &c.

The other enclosure was Sir Home's letter to Governor Patten, St. Helena, in which the Hon. Captain enclosed his letter to the Admiralty, and requested some military assistance, particularly a company of artillery, or such force as he could spare. This letter is dated Table Bay, 13th of April.

No. 16, dated St. Helena, 30th April, is as follows:—

SIR,

(COPY.)

Conformably to the letter I had the honour of addressing to you the 13th instant, I sailed from the Cape with the ships named in the margin\*, having on board the 71st regiment, with a small detachment of artillery, and a few dismounted dragoons.

On the night of the 20th, in very squally unsettled weather, attended with a high sea, the Ocean parted company; and as I thought it possible she might have rolled away the main-mast, and bore up for St. Helena, it was deemed advisable to bear up for that island, not only on account of the Ocean, but because it had been suggested as possible that the Governor might be able to spare a few hundred troops to strengthen the expe-

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\* Diadem, Raisonable, Diomedé, Narcissus, Encounter.—Transports—Walker, Triton, Nelantho, Ocean, Willington.

dition; especially as it had been proposed, during the late war, to attempt a similar enterprise with the troops of the island only.

That no time might be lost after this decision was taken, I dispatched the Encounter to Captain Honeyman, who was cruising off the mouth of the river, to warn him of the probable arrival of the Ocean; and the Narcissus was sent to St. Helena with letter No. 1, to the Governor; and although I have not yet received an official answer, yet he has ordered one hundred and fifty infantry, and one hundred artillery men, with two howitzers, to join the expedition; and as I trust they will be embarked either this morning, or early to-morrow morning, I hope we shall be able to sail immediately in the execution of this service.

I am, &c.

HOME POPHAM.

Since writing the above, I have received the Governor's answer, No. 2; to which I have annexed my answer, No. 3, for their Lordships' information.

The enclosed contain the letters referred to in this postscript.

No. 17, dated Rio de la Plata, July 19, is the dispatch from Sir Home to the Admiralty, summoning the garrison of Buenos Ayres. This letter contains the copies of two letters, the one addressed to the officer, senior in command to Sir Home Popham, at the Cape of Good Hope, and the other to any officer, jun. Both press strongly for reinforcements, in order to be enabled to proceed to farther offensive operations, particularly against Monte Video. In the letter to the junior officer, Sir Home states, "I think it right to direct that you lose no time in dispatching all the naval force at the Cape to this place, except such part as Sir David Baird and yourself may think it absolutely necessary to detain there."

No. 18, is a letter from Sir George Shee to Mr. Mursden, enclosing the copies of two letters addressed by Sir David Baird to Lord Castlereagh, and dated at the Cape of Good Hope, on the 14th of April and 5th of May. The first of these letters communicates an account of the detachment which Sir David Baird had sent with Sir Home Popham to the Rio de la Plata, and states the reasons which induced that officer to concur in the enterprise, which reasons are quite tantamount to those that appear in Sir Home Popham's letter to the Admiralty, detailed in No. 15.—General Baird expresses his hope that the importance of the object, and the apparent facility of attaining it, will serve to reconcile His Majesty's Government to his conduct in undertaking it without any special command. The 2d letter from General Baird contains an account of the Cannonier French frigate having on the 30th of April anchored in Simon's Bay, and sending on shore, supposing the Cape to be still in possession of the Dutch: but that the Lieutenant was, with his boat's crew, taken prisoners, and the Cannonier escaped by cutting and putting to sea again with the greatest precipitation, leaving two anchors and cables behind her. This letter further mentioned the capture in Table Bay of the brig Fortuna under Melanburgh, bound to the Cape and to Batavia. The writer mentions, that among some dispatches which were found on board this brig, was an order to the Governor at the Cape, (supposing that place of course to be in possession of the Dutch) to receive any French troops which might arrive, in a distinguished manner, and to yield the command of the French and Batavian forces to the senior officer of the former, although of inferior rank. "An inference," observes General Baird, "may, I think, be fairly drawn from this circumstance, that the French meditated to send out a body of troops for the purpose of either taking possession of the Cape, or of forming a conjoint expedition against St. Helena, or some of our Asiatic possessions."

Upon reading the first enclosure in the last number,

Sir HOME POPHAM pointed out an omission, probably in the copying the letter, as it only mentioned "the West," whereas it should have been "the West Indies," to which the French fleet had prosecuted their voyage, according to the information he had received, and Sir D. Baird had his intelligence from him; therefore there must have been a mistake in the omission of the word "Indies," which he wished to have corrected, lest any improper impression should be produced by the statement as it now appeared.

Mr. JERVIS was not disinclined to admit that there might be such a mistake as that alluded to by the Hon. Captain; but as he had not brought down the original, he could not state positively. This original, indeed, he did not think material, as he did not mean to offer the letters referred to as evidence against the Hon. Captain, although read in the statement of the charge.

Sir HOME POPHAM was aware that such letters were not admissible evidence against him; yet he wished that any document laid before the Court should be correct, and in that case he had no objection whatever that any letter and paper at all relating to the subject of the charge before the Court, should be brought forward. Indeed, he could not but be anxious that every thing connected with this business should transpire—concealment was not his interest.

This conversation ended by an admission, that Sir Home Popham represented his belief to Sir David Baird that the French fleet had gone to the West Indies, which admission was entered accordingly.

The JUNIOR ATTORNEY having stated, that the papers which he had read composed all that were referred to in the charge before the Court,

Mr. JERVIS asked, whether the Hon. Captain admitted the receipt of the original instructions of the 29th of July, 1805?

Sir HOME POPHAM.—"Certainly; and I admit every document referred to in the charge, which purports to have been written by me; also such as I received."

The instructions were read over again as evidence; but some of the documents, which immediately followed, being but copied, with some blanks, the Court adjourned for some time, until the originals were sent for ashore.

Sir HOME POPHAM stated, that he never received the Nos. 3, 4, and 5, until the other day, on his return to England. He therefore could know nothing of the orders they contained.

Mr. JERVIS admitted that these dispatches did not form evidence to affect the Hon. Captain, as knowing their contents. He adduced them merely as evidence, that such orders were issued by the Admiralty.

Sir HOME POPHAM asked then, if not against him, why bring them forward at all upon his trial?

Mr. JERVIS.—"To show that the Board of Admiralty believed the Hon. Captain to be at the Cape to receive orders."

The PRESIDENT.—"As there is no evidence of the receipt of these orders, of course no charge of disobedience can arise out of them."

After some further discussion, the President ordered, that the letters, &c. should be admitted, observing, that the Court might afterwards consider, how far they bore upon the case before it.

The learned Gentleman here stated, that the case for the prosecution was closed. He observed, that the Hon. Captain, in a letter officially received from him yesterday, placed a good deal of emphasis upon what he called the introduction of new matter into the charge, which had been recently conveyed to him. But having seen the charge, a copy of which was transmitted to the Hon. Captain immediately after his arrival in England,



he declared that he saw no material difference between that and the former. He was sorry that, in the former, the documents to be adduced in evidence were not specifically described, as the Hon. Captain professed to feel some inconvenience on account of that omission.

Sir HOME POPHAM observed, that the difference would be obvious to any man who reviewed the documents themselves. Indeed there were some papers read to-day which he had never seen or heard of.

The PRESIDENT telling Sir Home Popham that he was now at liberty to enter upon his defence, Sir HOME requested liberty to retire with his counsel for a few moments, which was granted. Upon his return to Court, Sir HOME said, he must confess that he could not feel himself comfortable if called upon to enter into his defence before Monday. He should be happy to come forward to-morrow if it were in his power, but he hoped the Court would feel it very natural that he should be prepared, when they reflected that there were some letters advanced in evidence against him which he never heard of until this day, and that some proceedings had been taken by his Prosecutors, of which he was not apprised until he came to Portsmouth.

PRESIDENT.—“There are officers here who have been called away from various stations, where they are engaged in the service of their country, therefore every convenient expedition is desirable. Perhaps by to-morrow you may be able to prepare your defence; in that hope we shall adjourn the Court until then; if not ready, you will state when you can be so. I trust you will endeavour to come forward as soon as possible.”

Sir HOME POPHAM expressed his anxiety to come forward as early as possible; but observed, that there were some letters for which he had applied to the Admiralty, that he had not yet received; and he trusted that that Honourable Court would feel, that it was due to his character, to omit no endeavour to meet every part of the accusation.

The Court then adjourned, until Saturday, the

## SECOND DAY.

Sir HOME POPHAM, upon his appearance in Court, was asked by the President, whether he was ready to enter upon his defence?

The Hon. Captain replied, that however anxious he must be to gratify the wish of the Court, and to bring this business to a conclusion, he was most sincerely unwilling to occasion the Court any delay that could consistently be avoided. But from the alteration which appeared between the charge originally served upon him in London, and that which he had received from the Judge Advocate since his arrival at Portsmouth; the former referring to but three letters, the latter to no less than eighteen, some of which he had heard for the first time yesterday, hastily read in Court; from the very severe animadversions upon his conduct, which had been made in the Senate; and the party animadversions still more severe which had appeared in some of the periodical publications; he felt it essentially necessary to his character to enter at large into all the facts which he had it in his power to adduce in his defence. He therefore found it impossible to come prepared at that moment, the more especially as it was, among other circumstances, his misfortune recently to meet with a very serious domestic affliction, arising out of the animadversions he had already alluded to. For these reasons, which he hoped the Court would feel sufficient to enervate and disarrange any man's mind, he regretted to say, that he was quite unable to comply with the wishes of the Court, by entering into his defence at present. But there were some letters, which, in order to save time, he wished now to have read. These letters were, that which was addressed to him by the Judge Advocate, and dated the 4th instant; and

also his own letter to Mr. Secretary Marsden, requiring a copy of the trial of Captain Thompson, with whom he (Sir Home) had sailed as a Midshipman for three years; also his letter of the 30th of April, from St. Helena, the mere addenda to which were read by the prosecutor; also the Gazette of the 27th of July last, in order to compare it with his letter of the same date; also the enclosures in his letter to the Admiralty, of the 6th of October, 1805.

The PRESIDENT asked Sir Home, whether the letters he required to have read were necessary to his defence?

Sir HOME replied, that in his defence he meant to refer to them.

Mr. JERVIS observed, that the Charge before the Court was word for word the same with that which he had seen before the Hon. Captain came to England, and which was presented to him, he understood, immediately upon his arrival. The learned Gentleman then entered into some legal objections to the right of the Hon. Captain to demand papers or evidence from his prosecutors. He did not wish to press this objection, but yet he wished it to be understood, that he felt it to be perfectly tenable. The learned Gentleman was proceeding, when he was interrupted by the Court, who told him, that he could not be allowed to go into any observations of that nature.

The JUDGE ADVOCATE observed, that the letter from him to the Hon. Captain, was only meant to apprise the Hon. Captain of the intended trial, in order that he might be fully prepared.

Sir HOME POPHAM.—“But I only received that note of preparation on Thursday last. I approach this Honourable Court with great deference, and I offer my sentiments with extreme diffidence; but I must deprecate the learned Gentleman’s perseverance in his legal discussions. I am surprised that the learned Prosecutor should take advantage of the absence of my legal friend and adviser, (we understood the Hon. Captain to mean Mr. Harrison, who was absent,) to engage in discussions of this nature. Although I am aware, that I am under the protection of a more paramount Counsel, the President of this Hon. Court, I cannot help remarking, that it would have been more liberal in the Prosecutor to have suspended, under the circumstances I have mentioned, his animadversions upon the law of evidence. I am, upon good authority, justified in believing that instances have occurred, in which such requests as I have made for papers, and as the learned Gentleman deprecates, have been immediately complied with. But even supposing no precedent had existed, would it be derogatory to the dignity of the Admiralty, to introduce a liberal precedent in my favour; as it has thought proper to establish a precedent so new, as that of sending down the learned Gentleman as the Prosecutor against me; as it has thought proper to appoint one, who, independently of the advantage derived from his consultations with that Hon. Board in London, is also enabled to avail himself of the information he had the opportunity of obtaining from the ingenuity and profound knowledge of the Counsel to the Admiralty, with whom no one is more intimate than the learned Prosecutor? But my incapacity to contend with the learned Gentleman, particularly upon questions of legal difficulty, will be still more evident to this Hon. Court, when I state, that even here he has it in his power occasionally to resort to the advice of the Counsel for the Admiralty; to the advice of one who has never before been heard of in a Court Martial, although, on this occasion, his profound judgment and elevated talents can be referred to by the Prosecutor, while this learned Counsel is, by the use of a sort of invisible ring, concealed from the light, and from the avowed knowledge of this Court.”

The PRESIDENT desired the Hon. Officer would read the list of papers he deemed it expedient to have read to the Court.

Sir HOME gave in the list required, and after the Court had consulted for a few minutes with Mr. Jervis, all strangers were ordered to be excluded. The Court was closed for about an hour, after which it was re-opened, and the Judge Advocate read the following decision, addressing himself to Sir Home Popham:—

“The Court having taken into consideration your application, to be allowed until nine o’clock on Monday morning to prepare your Defence, have consented to your request; but as the principal reason you have given for asking for more time, is the introduction of a great variety of new matter into the charge, the Court think it necessary to observe, that between the copies of the intended Charge as sent by the Secretary of the Admiralty, and that delivered to you by the Judge Advocate, there is no material difference; that no new matter has been introduced, the only difference between them consisting in the insertion of a list of papers intended for the support of the charge, and the Court consider it to be more regular to hear your Defence before any other documents shall be produced.”—The Court then adjourned to Monday.

### THIRD DAY.

On the opening of the Court, Sir Home Popham immediately proceeded to read his Defence, in substance as follows:—

MR. PRESIDENT,

After having devoted the greater part of my life to the service of my King and Country, I am brought before you, and the other Members of this Honourable Court, to vindicate my conduct upon a charge as extraordinary in its nature, and unprecedented in the form and mode in which it is preferred, as perhaps was ever submitted to the investigation of a Court Martial.—I am brought to trial by that superior authority to which every Officer in His Majesty’s Naval Service looks up for reward and protection, for having zealously, and to the best of my judgment and abilities, employed, within the limits of my station, the means placed at my disposal in making a successful attack on a possession belonging to the enemy, instead of suffering the squadron I commanded to remain inactive.—I am charged with having withdrawn from the Cape of Good Hope the naval force with which I had completely fulfilled the orders I had received for its capture, and with having left that conquest unprotected; though, in the judgment of the very able and distinguished Military Officer commanding there, it was in perfect security; with having acted contrary to the information I had received, though that information was the ground-work of my proceedings; and in the conclusion of the accusation, my conduct is prejudged, and circumstances which, in ordinary cases, are stated as facts, whence the Court are left to draw the inference of guilt or innocence, are against me charged to constitute a flagrant breach of public duty; and, contrary to that universally-acknowledged principle of justice, which presumes every man innocent till he is proved to be otherwise, punishment, instead of trial and investigation, is, I humbly conceive, for the first time in the annals of the British Navy, imperiously demanded from the high tribunal before which I have now the honour to appear.

To the subsequent part of the charge, detailing and commenting on the documents which are referred to in support of it, I also wish to call the attention of the Court; as I am confident it will appear, that many of those comments are not justified by the documents professed to be recited; and the Court will have perceived that many of those letters and details were no evidence against me, and that many which were so read, as part of the charge, were not attempted afterwards to be proved at all:—the production of those documents, or rather the reading of them, as part of the charge,

makes it necessary that I should comment on them and their supposed effect; and I sincerely lament that this necessity compelled me most unwillingly to ask the indulgence of the Court until this morning.

I am not disposed, Sir, to complain of those who have directed this investigation, for having brought me before you; yet I cannot but think, Sir, that I have some little right to complain of not having received any intimation, before I left the Rio de la Plata, of the probability or possibility even of my conduct being submitted to this investigation: the silence of the Board of Admiralty in this respect has deprived me of some material witnesses, and accident only has furnished me with others, most important on a subject in which my character and feelings are most deeply interested. I cannot but suspect that the conduct of the Board of Admiralty must have originated in some change of opinion. All the information, and every fact, on which the judgment of the Board, as to my conduct, was to be formed, had long been before them. The re-capture of Buenos Ayres could not have produced, on high and honourable minds, any such change of opinion; but that some change did take place, from causes I am unable to develop, is obvious from the following official letter of the Secretary of the Admiralty:—

[Sir Home Popham here read the letter of Mr. Marsden, dated September 25, 1806, acknowledging the receipt of his dispatches, announcing the surrender of Buenos Ayres. This document concluded in the following words:—"I have their Lordships' commands to acquaint you, that, although they have judged it necessary to mark their disapprobation of a measure of such importance being undertaken without the sanction of His Majesty's Government, and of your having left the station, which it was your duty to guard, without any naval defence; they are nevertheless pleased to express their entire approbation of the judicious, able, and spirited conduct manifested by yourself, the officers, seamen, and marines employed under your orders on the above occasion, and which you, (or the senior officer on the spot,) will communicate to them in a proper manner accordingly."]

Disappointed as I naturally felt at finding that the destination of the force under my command met with disapprobation, instead of approval, I was in some measure consoled by their Lordships' commendations upon the manner in which the expedition had been conducted; and punished as I must be considered to be by their expression of disapprobation, and still further by being superseded and recalled, I could not suppose that their Lordships meant to bring me to this trial. But I will not occupy the time or attention of this Honourable Court in tracing the causes that may have led to it. In looking round this Honourable Court, in which I see the highest ornaments of my profession, I am well satisfied that no party or political feelings will operate to my prejudice; and I should not deem it respectful to such a Court collectively, or to the High and Honourable Members of it individually, to attempt, by any comments on the effect of political prejudices and party spirit, to produce any undue impression in my favour. I wish to be tried, and to stand or fall in the opinion of this Court, of my profession, and of my country—by my conduct as an officer; and it is in the firm conviction that I shall be so tried and so judged, that I present myself before you with confidence as to the result. I will not detain you longer by general observations; but will now proceed to comment upon the charge, the foundation on which it rests, and the grounds on which I rely upon the justice of this Court for my honourable acquittal.

I will first consider the nature of the charge generally, which is, that having been intrusted with a force for the capture of the Cape, and having succeeded in that object, I did, with a view to an attack on the Spanish settlements in the Rio de la Plata, for which, it is said, I had no direction or authority whatever, withdraw the whole of the naval force from the

Cape, under circumstances stated in the charge, which I will consider hereafter.—That I had no positive directions or express authority for such a destination of the force under my command, I readily admit; for my instructions contained no direction whatever, in relation to my future conduct after the capture of the Cape.—It cannot be contended, therefore, that I acted CONTRARY to orders. What, therefore, is the fair construction on the letter and tenor of my orders? What were the objects, which it was my duty, as a naval officer, to keep in view?—I admit to the fullest extent, that my first object was to be satisfied, that the captured settlement was in a perfect state of security from attack; the next, it will not, for it cannot be denied to me, was the disposal of the force under my command for the good of His Majesty's service, and the farther annoyance of the enemy within the limits of my command.—To the Members composing this Honourable Court, it is scarcely necessary to point out the combination and the variety of unexpected circumstances which may occur, and imperiously dictate the necessity of advantage being taken of the moment in promptly acting against an enemy. Circumstances may be such, that delay may lead only to discomfiture or disgrace; and that no time could be spared for consulting the superior authorities at home, or waiting for their orders.

Had such extreme caution, such rigid regulations, as seem to produce the present accusation, been hitherto enforced, that daring spirit of enterprise, that prompt and decisive energy of action which have raised the British name and character to so proud and enviable a summit of distinction, would not only have been checked, but in a great measure annihilated; and the annals of our history would not have been graced by so many gallant achievements, which, though undertaken without orders, have in general been eminently conducive to the interest and glory of this country. Numerous precedents exist, which fully illustrate the truth of this position. Amongst others which present themselves to my memory at this moment, I shall beg leave to mention the *coup de main*, which put the British crown in possession of Gibraltar. Admiral Sir George Rooke had no orders for undertaking that bold enterprise, nor was he arraigned by his superiors at home for having exercised his discretion on that occasion. On the contrary, Her Majesty Queen Anne did every honour to his spirited conduct. In the American war, Admiral Sir Peter Parker and General Sir John Dalrymple, the then naval and military Commanders at Jamaica, concerted an expedition against the Spanish settlement of Omoah, which was to a certain degree successful. No blame was understood to have attached to either of those officers for having directed this operation without orders. At the beginning of the late war, in 1793, Lord Hood entered Toulon, and afterwards attacked Corsica, not only without orders, but, in the latter case, against the opinion of the General and other military officers, who therefore refused to co-operate with him: he trusted to his own resources of talent, exertion, and perseverance, and succeeded in his attack. He apologizes in his public letter for having undertaken these operations; and Toulon and Corsica were ultimately evacuated, in consequence of our military force being inadequate to their preservation; and yet, neither this exercise of discretion in the first instance, nor the subsequent misfortunes which lost those places to the British arms, were ever made the subject of imputation on Lord Hood as an officer, or of any criminal charge against him, or of censure; but, on the contrary, his conduct met with the most unqualified approbation of Government and his Sovereign, and the highest honour and rewards. In 1796, Lord St. Vincent (then Sir J. Jervis) sent the heroic Nelson to attack Teneille, in consequence of information which he received, that two ships from the Rio de la Plata had landed their treasure there. Every person is acquainted with the issue of that expedition, which lost to

the country so many brave men, and in which Lord Nelson himself was severely wounded. Notwithstanding the disastrous result of this attack, which was undertaken without orders from any superior authority, and I believe I am warranted in saying, out of the limits of Lord St. Vincent's command, no censure was ever understood to have passed on the conduct of that officer in directing it: certainly no judicial inquiry or public censure ever followed the enterprise. Another instance I think it necessary to observe, of the exercise of discretion, which is afforded to me by the treaty of el Arisch, entered into by Captain Sir Sidney Smith with General Kieber, for the return of the French army, under the command of the latter, from Egypt to France. This treaty, as is well known, involving as it did great political interests, was not approved of by the British Government; and though it had been regularly signed and exchanged by Sir S. Smith, orders were sent out to Lord Keith to put an end to that treaty, and to prevent its being carried into execution; and although Sir S. Smith had the mortification of finding his well-meant exertions disapproved of, and cancelled at home; though they were the source of much embarrassment and uneasiness to the Government at the time; and, above all, though he had no separate command, but was immediately under Lord Keith, then Commander in Chief in the Mediterranean, to whom the means and opportunity of reference, as compared with the present case, were short and easy:—yet, under all these circumstances, the conduct of Sir Sidney Smith in this instance was never submitted to a Court Martial. That illustrious character, Lord Nelson, has also afforded to the navy another strong example on the exercise of their discretionary power, by leaving his station in the Mediterranean to go to the West Indies, under circumstances which I cannot so forcibly state, as by quoting his own words, in a letter from him, since published, to Mr. Simon Taylor, of Jamaica, dated Victory, off Martinico, June 10, 1805. “I had no hesitation in forming my judgment, and I flew to the West Indies without any orders, but I think the ministry cannot be displeased.” Leaving, however, it must be recollected, (if that judgment had been erroneous,) his station without a single ship, and many vulnerable points unprotected. It is unnecessary to state, that general and public approbation followed this bold and judicious exercise of discretion. Captain E. Thompson, of the *Hyacinth*, with whom I served three years as Midshipman, exercised his own discretion, in coming to England from the West Indies with a convoy, without any orders for that purpose. He was tried, in consequence of a letter written by Sir Samuel Hood to the then Secretary to the Admiralty, in which that Admiral states, that nothing which Captain Thompson had written, can induce him (Sir S. Hood) to approve of his (Captain Thompson) going to England without orders. Sir Samuel, in his letter, repeats the expression in these words:—“I say, without orders, as he had none from me;” and finally concludes his letter of complaint to the Admiralty thus: “It is my duty to state facts as they are represented to me, and it remains for their Lordships to decide upon the propriety, or impropriety, of a Captain's going such lengths *without orders*.” Nothing is more apparent, or can be much more strongly expressed, than the impression of misconduct on the part of Captain Thompson, which predominated in Sir Samuel Hood's mind, at the moment when he wrote the preceding letter of complaint: yet the Admiralty Board of that day, notwithstanding the unfavourable impression certainly intended to be conveyed against Captain Thompson by Sir Samuel Hood, did not, as in my case, prejudice Captain Thompson to the Court, and term his conduct, *a flagrant breach of duty that should not pass unpunished*, but simply directed the Court to inquire into the conduct of the said Captain Thompson, in having left Barbadoes, and come to England, without orders, and to try him for the same ac-

ordingly. Captain Thompson was tried for his supposed offence; his conduct was declared by the Court to have been necessary, judicious, and highly meritorious, and he was honourably acquitted.—I will refer to another case, which particularly applies to the subject of the present inquiry. The Court will have observed, that in my letters and correspondence with the Governor of St. Helena, I allude to a former intention of making an attack on the settlements in the Rio de la Plata from St. Helena. I am able to prove, that such an expedition was discussed and considered by Lord Macartney and Admiral Christian, on the suggestion of Governor Brooke, of St. Helena, and that without any orders. The objection of having no orders did not occur to either of them, the object being to annoy the enemy within the limits of Admiral Christian's command.—Before I quit this part of the subject, I must observe, that it is impossible to confine that wise and salutary discretion, which must in all cases be left to Commanders on distant foreign stations, within any precise and definite limits. The conduct of an officer, so circumstanced, must in such cases be tried by the actual situation in which he was placed at the time, not by subsequent events or facts, which could not be known to, or suspected by him, much less by change of opinion, arising from political changes in the superior authorities. Having given a general view of the subject, in order to direct the attention of the Court to the statement which I must enter into, and to enable them more readily to apply the facts, I shall proceed to the circumstances which preceded and gave rise to the expeditions to the Cape and Buenos Ayres; and I must for that purpose go back to the period when I was first desired to collect the information necessary for planning the latter expedition.—It was in the end of the year 1803, that I first had conferences with some of the members of the administration then in power, relative to an expedition to the Rio de la Plata, and which was combined with one proposed by General Miranda. I had also frequent communications with General Miranda on the subject; and, in fact, towards the close of that administration, some steps were taken for carrying this projected expedition into effect. In the course of the following year, 1804, a change occurred in the Government of the Country, after which I was appointed to command the blockading squadron off Boulogne, in the absence of Admiral Louis. During this period, Lord Melville, then First Lord of the Admiralty, corresponded with me on the subject of Miranda's plan; and on my coming to town in the month of October, in that year, (at which period the probability of a Spanish war had increased,) his Lordship directed me to send again for General Miranda, and to digest my ideas on the subject of an expedition against the Spanish settlements in South America, into the form of a memoir. To the best of my recollection, I delivered this document to Lord Melville on the 16th of October, 1804: shortly afterwards I was directed to attend Mr. Pitt, in order that he might converse with me on the various points comprehended in that memoir.—In the month of December, 1804, the *Diadem*, to which ship I was appointed, was put into commission for the express purpose of my proceeding in her on the intended expedition to South America; but various circumstances arose to retard the execution of the project at that time. In July, 1805, when I was at Portsmouth, anxiously waiting the final arrangement about South America, I received, by private channels of communication, an account of the weak state of the garrison at the Cape of Good Hope. This intelligence appeared to me so important, not only from the advantage to be derived from the capture of the Cape of Good Hope itself, but from the facility which the possession of that settlement would afford to the projected conquest of the dependencies on the east coast of South America, that I lost no time in coming up to town and communicating it to Mr. Pitt. This communication was made

through Mr. Sturges Bourne, then one of the Secretaries of the Treasury, whom I shall call as a witness before you. I can take upon me confidently to say, it will appear, from the evidence of that gentleman, that the idea of an expedition to the Cape was adopted by Mr. Pitt, on this suggestion; and in the course of a few days I received my instructions to proceed in the *Dædæm*, as Commanding Officer of all His Majesty's ships and vessels destined for that service.

On the 29th of July, 1805, I took leave of Mr. Pitt, when I had a long conversation with him on the original project of the expedition to South America; in the course of which Mr. Pitt informed me, that from the then state of Europe, and the confederacy in part formed, and forming against France, there was a great anxiety to endeavour, by friendly negotiation, to detach Spain from her connection with that power; and, until the result of such an attempt should be known, it was desirable to suspend all hostile operations in South America; but, in case of failure in this object, it was his intention again to enter on the original project. From these circumstances it will, I am confident, appear manifest to every Member of this Honourable Court, that if the attack on the Cape of Good Hope preceded that of the Spanish settlements, the priority was the result of my own immediate suggestion to the late Prime Minister. Unhappily for me, death has deprived me of the means of proving the particulars of what passed in my last interview with that illustrious and ever to be lamented Statesman. But I can prove, by the strongest presumptive evidence, that one of the last orders to me, from Mr. Pitt, was to furnish Mr. Huskisson with a memorandum of the names of the gentlemen from whom he was likely to obtain any further information he might want on the subject. Our conversation took place in Mr. Huskisson's room in the Treasury; and as Mr. Pitt was going out Mr. Huskisson came in, and to him I immediately communicated Mr. Pitt's directions to me, and furnished him with the names; and Mr. Huskisson can prove, from subsequent conversation with Mr. Pitt, that the names were so given to him by Mr. Pitt's order.

I request, therefore, the Members of this Honourable Court to compare all the circumstances positively proved—the plan delivered in—the expedition set on foot to carry it into execution—the delay of it—the substitution, by my suggestion, of the Cape—and what will be proved by Mr. Huskisson, as to the last order I received relating to this project; and ask themselves, whether it is possible to entertain a reasonable doubt, independent of my assertion, of my having been in complete possession of Mr. Pitt's views towards this expedition?—And, in corroboration of what I have above stated, Mr. Huskisson can prove that active steps were taken to continue to procure further information in relation to the Spanish settlements on the east coast of South America. The precise nature of these steps, (as I do not feel at liberty, even in my own defence, to make disclosures which might hereafter hazard the personal safety of others,) I cannot state: it will be sufficient for my purpose, and sufficient, I trust, for the Court, that steps were taken which showed that the object was not lost sight of, though postponed, from considerations connected with the then political state of Europe, and which circumstances I have no hesitation in saying were the sole cause of my not having specific instructions upon the subject.

Early in February, 1806, I received accounts of the termination of the war in India, and naturally concluded, that no possible exigency could immediately arise in that country, to make it necessary for the Governor-General to apply to the Cape for any military support. In the course of the same month, I also received the news of Lord Nelson's glorious victory off Trafalgar, and an account of the confederacy against France, from an alliance with which power it had not been practicable to detach Spain. Towards



the end of February, a Danish vessel, which arrived at the Cape, brought English newspapers, giving an account of the defeat or capitulation of the Austrian army at Ulm. By the capture of the *Volontaire* French frigate, on the 4th of March, 1806, I learnt the defeat of the Russian army at Austerlitz, and that Buonaparté was in possession of Vienna.—This Honourable Court will, therefore, not fail to observe, that the causes which had contributed to suspend any expedition to South America, as a matter of policy, and to change my original destination to the attack on the Cape, were suddenly done away. But even under these impressions, and with so favourite an object of pursuit before me, I did not at first contemplate the execution of it, or the being able to carry troops from the Cape for its accomplishment: on the contrary, I directed all my attention to measures of precaution as to the French fleets which were at sea, and the protection of the Cape and the trade.

Having established these general principles applicable to the nature of the charge, and stated all the circumstances which occurred previous to my leaving England up to the period of the commencement of the expedition, so as to put the Court in full possession of the impressions on my mind upon the subject; and also stated my conduct, and the motives by which that conduct was directed, up to the period of my contemplating leaving the Cape, and the expedition to Buenos Ayres, I now come more immediately to the charge itself.

The first subject for consideration, under all the circumstances of the case, was the safety of the captured settlements, and arrangements with a view to the French squadrons, and the protection of the trade; the first of which I am charged to have left unguarded and open to attack and insult, and the latter to have left without protection. I must here call the attention of the Court to the particular words of the charge. [*Vide* the Admiralty Order.] I will now state the intelligence I had received in relation to the French squadron, and my conduct on that intelligence, as applicable to these charges. The first intelligence I collected from the officers of the *Volontaire*, which was captured on the 4th of March, 1806, induced me to apprehend an immediate attack on the Cape; or, at all events, that one of the divisions of the Brest squadron would put into the Cape: this is apparent from my letter to the Secretary of the Admiralty of the 7th of March, 1806, detailing the accounts I had then procured. By subsequent and more particular inquiries of the officers of the *Volontaire*, stated to the Admiralty, in a letter of the 20th March, I gathered such presumptive evidence respecting the ulterior destination of Willeaumez's squadron, as induced me strongly to infer that, after cruising a certain time on the bank of Lagunaillas, he would put into the Brazils for water and refreshments, and thence proceed to the West Indies; more especially after he should have been informed that the Cape was actually taken by the British forces: indeed so strongly did this presumption then operate upon my mind, confirmed as it was by no enemy having appeared at the Cape, that I dispatched a small copper-bottomed transport brig to Admiral Cochrane at Barbadoes, to apprise him of what I conceived was the most likely course to be pursued by Willeaumez, under every circumstance which had reached my knowledge respecting the state of his squadron. I also dispatched the protector gun-brig to Sir Edward Pellew in India, and the *Holla* brig, to endeavour to fall in with whatever British squadron might be employed in the blockade of the Mauritius.—Those measures of precaution will evince to this Honourable Court my extreme anxiety to communicate to the Commanders in Chief of His Majesty's naval forces in every quarter of the globe, and on every station liable to attack from the enemy's flying squadrons, such intelligence as might best enable them to intercept those squadrons, or

to act on the defensive, and afford every protection in their power to the commerce of the United Kingdom.

Here, Sir, I must for a moment advert to the instructions of the 2d Aug. 1806, ordering me to send a frigate to cruise on the east coast of South America, between Rio de Janeiro and the Rio de la Plata. From such an order it is certainly possible to draw this inference, that I had no specific directions with relation to the attack of the enemy's settlements in the Rio de la Plata; this I have already fully admitted. I had no communication whatever with Lord Barham upon the subject of South America: although I knew that la Plata was a part of the Cape station last war, as well as the Mauritius, yet I doubted whether the last place would be considered so this war; and upon writing a letter to Mr. Barrow on the subject, I received the letter of the 2d of August, accompanied by a private letter of the same date, stating that he had not been able to get a bomb allowed, but had sent the above-mentioned order for a frigate to the coast of South America; but that it did not appear to be necessary to look out to the eastward, as little was to be apprehended from that quarter; and he added, "that it would only create a jealousy in the commanders in the Indian Seas, whose commands extend at present to the Mauritius."

It is publicly known, and officially to some of the Members of this Court, that, during the late war, our cruisers were constantly either off the mouth of the river, or cruising absolutely off Monte Video: one of the very ships, indeed, (the *Diomedé*.) which had cruized there, was now one of my squadron; and, independent of every other consideration, I not only had the opinion of that respectable officer Captain Rowley, who was on the Cape station last war, that the Rio de la Plata was considered as a part of that station, but it was also the unanimous opinion of every officer under my command. I beg it, however, to be understood, that these opinions were expressed long before our arrival at the Cape.

I have entered at some length on this subject, because an impression has been circulated with considerable industry, that I had no authority whatever to go to the Rio de la Plata; but it must be evident, by the letter of the 2d of August, that the Admiralty considered that river as an enemy's port, which ought to be constantly watched by some of the cruisers under the orders of the senior naval officer at the Cape, and consequently within the limits of his command; nay, if it were possible that it could be contended, that, because the order directed the sending a frigate, I had no right to carry there my whole squadron, I should answer, that the object of sending a frigate would be nugatory, unless it was allowed to act on the intelligence she might bring; for I would ask, whether, if a cruiser had brought an account that two of the enemy's line of battle ships had entered the river totally dismantled, and that they were moored off Monte Video, and every exertion was making to get them refitted for sea, I should not have been justified in sending a force from the Cape to attack them without a moment's loss of time?

But to revert to the military state of security at the Cape: by the well-known zeal, ability, and judgment of Sir David Baird, it was placed in a state of the most perfect safety. The garrison had been strengthened by a levy of native militia, and its means of defence were deemed so ample and adequate by Sir David Baird, whose opinion in such a case I considered myself justified in adopting, as he was the most competent judge in military affairs, that this intelligent officer did not hesitate to furnish a detachment of his gallant troops, in consequence of my submitting to him all the information I had received respecting the defenceless state of Monte Video and Buenos Ayres, and my urgent representations to him of the great advantages which our country was likely to derive, particularly at so critical

a period, from such a valuable acquisition as the conquest of one or both of those places. Certain I am that it is not necessary for me to impress on this Honourable Court, that the preference felt by the Dutch colonists and natives to the mild and fostering protection of the British Government, would have disposed them to have lent their most cordial assistance in repelling a French force, if it were possible to expect such a force; as, in the event of its succeeding in the attack, the colony would have become subject to the oppressive exaction and tyranny of the French Government.—But if any additional proof were wanting of the perfect state of security in which Sir David Baird considered the Cape after he had furnished me with a detachment of his garrison for the expedition to Rio de la Plata, it is to be found in the circumstance of his having reinforced General Bercford by a second detachment of his troops. This surely furnishes incontrovertible evidence that Sir David Baird considered the Cape in no danger from the weakness of his garrison or means of defence; and shall I be condemned for availing myself of that aid, which his superior judgment felt could be afforded with perfect safety?—Farther, as to the state of security in which the Cape was considered by General Baird, I shall prove to the satisfaction of this Honourable Court, by the testimony of Mr. Browne, who was Master-Attendant at the Cape, that, by the construction of several additional batteries mounted with heavy artillery, no enemy's ship could fairly enter any of the principal bays or harbours in its vicinity, without incurring the danger of being captured or totally destroyed. Mr. Browne will be able to show to the Court, that it was the most earnest wish of Sir David Baird, that the enemy might make an attempt to wrest the settlement from the British forces. He was perfectly satisfied they would find it almost impossible to effect a landing; or, if a landing was effected, to succeed in reducing the place with an army of ten thousand men—I must now, Sir, particularly advert to a letter from General Baird to Lord Castle-reagh, dated 5th May, 1806, which has been read as part of the charge, but not proved by evidence. This letter states, that a French frigate anchored in Simon's Bay, and sent a boat on shore; which boat, with a French officer and her crew, were taken prisoners on their landing. This letter must have been engrained on the charge with a view of supporting that part which alludes to the protection of the Cape from insult, but more particularly to what relates to its being left without the means of taking possession of any ship of the enemy that might put into any of the harbours or bays of the Cape. It is intended, no doubt, to endeavour to impress the Court with an opinion, that if I had remained at the Cape with my squadron, the French frigate in question might have been captured. However specious such an idea may, probably, appear, nothing can be more erroneous. This French frigate is stated to have come into Simon's Bay, where she is said to have anchored: but I shall prove, Sir, by the evidence of Mr. Browne, that she never did enter Simon's Bay, but came to anchor in False Bay, and so far out, that when she was fired at from the batteries in Simon's Bay, every shot fell short. No sooner did she discover, by these discharges of cannon, that the settlement was in possession of the British forces, than she cut her cables, and made all sail into the offing.—Now, Sir, upon the supposition that I had received no intelligence to induce me to proceed with the squadron to the Rio de la Plata, I deny the probability, I might even say the possibility, of my being able to capture this French frigate. To put the fact in a clear point of view, so as to convince every Member of this Honourable Court that no imputation can possibly attach to me for her escape, it will only be necessary for me to prove, by the deposition of the same witness, (Mr. Browne,) that while I was lying at anchor in Table Bay, with the greater part of my squadron, another French frigate (la Piedmon-

raise,) chased in there a neutral ship, and actually approached the squadron so near, that from the signal station on the Lion's Rump, she was clearly discovered to be a cruiser. Notwithstanding that I had received a message to this effect from the officer stationed at the signal tower, it was utterly impossible for me to prevent her from escaping. The general state of the prevailing winds in the principal anchorages at the Cape, Sir, is such, that the utmost effort of the most skillful and vigilant commander of a squadron lying there, would in vain be exerted in attempting to overtake an enemy's ship that should use due precaution in standing in for the land to reconnoitre. Those who have a knowledge of the bays and anchorages of the Cape, and in the neighbourhood, will be satisfied that I am correct in asserting that a British squadron, lying in Table Bay, can seldom or ever get out between Green Point and Robin Island, unless there is a strong northerly wind, by reason of the heavy swell constantly setting in there from the south-west, and the current, which comes to the southward and eastward, and sets to the northward between Robin Island and the main; consequently an enemy's cruiser, standing in for that part of the land called the Lion's Rump, would, as soon as she discovered a squadron at anchor in the bay, be able, under the circumstances before stated, to effect her escape; because the British fleet would, with the south-east wind, which is the prevailing wind at the Cape of Good Hope, have to run down to leeward, that is, to the westward of Robin Island, thereby making a circuit of at least three leagues before she could haul up in chase of an enemy's cruiser. This, Sir, was exactly the case when la Piedmontaise, a French frigate, hove in sight of the signal post, while I was lying at anchor in Table Bay. The south-east wind prevailed in the offing, while there was a dead calm in the bay; and although, on hearing of a strange sail being in the offing, I instantly made a signal for the Leda and Narcissus to slip and chase; yet it was impossible for those frigates to get out of the bay till the evening of the following day.—Now, Sir, let us suppose that I was lying with all, or a part of my squadron, in Table Bay, may I not come nearer the case in Simon's Bay, when la Canonniere was standing in; can it be imagined that she would, on the discovery of my squadron, have continued to do so, much less have come to an anchor, even out of gun-shot? Independently of which, circumstances somewhat similar to those before described, would have opposed any efforts I might have made on such an occasion, to prevent her escape; for the winds in Simon's Bay are, in general, so light and variable, that before a ship of war could have slipped and got out of the Bay, the Canonniere, or any other enemy's cruiser standing in for the land in that quarter, would have made so large an offing as to afford no probability of success to any ship detached in pursuit of her from the anchorage in Simon's Bay. I shall only add, that ships lying at anchor in Simon's Bay may be seen at so great a distance by any vessels standing into False Bay, that there is no chance of a capture being made of an enemy's cruiser, which could not fail to observe any men of war of equal or superior force, because she is sure to have the bay quite open, in consequence of the necessity of her keeping in the north-east part, for the purpose of continuing within the limits of the trade wind, and of avoiding the White Rock.

I have entered into this explanation with a view of removing any unfavourable impression which the circumstances relative to la Canonniere, as mentioned in Sir David Baird's letter to Lord Castlereagh, dated the 5th of May, 1806, are intended to produce on the Court. In doing this, Sir, I flatter myself that I have also completely answered that part of the accusation which mentions, that I left the Cape "without the means of taking possession of any ships of the enemy which might have put into any of the bays or harbours of the Cape, or parts adjacent."

As to the Cape having been left *without the means of affording protection to the trade of His Majesty's subjects*, in consequence of my having sailed with my squadron on the expedition to the Rio de la Plata, I shall also prove, by the testimony of Mr. Browne, that the different batteries, armed with heavy cannon, are erected in such positions, as to command the anchorage in Table Bay and Simon's Bay; so that while they threaten destruction to any enemy's cruiser that should attempt to come within the range of their guns, they at the same time afford to all merchant vessels, sailing under the British flag, the most complete protection. Besides, at the time when I left the Cape the winter season was about to commence, during which no ships can lie in Table Bay with safety. Commodore Johnstone justly observed, when he was sent into those seas on a secret expedition, in 1781, it was deemed unadvisable by himself and General Meadows to attack the Cape in that season. No attack, indeed, on this settlement was to be apprehended from an enemy's force, during the period in which I am charged with leaving the Cape exposed to attack and insult.—Independently of these circumstances, I would ask, how often has the Cape been left without a single ship of war to assist in its defence during the time it was in possession of the British forces in the late war, and the flag of the naval commanding officer on the station left flying on board a small vessel scarcely capable of making any resistance? Indeed, in the immediate expectation of the arrival at the Cape of some men of war from England, I left an order, dated the 13th of April, 1806, addressed to any naval officer who might arrive there, and be junior to myself; by which order he or they were at perfect liberty either to remain at the Cape, or follow me to the Rio de la Plata, as should appear most for the benefit of His Majesty's service, after a consultation with Sir David Baird on the subject.

I have already, I trust, repelled that part of the charge which accuses me of having "*left the Cape not only exposed to attack and insult, but even without the means of affording protection to the trade of His Majesty's subjects, or of taking possession of any ships of the enemy that might have put into any of the bays or harbours of the Cape, or parts adjacent.*" I must now reply to the continuation, or sequel, coupled as it is (in a manner not as I conceive the most candid) with the preceding parts, which I have answered, and, I hope, refuted. This sequel runs thus:—"All which he, the said Sir Home Popham, did, notwithstanding he had received previous information of a detachment of the enemy's ships being at sea, and in the neighbourhood of the Cape; and notwithstanding he had been apprised that a French squadron was expected at the Mauritius, of which he informed us, by his letter to our Secretary, dated the 9th of April, 1809, only four days prior to his departure from the Cape to the Rio de la Plata."—I have called the manner in which this sequel of the charge is concluded uncandid; for it conveys to the mind that I left the Cape at the very moment when detachments of the enemy's ships were expected there, of whose arrival in the neighbourhood of the Cape I had received previous information.—That this is not a fair or candid interpretation will be manifest, when it shall be seen, by the perusal of the whole of my letter of the 9th April, to Mr. Marsden, and by an examination into the particulars of the information asserted, or implied, to have been thus given by me to the Admiralty, respecting detachments of the enemy's ships, that my expressions, in one part of the said letter, explain completely those previously used, either in another paragraph of that letter, or any prior intelligence given by me respecting the enemy's ships in other letters; and that I had, in my communications to the Admiralty, fairly disposed of Willemaer's squadron, which, in fact, was the French squadron said to have been expected at the Mauritius. What, Sir, can be more uncandid than thus to allude to a part

of a letter; and, by not adverting to some other part of the said letter, make it appear that the writer (and that writer the commanding officer of a British squadron in a distant quarter) stands, as it were, before his judges self-convicted of improper conduct by his own official communications? My respect to the Court, and the controul which I have endeavoured to impose upon my feelings and my language, prevent me from giving way to the sensations which naturally arise in my breast while I am commenting on such a proceeding. Justly as I have a right to complain of it, I shall content myself with pointing it out to the notice of the Court, and with proving to the conviction of all the honourable Members of which it is composed, that there is no just ground for the interpretation which is attempted to be impressed on their minds—that I not only knew of the expected arrival of detachments of the enemy's ships at the time when I left the Cape with my squadron, but had myself actually given to the Secretary of the Admiralty information to that effect. In the very first paragraph of the letter in question, so far from my saying that I had received previous information of detachments of the enemy's ships being at sea, and in the neighbourhood of the Cape, I begin by stating,—as the season is very far advanced for lying in Table Bay, and the weather particularly unsettled for the time of the year, I propose quitting it with the squadron immediately;—assigning, as an additional reason for my departure, that, from the length of time that had elapsed since we heard of Admiral Willeaumez's fleet, it is very improbable, consistent with the situation he was in, that he should come here at present. I then proceeded to remark, that, “to determine his position at this moment would be impossible, and it would almost be equally difficult to decide on the best mode of applying the exertions of the squadron the ensuing two months to the greatest advantage.”—My next paragraph in the said letter is, “that the intelligence we received by la Volontaire, and which has already been transmitted to you (that is, to Mr. Marsden,) for their Lordships' information, appears materially to incline to the supposition that the West Indies is the destination of Admiral Willeaumez's fleet:” but the Court will be pleased, I hope, to give the next paragraph their particular attention, while I observe that this is the part on which this unfounded interpretation of the letter rests. “General Anker, the late Governor of Tranquebar, who is just arrived here on his way to Europe, informed me, in the course of conversation, that a French squadron was expected at the Mauritius, but that it was impossible for that island to supply any flour to it, without looking to Rio de la Plata or the coast of Brazil for a supply. On which consideration, I think, employing the squadron in cruising a short time off that coast, instead of remaining idle, will be a disposition fraught with some advantages, and which I hope will appear so evident to their Lordships as to induce them to approve of the measure.”—Here, Sir, I have stated my reasons for supposing that the ulterior destination of Admiral Willeaumez's squadron was the West Indies; and in the same paragraph of my letter I added what was mentioned to me by General Anker, the late Governor of Tranquebar, in the course of general conversation, respecting a French squadron expected at the Mauritius. But it is to be remarked, that this was not given to me by General Anker, or repeated by me to Mr. Marsden, as positive intelligence, but merely as a matter of conjecture.—Every Member of this Honourable Court must be aware, that during the progress of a war, a variety of rumours obtain circulation, respecting the movements and supposed destination of the hostile naval forces, and that in a distant quarter of the globe some of these rumours are wafted in opposite directions, till the event proves that a report concerning the expected arrival of one squadron at a particular place, originated from the circumstance of that

squadron having fallen in with a vessel bound to that place, and conveyed through her some intelligence calculated to deceive and mislead as to the real object of its destination, while this false intelligence has the imaginary effect of dividing or multiplying this one squadron into two detachments, and thus creating a double cause either of alarm or precaution. This was the case in the present instance; the squadron alluded to by General Anker was no other than Willeaumez's squadron, which, as I rightly imagined, would either put into the Rio de la Plata, or the Brazils, for water and refreshments, and then proceed to the West Indies; which conjecture induced me to dispatch a vessel to Admiral Cochrane on that station, to enable him to be prepared against the enemy's arrival. I next informed the Admiralty of my then intended disposition of the squadron under my command, in these terms:—"As this letter is to be conveyed by a foreign ship, I shall not enter into any minute detail, but say it is my intention to proceed off Rio de la Plata, in the first instance; to send the *Raisonable* to her destination by the time fixed, the *Diomedé* to Rio de Janeiro to procure rice for the colony, of which it is in the greatest want, and to return immediately to False Bay with the other ships, unless I should hear that Admiral Lincolns is at St. Catherine's, preparing to cruise for the outward-bound ships, in which case I shall endeavour to intercept him, if it does not infringe on the time of my return to the Cape to receive their Lordships' commands, in consequence of the dispatches conveyed by *l'Espoir*."

Having thus brought this letter of the 9th of April, 1806, before the Court, I submit to their consideration, whether, on a candid and dispassionate review of its contents, I am not borne out in asserting, that no passage in it can be fairly and justly construed so as to imply that I apprehended or expected the arrival of a French squadron at the Cape about the period of my departure from that settlement on the expedition to the Rio de la Plata?

As to the circumstance of my leaving the Cape only four days after I had written to Mr. Marsden this letter of the 9th of April, my reasons for so doing are fully detailed in the official letter which I addressed to him as Secretary to the Board of Admiralty, on the 13th of April, which has been read to the Court as part of the charge, and which I now request to be considered as again read. These letters are still more enlarged upon in a letter I addressed to the Admiralty from St. Helena, under the date of the 30th of April, to which the letter of that date read on the part of the prosecution is only an addenda, and therefore I must now desire to have the material letter read in this place\*.

If I am asked, why I was so anxious to leave the Cape in such apparent haste, as not to wait for the arrival of the men of war expected from England? my answer is this;—that I was apprehensive that any delay in my departure, added to the probable length of the passage to the east coast of South America, might defeat the object of the expedition, by retarding my arrival in the Rio de la Plata until that season which, from the information I was possessed of respecting the navigation of this river, might render it impossible to ascend it high enough to attack either of the settlements of Monte Video or Buenos Ayres.

I am now desirous of calling the attention of the Court to the manner in which the Secretary of the Admiralty replied to my letter of the 9th of April, wherein I apprised that Board of my intended departure for the Rio de la Plata. This letter is in the following terms:—"I have received and communicated to my Lords Commissioners of the Admiralty your letter of the 9th of April last, informing them of your intended proceedings with the

\* Not put in the Minutes.

squadron under your orders."—Have I not then, Sir, a just right to suppose that the Admiralty Board did not disapprove of my having sailed with the squadron from the Cape?—for certainly it is rational to infer that some expression of their displeasure would have been inserted in this letter of Mr. Marsden. I am naturally led to this construction, also, by the terms of their letter acknowledging the receipt of my account of the capture of the Cape, which is couched in the following terms:—"I have received and laid before my Lords Commissioners of the Admiralty your letter of the 13th of January last, with the several papers therein referred to, relative to the capitulation of the town and castle of the Cape of Good Hope."

Will it not appear to the Court almost incredible, that not only no disapprobation was expressed as to my intentions signified in the letters of the 9th, 13th, and 30th of April, but that no steps were taken to remedy the mischiefs I am accused of having occasioned; no ships ordered immediately to proceed to the protection of the defenceless Cape of Good Hope; no fast sailing vessel to order me back to the duty I had so flagrantly broken, or even to supersede me for a considerable length of time? I must leave it to the Court to develop these mysteries. But, in truth, Sir, the importance which the Admiralty now profess to attach to the Cape seems not a little singular, when contrasted with the opinion which, from Mr. Marsden's letter acknowledging the receipt of my account of its capture, they appeared to entertain of it. Indeed the cold terms of this letter, unaccompanied with any thing like an expression of satisfaction, either in the success of the arms, or in the efforts by which that success had been achieved, would naturally induce an idea that the Admiralty were disposed rather to regret the event, than to consider it of any value, either as a conquest, or as a proof of gallantry and good conduct in the officers and men under my command. But, Sir, though the Admiralty chose not to express the smallest approbation of the conduct of the naval force at the late reduction of the Cape, permit me to remark to the Court, that in acknowledging the receipt of my dispatches relating to that event, they on the very same day acknowledge to me the receipt of another letter, enclosing a copy of one which I had received from that active and able officer Captain Donnelly, then of the *Narcissus*, (giving an account of his having driven on shore a French privateer); and in making this acknowledgment they desire me to acquaint him, that their Lordships highly approve of his conduct on that occasion. Must it not appear to this Honourable Court, and to the world at large, not a little extraordinary, that the same Admiralty Board which could liberally bestow their applause on the conduct of a Captain of a frigate, in the destruction of an insignificant French privateer, could withhold their approbation from another officer, who commanded a squadron of His Majesty's ships, and all those who had acted under him, and were employed in the capture of a settlement deemed so important, in a military, political, and commercial point of view, as the Cape of Good Hope? Whatever might have been the opinion of the Government, at the time, of the importance of the capture of the Cape, with reference to the thanks of Parliament, so gratifying to those who receive them (to which it would be presumption in me to suppose I had any claim), I may venture, I believe, to state, that this is the first instance of a capture of this description having been made by a joint armament, in which some expression of approbation at least from the Lords of the Admiralty has not been bestowed on those of the Navy who have successfully performed their orders. For it must be recollected, that, as to the Cape at least, the orders were specific and precise, and those concerned in the enterprise were engaged in the strict performance of their duty. And here, Sir, I may be allowed to remark, that the withholding from those under my command this natural and invariable reward of zeal,



valour, and perseverance, successfully exerted in their country's cause, was to them the more mortifying, as the army, in whose efforts and gallantry they fully participated, was cheered by the approbation of their superiors, and had the consolation of being informed, that their labours and success were acceptable to those on whose approbation they look for encouragement and reward. On this occasion, I hope it will not appear vanity on my part to show the different light in which our conduct was viewed by the Governor-General in council in India, who were pleased to transmit to me the following testimonies of their approbation: [Here Sir Home read an official paper, concluding in the following manner:—"We request you will accept our acknowledgments for the transmission of a copy of your dispatch to his Excellency Rear-Admiral Sir Edward Pellew, under date 31st January, containing the details of the operations of the naval and military forces under your command, and that of Sir David Laird, employed in the late successful expedition against the Cape of Good Hope. On this occasion, we cannot refrain from the expression of our admiration at the able dispositions of the naval and military forces engaged in that arduous service, and the bravery, activity, and exertion, manifested by the officers and men employed on it, which secured the conquest of that important colony. The judgment, activity, and naval skill, manifested by you on that occasion, are consistent with those eminent qualities which have uniformly distinguished your exertions in the service of your country. We request you will accept our cordial congratulations on the success which has attended His Majesty's arms in the important capture of the Cape of Good Hope," &c.]

But to myself and my associates, some of whom had engaged most actively in the service on shore, not one solitary expression of approbation was communicated in the answer of the Admiralty. Yet I am to be condemned for having exposed, even to imaginary hazard, that acquisition which appears not to have been worth those thanks of our superiors; the value of which, though so easy and cheap for them to bestow, I need not expatiate upon in a Court of British Officers, whose actions and whose lives would be to the world the best proof of the estimation in which they are justly held. The importance of the capture was passed over in silence, when I and those under me might have been gratified; but it is loudly enhanced, and made the subject of a criminal charge, when the object is to depress me. Whence this difference?—I leave it, Gentlemen, to your reflections—I leave it to the reflections of my country!

I shall next proceed to show, that whatever dissatisfaction the Admiralty Board (which had succeeded to that Board under whose orders I sailed from England) thought proper to manifest, for my having exercised my own discretion in undertaking the subsequent expedition to the Rio de la Plata; yet my conduct, in the execution of that enterprise, was such as to draw from them the most unqualified approbation, as appears from the letter of the 25th of September. The natural inference to be drawn from the perusal of that letter is, that the Admiralty Board, at the time when it was written, considered my recall as a sufficient mark of their disapprobation of my having left the Cape with my squadron, and attacked Buenos Ayres without orders. But the panegyric passed on my conduct, and those under my command, strongly marks the high opinion entertained of the importance of the conquest; for if Mr. Marsden's letter of the 25th of September, acknowledging the receipt of my account of the surrender of Buenos Ayres and its dependencies, be compared with his letter in answer to mine of the 13th of January, announcing to them the capture of the Cape, it is fair to infer from the circumstance of the Admiralty Board having expressed their unqualified approbation of my conduct in the conquest of Buenos Ayres, and of their having withheld from me every sign of satisfaction in regard to

my proceedings in the reduction of the Cape, that, in their estimation of the comparative importance to the country of the two places, they set a much higher value on the acquisition of Buenos Ayres than on that of the Cape.

But, Sir, if my ardent zeal for the service of my country has, in the opinion of any of the Members of this Honourable Court, carried me beyond the exact limits of unrestricted instructions, I submit that I have already suffered a more than adequate punishment; not merely by having been deprived of my late command, but from the degrading manner in which I was superseded and recalled, as must appear to this Honourable Court, when they find that my solicitation for the use even of a transport was peremptorily refused, and that I was left to take my passage to England in a small prize-brig, with the aggravating circumstance of the few men of the squadron put on board to navigate this vessel home, being taken from me by the orders of my successor, Admiral Stirling, to whom I was scarcely known, and to whom therefore I could have never given personal offence. —Whether the persons who gave these orders, or the Admiral who executed them, thought they were the best means of upholding the character of a British officer commanding in chief, or whether they or he judged this was the most proper method of showing others their extent of power, I will not presume to determine; but of conduct so unusual, so unprecedented, and so unhand-ome, I assure myself no Member of this Court, nor any other person now present, can recollect an instance.—Humble, however, as my accommodation was, and exposed as I was to capture, in a vessel without a single gun to defend her, I reached this country without accident. The delay of Admiral Stirling's arrival in the Rio de la Plata, owing to the very unusual length of his passage, I shall always consider as a providential circumstance; for I can assert, without fear of contradiction, that his orders were to evacuate that settlement; and, but for this circumstance, which afforded time for the arrival of the Pheasant sloop with counter orders, South America would have been abandoned: whereas, I now may safely venture to predict, that the arrival of the force under General Achmuty has long since repaired the misfortune which befel my gallant friend General Beresford, by putting the British forces in possession of Monte Video; and, I trust, not only rescued that distinguished officer and his brave army from the hands of the enemy, but fully punished the perfidy of those men who, whilst on their parole of honour and the complete enjoyment of personal liberty, violated the one, and availed themselves of the other, to combine means for the attack in which they unhappily succeeded. Nevertheless, Sir, the unhandsome treatment which I have experienced, and of which I have just reason to complain, had no influence on my mind when I could be in the smallest degree instrumental in promoting the good of my country; which is fully shown by my correspondence with Admiral Stirling. [Sir Home here read a copy of a letter from himself to Admiral Stirling, dated Dec. 3, 1806, tendering his services in any manner that might be thought most eligible.]

Having developed all the motives which urged me to proceed to the attack of the Spanish settlements on the Rio de la Plata, I now beg leave to call the attention of this Honourable Court to the consequences which have already ensued from this expedition.—In the first place, then, I humbly presume, that it is but fair to infer, that His Majesty's Government, notwithstanding the change which has occurred among its Members, highly approved of the enterprise, from the energy by which they are following it up, even at this very moment, when I am vindicating my conduct in having undertaken it without positive orders. I am naturally led to this conclusion by the mode in which the Board of Admiralty has shaped the charge. I

and not accused of having, with inadequate means and with insufficient preparation, undertaken the attack on Buenos Ayres; the reasons for this will appear obvious when I come to comment on the instructions to Sir Samuel Aclmuty, the officer sent out to prosecute the enterprise that I had so happily begun, and which officer, as already appears to the Court, was recommended to His Majesty's Ministers by General Baird as a proper person to be employed on this service. In these instructions to General Aclmuty, the utmost anxiety is expressed by His Majesty's present Ministers, in the event of any misfortune having happened to General Beresford, to obtain such a footing on the Continent of South America, either in the same, or in some adjacent part, as may enable him (General Aclmuty) to wait the arrival of a further force, and that force consisting of 5000 men; which is stated *not* to have been intended originally as a reinforcement to General Beresford, but for a service of very considerable importance, but which he is authorised to detain until his object is attained; and, in a preceding part of the instructions, General Aclmuty is enjoined not too hastily to abandon the attempt of gaining a footing in South America.—Is it possible for me to avoid feeling or expressing some satisfaction, when I reflect that, notwithstanding the reverse of fortune which had occurred, I had anticipated not only the wishes of the last, but also of the present Administration: that I had secured a very strong position, suited to the views of His Majesty's Government, and had thus obtained a firm footing on the Continent of South America; that General Aclmuty would find the object of his expedition, in a great measure, completed before his arrival; and that the 3000 men, destined to another object of very considerable importance, would be in consequence at liberty to pursue their original destination.—Never, Sir, could I for a moment contend that success could justify neglect or breach of duty; but conscious as I am that I am not open to such a charge, it is impossible for me not to feel gratified in reflecting on the circumstance which I have just stated.

Moreover, Sir, the proclamation issued on the 17th of September, 1806, sufficiently shows the encouragement which the Members of His Majesty's Government were anxious to give to the spirit of our commercial men, depressed beyond example at the unprecedented measures taken to exclude their exports from the Continent of Europe, and the readiness with which they were pleased to meet my ideas on this particular point, by inviting all British subjects to trade with Buenos Ayres, and the other settlements on the Río de la Plata, under the favour of His Majesty's said Proclamation. In regard to the value attached to the conquest of Buenos Ayres in a political point of view, and which, as I have before observed, was one of the principal motives that urged me to undertake the enterprise, I cannot vindicate its importance more clearly and undeniably, than by quoting to the Honourable Court the language used by Lord Lauderdale, His Majesty's Plenipotentiary at Paris, during the late negotiation for peace, to Mons. Talleyrand, the French Minister for Foreign Affairs. In a note written by Lord Lauderdale to the said Minister, on the 19th day of September, 1806, his Lordship says, "When the undersigned reflects that he came to Paris, authorised to conclude peace upon terms understood to have been proposed by France; that notwithstanding the refusal of His Imperial Majesty of all the Russias to ratify the Treaty signed by M. d'Oubriel, and the *splendid success obtained by His Majesty's arms in South America*, he was authorised to give assurances, (as he had the honour of doing to his Excellency the Minister for Foreign Affairs,) that the demands of his Court in its own favour, would not in consequence of these successes be materially increased." Is not this, I ask, language of which I have reason to be proud, inasmuch as it conveys, in a manner the most direct and unqualified, the

opinion entertained by His Majesty's Government, of the successes, in the plan and accomplishment of which I bore so active and so considerable a share? If Lord Lauderdale calls the successes splendid, in an official note to the French Minister, surely it will not now be contended that they were not so considered by that cabinet which deputed him to negotiate the late projected treaty for peace! and though his Lordship adds, that the demands of his Court in its favour, would not, in consequence of these successes, be materially increased, yet this tone of moderation diminishes not their splendour; nor does it in the smallest degree detract from the merit of those by whom they were achieved. If, however, the late negotiation had terminated in a peace, upon terms honourable and advantageous to Great Britain, it will not be denied that the character of those terms would have been influenced, at least in some degree, by the success of His Majesty's arms in South America.

Before I conclude, I must complain of the mutilated state in which the Admiralty Board has presented to the public my letter of September last, giving an account of the recapture of Buenos Ayres; most unfavourable opinions and prejudices have been excited against me by these mutilations. In fact, several persons have called on me for an explanation of the last-mentioned letter. I am compelled to notice the circumstance, not only in justice to myself, but also to that gallant officer General Beresford, who, I trust, has long since been released from captivity through the success of His Majesty's arms. The comparison can only be made by reading my original letter, and the publication of it in the Gazette\*. I here beg leave to read my last letter to the Governor of Monte Video, on the infraction of the treaty under which General Beresford surrendered.—I must now advert to the papers of the 14th of September, 24th of September, and 21st of November, and the enclosure in that of the 24th of September, which have been lately introduced into the charge. The latter I never saw, or heard of, until read in Court; nor was I informed, until my arrival at Portsmouth, that any of these papers were to be brought against me. The object of this attempt was, I presume, to show the sentiments of the Government under whose orders I sailed, on the subject of the future destination of my force; but it was known to my Prosecutors that I never received any of these papers; as the Belle packet by which one of them was sent was captured, and the Thalia, which conveyed the others, never went to the Cape; but, Sir, the subsequent opinion of the Government, founded also on subsequent hasty, and, as it afterwards appeared, inaccurate information, could not in any case be evidence against me, or implicate me in having used my force as I did; having, as it has been shown, no orders for my directions after the capture of the Cape; more particularly as the probability of such a destination, as it proved to have been the wish of the Government at that time, in certain events, could not in the most distant way have been in contemplation when I sailed, and the possibility of which I could not suspect. In addition to which I might observe, that, before I could by any possibility have received these orders, I knew that the intelligence on which they were founded was wholly false, and that peace had been made in India. [In proof of this, Sir Home Poplum here read General Baird's letter to Mr. Windham, in answer to the dispatches which he received on this subject.]

I am aware, Sir, that my justification has already extended to a great length; yet, as I conceive it to be incumbent on me to omit no circumstance that can at all tend to illustrate the views which influenced my conduct during the expedition to the Rio de la Plata, I must solicit the in-

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\* Read in Court, but not put in the Minutes.

dulgence of the Court, while I state, as briefly as possible, a few facts which may serve to show, that in the whole course of my proceedings, as Commanding Officer of the squadron in that river, I was never actuated by any selfish consideration; but that, from the time of the surrender of Buenos Ayres to His Majesty's arms, until the period of its being wrested from our possession, I made every sacrifice which might convince the world in general, that the good of my country was my sole object in having undertaken this expedition without positive orders. I am the more anxious to establish this, because I have had the mortification to hear it said, since my return, that sordid, instead of honourable, motives, operated to induce me to undertake this expedition. I am proud to have it in my power, not only to rescue my own character in this respect, but to prove that I have not degraded the profession to which I belong, by permitting unworthy motives to operate on my conduct as an officer: I should not have wanted precedents to bear me out even in such conduct; but though I have quoted precedents for my justification, as to the exercise of my discretion, I should disdain to avail myself even of the same authority, to palliate cupidity or injustice. In proof of my conduct in this respect, permit me, Sir, to recall to the attention of the Court, that immediately on the surrender of Buenos Ayres, all the property afloat contained in upwards of one hundred and eighty vessels, to the amount of at least a million and a half of dollars, was given up to the proprietors by proclamation—an evident proof of my sincere inclination to conciliate the minds of the inhabitants of every description, and to convince them that the expedition was undertaken with views diametrically opposite to those which attach to a predatory incursion. If it should be suggested, that I could not have manned even a very small proportion of those vessels, I would reply, that I might have disposed of them at an inferior price to their respective proprietors.—I acted with the same disinterested regard to public service in relation to large quantities of quicksilver and bark to the amount of upwards of three millions of dollars, in small and very convenient packages, which were in the castle near the quay, and might have been embarked in the course of three or four days; but I would not suffer any of the valuable merchandize whatever, which might be considered as appertaining to the captors, to be shipped, before the squadron should be completely victualled, in order that I might be enabled more effectually to blockade the river in case of a reverse of fortune; and the whole of which property was ultimately recovered by the enemy.

Moreover, I proposed to the Captains and officers of the squadron, and it was generally agreed, that we should present to Government whatever armed vessels might be captured, and be deemed fit for His Majesty's service. Among these was the Neptune, a fine ship of twenty guns, which had been formerly a Liverpool privateer, and had been taken by the Spaniards, together with several large armed schooners and gun-vessels.

I have at length concluded the statement of facts, and the observations which were necessary to enable the Court to form a competent judgment of my case; and in doing which, I have unavoidably been obliged to occupy a considerable portion of your time. It may, however, be said, that in my letter to the Admiralty, I did not fully detail all the motives which had led to my undertaking the attack of Buenos Ayres. If the statement of these reasons should appear less ample and less detailed than those which I am now laying before the Court, it is because I conceived that I was addressing them to those with whose general views and intentions on this subject I was already acquainted, and who were well aware of the inducement to this undertaking. From those by whom my letters were in fact received, no intimation ever reached me that these reasons were insufficient, nor has any supplementary explanation been required.

Before I finally close, I must again shortly revert to the point most important, because it does not apply to my case only, but to that of every officer in the Navy—I mean that of the discretionary use of authority without precise orders. Indeed, if an officer, commanding in foreign parts, is never to avail himself of information which he may receive, never to use his own discretion, or to undertake an expedition against an enemy's possessions without precise and immediate orders from home, which cannot arrive until the moment for action shall have elapsed; if this is to be the rule and limit of an officer's exertions in a situation of high trust and confidence, the result will, I confidently foretel, be ruin to the British Navy;—it will lead to the entire cessation of all acts of enterprise, and to the total extinction of that daring spirit which has so long bid defiance to all opposition; because an officer will be deterred by the reflection, that for venturing to attack or annoy the enemies of his country without positive instructions, his conduct may be prejudged by a superior authority at home, and (as in the order for holding the present trial) it may be stigmatised as *a flagrant breach of public duty that should not pass unpunished.*

I must now, Sir, before I end my defence, and put myself upon the judgment of the Court, draw your attention, in a few words, to what I humbly conceive are the points for your consideration.—On your decision now depends the future conduct and enterprise of the Navy of Great Britain; always bearing in mind, that I stand before you, not for having failed in the fulfilment of orders, but for having done more than my strict duty against the common enemy. The interest that I have in the result, deep as it is, is trifling compared with that which must be felt by every officer in the Navy—I may say by the nation at large. My case must be decided on general principles, totally unconnected with any feelings which relate to me personally; and it is for you, Sir, and the Honourable Members of this Court, to determine whether an officer, circumstanced as I was, employed as I have been on previous occasions, led on by a singular and connected chain of circumstances, to consider this enterprise as a favourite object, not of my own ambition, but of the wishes of a great and distinguished minister, on whose approbation would have followed, not merely protection, but probably commendation, honour, and reward, having been originally, and so lately, appointed to carry it into execution, diverted from it only by my own suggestion of an intermediate expedition; having a full and confidential knowledge of all the circumstances, which for a time delayed the execution: and hearing in a distant part of the world, without means of immediate communication, that all these obstacles had been done away; having also means at my disposal adequate as I thought to the end, and believing that the then state of Europe, and particularly of my country, the immediate execution of this plan was most important. It is for you, Gentlemen, I say, under all these circumstances, to determine whether I was justified according to my orders, or whether I am not to stand excused for having hazarded this exercise of discretion.—In your hands I put, with confidence, my case; satisfied that the importance of it, and the attention I have received, will ensure me the benefit of all the circumstances I have stated, and of the arguments I have urged. On these grounds, I humbly hope and trust that I shall receive from the justice of the Court an HONOURABLE ACQUITTAL.

The Court now proceeded to the examination of witnesses. Lord Melville was the first examined. The principal questions put to his Lordship by the prisoner were, as to the confidential communications from time to time made to him by Mr. Pitt, as well as by his Lordship, on the subject of South America, particularly relative to some proposals made to Government by General Miranda, in which communication Sir Home bore

a conspicuous part, being at one time left in company with General Miranda for the express purpose of ascertaining minutely all the General's plans; and afterwards, by his Lordship's direction, drawing up a memoir and *project*, which were submitted for the consideration of Government. His Lordship distinctly admitted, that he had frequently turned his serious thoughts to the subject of South America, with a view to the advantages which might be derived by obtaining a footing in it for the introduction of our manufactures. When he heard of the capture, he considered the acquisition of Buenos Ayres as highly beneficial for this purpose. He stated that Sir Home had certainly been employed at different times by the Government on confidential services, and had given satisfaction by the way in which those services had been executed: but his Lordship's evidence did not go so far as to say that Sir Home had been authorized to make an attack upon the settlement of Buenos Ayres.

Mr. STURGES-BOURNE was the next witness called. His testimony went principally to prove that Sir Home Popham had had interviews with Mr. Pitt on the subject of the Cape of Good Hope, and that in consequence of some communication made by Sir Home Popham to Mr. Pitt, the latter had directed the witness to make further inquiry and take some steps, the result of which completely confirmed the information given by Sir Home Popham.

Mr. HUSKISSON, who was next sworn, stated the different interviews which Sir Home Popham had had with the late Minister and himself on the subject of South America, and the anxiety expressed by Mr. Pitt to make use of the naval superiority of the country, for the purpose of obtaining an advantage there, and admitted that it had been constantly an object that was deemed very desirable. Buenos Ayres, in particular, had been the subject of some conversations between himself and Mr. Pitt; and he had, by Mr. Pitt's directions, made very particular inquiries, and had taken some measures thereon; but he was not aware, that an attack upon Buenos Ayres was in the actual contemplation of Mr. Pitt, at the time when Sir Home sailed for the Cape of Good Hope;—yet he admitted, that, in the summer of 1805, a step was taken, with a view to prepare and facilitate the execution of any attempt that might be made upon that settlement, to which by their signature the Lords of the Admiralty were accessory.

#### FOURTH DAY.

THOMAS MARSDEN, Esq., Secretary to the Admiralty; and THOMAS WILSON, Esq., a Merchant of London, were called in and sworn; but their evidence was not important.

Mr. BROWNE, late Master Attendant of the Cape of Good Hope, was next called in. He delivered his testimony at considerable length, fully confirming the statements of Sir Home Popham, as to the perfect safety of the Cape at the time of his departure for the Rio de la Platte. He was present at the arrival of the *Canonnere* French frigate, and assigned reasons why Sir Home could not possibly have captured her, had his squadron been either in Table Bay or in Simon's Bay. He was certain, that the *Pie montaise*, had she not heard of the English being there, and had she ventured in, might have effected her escape, after discovering our ships at anchor in Table Bay. She might have anchored beyond the reach of the batteries, and beyond the reach of the guns of the shipping. From the situation of the spot where the *Volontaire* anchored, she must have been sunk, or blown up, before she could have got beyond the reach of the guns, had she attempted to escape. By being properly moored, either in Simon's Bay or Table Bay, the merchant ships might lie in safety, completely protected from any insult of the enemy.

The evidence of Captain KING, of the *Diadem*, the last witness

examined, was extremely important to the case of Sir Home Popham, as it went to confirm the whole of his statements, respecting the safety of the Cape, and of whatever merchant ships might be lying there; the impracticability of a successful attack by the enemy; the destination of the French squadrons, &c. It had always been understood, that Buenos Ayres formed a part of the Cape Station. He stated, that Sir Home Popham, by his very strict attention to his professional duties, in not suffering any of the captured property at Buenos Ayres to be shipped, until the squadron had been completely re-victualled, sustained a pecuniary loss of at least 20,000*l*.

#### FIFTH DAY.

On the opening of the Court, Sir Home Popham stated, that he had it in his power to add several other witnesses, particularly Captains Edwards and Parker, and Lieutenant Madden, who could corroborate the testimony of Captain King; but from an unwillingness to trespass further on the attention of the Court, he would decline any further evidence, if the Court should not think it necessary.

The President and the other Members expressed their readiness to attend to any witnesses the Honourable Captain might feel it advisable to bring forward; but declared it as their unanimous opinion, that the evidence of Captain King required no corroboration whatever, and that if the other witnesses were meant to apply to the conduct of Sir Home at Buenos Ayres, or to the motives which actuated his proceedings, it was perfectly unnecessary to resort to them, as no one could ascribe any sinister motive to the Honourable Captain.

Sir Home Popham then gave in the following Paper:—

“MR. PRESIDENT,

“I here close my defence; and I throw myself upon the wisdom and justice of this Honourable Court; my feelings and my character have suffered severely, but I trust to your judgment to relieve the one, and to rescue the other. If I have, in the exercise of my zeal, exceeded the strictest bounds of discretion, I hope it will be evident, I have been actuated solely by a desire to promote the honour, the interests, and the glory of my country; and if, in the prosecution of those great objects, aided by my gallant followers, and fostered by the superintending hand of Providence, it has been my good fortune to be put in the possession of the two capitals of two quarters of the globe, I trust it will be found, upon a close examination of my defence, that the very head and front of my offending hath this extent—no more!”

“HOME POPHAM.”

The Court was cleared, and agreed that the Charges had been proved against the said Captain Sir Home Popham.—That the withdrawing, without orders so to do, the whole of any naval force from the place where it is directed to be employed, and the employing it in distant operations against the enemy, more especially if the success of such operations should be likely to prevent its speedy return, may be attended with the most serious inconvenience to the public service, as the success of any plan formed by His Majesty's Ministers for operations against the enemy, in which such naval force might be included, may by such removal be entirely prevented. And the Court further agreed, that the conduct of the said Captain Sir Home Popham, in the withdrawing the whole of the naval force under his command from the Cape of Good Hope, and the proceeding with it to the Rio de la Plata, was highly censurable; but in consideration of circumstances did adjudge him to be ONLY SEVERELY REPRIMANDED.

The Court was again opened, Captain Sir Home Popham brought in, and audience admitted, and sentence passed accordingly.



## NAVAL LITERATURE.

*The Battle of Trafalgar, a Poem. To which is added, a Selection of Fugitive Pieces. Chiefly written at Sea. By Lawrence Halloran, D. D., late Chaplain to the Britannia, and Secretary to Rear-Admiral the Earl of Northesk, K. B.*

THIS Poem, which, the author informs us, “was written on the Scene of Action, shortly after the achievement of the glorious Victory of Trafalgar,” is introduced to the notice of the reader by the following exalted tribute to Rear-Admiral Elab Harvey:—

“SIR,

“When on the ever-memorable twenty-first of October, I saw you place the *TERRAIRE* between two of the enemy’s line of battle ships, and capture them both, I exultingly said to myself, ‘This is truly a brave man.’

“At the various Courts Martial, which I have attended, and upon which you have sate as a Member of the Court, I have been no inattentive observer of your judgment and discrimination in investigating truth: nor have I been unaffected by the mildness and humanity you have invariably exhibited towards the unfortunate prisoners! On such occasions my heart has again suggested, ‘This is truly a benevolent, good man.’

“To such a character it has been my ambition to address this Poem,—*uninfluenced by the bias of private friendship or personal intimacy*;—and by such inducements, strengthened by the consideration, that it is a faithful record of achievements, ‘*quorum pars magna fuisti*?’ I am encouraged to place the publication under the protection of your name;—assured, that, though it cannot confer, it must receive distinction, if honoured by the patronage of a brave and good man.”

It is not a little extraordinary, that, in honour of the Victory of Trafalgar—one of the most glorious victories ever obtained, in any country, or any age—though we have had an abundance of *rhymes*, we have had but very little *poetry*. With the exception of “*ULM AND TRAFALGAR* \*,” this production of Dr. Halloran’s is the only one, at all worthy of the subject, that has met our eye. That the present writer is adequate to the task which he has undertaken, will be obvious on perusing the succeeding passage, the first part

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\* Of the little poem here mentioned, the general composition is attributed to George Canning, Esq., M. P., but many of the lines are said to have been the production of the late Right Honourable William Pitt, *during his last illness*. This circumstance, alone, must attach an additional value to

of which is descriptive of the scene that presented itself on the morning after the battle :—

“ Now, from the eastern wave emerging slow,  
 As backward to revisit scenes of woe,  
 (While clouds and storms his genial influence mar,)  
 The shrouded sun arose o'er Trafalgar.  
 Disastrous day ! how different from the past,  
 Whose op'ning horrors man beholds aghast !  
 Where yesternorn two mighty squadrons rode,  
 In martial grandeur on the tranquil flood ;  
 Now, o'er swoln surges, by the southern gale  
 At random driv'n, their scatter'd relics sail !  
 Dismasted hulls are seen on every side,  
 And groan, and labour through the boist'rous tide.  
 These, as their prows are vainly turn'd to sea,  
 Insidious shoals attract beneath their lee !

the work ; from which we have much pleasure in transcribing the following truly beautiful and expressive apostrophe to our departed Chief:—

“ Lamented Hero ! when to Britain's shore  
 Exulting Fame those awful tidings bore,  
 Joy's bursting shout in whelming grief was drown'd,  
 And Victory's self unwilling audience found ;  
 On every brow the cloud of sadness hung,  
 The sounds of triumph died on every tongue !

“ Not joy thus doubtful, sadness thus sincere,  
 Shall grace, erewhile, the tyrant-conqueror's bier :  
 Whether with indiscriminating sweep  
 The scythe of war, amid the mangled heap,  
 Shall lay him low ; or lone corroding care,  
 Without one heart to pity or to share,  
 And cheerless toils of solitary sway  
 Shall waste his withering frame with slow decay :  
 Come when it will, from Heav'n's all-righteous hand,  
 To save, or to avenge each injur'd land,  
 Nations shall kneel to bless the welcome doom,  
 And France, unfetter'd, trample on his tomb.

“ But thee, lov'd Chief ! what genuine griefs bemoan !  
 Fleets, cities, camps, the cottage, and the throne !  
 Round thy throng'd hearse those mingling sorrows flow,  
 And seek faint solace in a pomp of woe !

“ Yet not the vows thy weeping country pays,  
 Not that high meed, thy mourning Sovereign's praise ;  
 Not, that the great, the beautiful, and the brave,  
 Bend, in mute reverence, o'er thy closing grave ;

And, heart-appalling sight! the slain—the drown'd,  
 And wrecks, and corpses float, promiscuous round;  
 While from charg'd clouds the rain incessant flows,  
 As Nature's tears for hapless mortals' woes.

“ The victors now, impell'd by anxious care,  
 Their wounded masts and shatter'd hulls repair;  
 Close the wide leaks against th' invading tide,  
 And, cautious, for the growing storm provide:  
 Some, more effective, instant signals urge,  
 To tow the helpless prizes thro' the surge,  
 With lengthen'd hawsers, westward guide their proes,  
 From destin'd shipwreck o'er the hostile shores!  
 These cares discharg'd, each mournful crew attends  
 The last sad duties of their slaughter'd friends;  
 Consigns the bodies to their watery graves,  
 And blends their streaming sorrows with the waves!

“ Nurs'd mid rude billows, cradled by the storm;  
 Still their firm souls can feel th' emotion warm;  
 For still to pity bravest hearts incline,  
 And, 'Valour's breast is Mercy's loveliest shrine!’

“ Thus, for their comrades, while their tears o'erflow'd,  
 Too active Fame an added pang bestow'd;  
 When weeping Pity bade her sorrows tell,  
 How gallant COOKE and DUFF in battle fell!  
 Lamented Chiefs! whose fate too early prov'd,  
 They died regretted, as they liv'd beloved!  
 But, ah! what equal language can impart  
 The boundless grief, that wrung each seaman's heart,  
 When thro' the fleet the fatal news were spread,  
 Their much lov'd Chief, their godlike NELSON dead!  
 Then, from each bosom burst afflictive sighs;  
 Then, streams of anguish, gushing from their eyes,

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That with such grief as bathes a kindred bier,  
 Collective nations mourn a death so dear;—  
 Not these alone shall soothe thy sainted shade,  
 And consecrate the spot where thou art laid!  
 Not these alone: But, bursting through the gloom,  
 With radiant glory from thy trophied tomb,  
 The sacred splendour of thy deathless name  
 Shall grace and guard thy country's martial fame;  
 Far seen, shall blaze the unextinguish'd ray,  
 A mighty beacon, lighting Glory's way;  
 With living lustre this proud land adorn,  
 And shine, and save, through ages yet unborn!”

Declar'd, in bitter agony of thought,  
 ' Their glorious conquest was too dearly bought.'

“ Yes, lov'd, heroic NELSON ! o'er thy bier  
 Thy faithful seamen pour the artless tear ;  
 Feel their stern breasts with pangs unwonted torn,  
 And, though victorious, 'mid their triumphs mourn ;  
 While the whole Navy shares their generous pain ;  
 Its truest Friend, its brightest Glory slain !  
 Nor less thy country's grief, thy worth attest ;  
 Her pitying Genius droops her plumed crest,  
 With mournful cypress twines her laurel wreath,  
 And weeps bright chrystal on thy urn beneath :  
 While, from the humblest cottage to the throne,  
 The land emits one universal groan !  
 Not with more grief, with more distracting woe,  
 Devoted Ilion's tears were seen to flow ;  
 When she beheld, before her sacred wall,  
 Her bravest son, her godlike Hector fall !  
 In whom, as in thy noble breast, combin'd  
 ' The gentlest manners with the bravest mind ;  
 ' To whom her safety, and her fame she ow'd,  
 ' Her Chief, her Hero, and almost her God !'

“ Yet NELSON ! if unequal'd honours paid,  
 If deathless praise can soothe thy mighty shade ;  
 Thy Prince embalms thy memory with his tears ;  
 Thy grateful Isle a Mausoleum rears ;  
 Crests the tall pile with Glory's brightest wreath,  
 And bids around perennial fragrance breathe ;  
 While Fame's loud clarion, to each distant zone,  
 Has made thy Name and great Achievements known !  
 From where the Ganges rolls his ample streams,  
 To the far goal of day's declining beams ;  
 From realms, by suns of fiercest fervour cross'd,  
 To polar regions of eternal frost,  
 Shall thy proud Fame, through every age and clime,  
 Imperishable, mock the rage of Time !  
 While, ev'n this humble tribute FRIENDSHIP pays,  
 Too just for censure, tho' too mean for praise,  
 Grac'd by thy Name, may, not ephemeral, bloom ;  
 But gain one wreath of laurel from thy tomb.”

We had rather quote beauties, than dwell upon defects ; but, had we been disposed to cavil, the following lines, which conclude the Poem, would have disarmed our severity :—

“ Ye learn'd dispensers of poetie bays,  
 Ah ! censure not these un aspiring lays ;

Alike, unknown to Fortune and to Fame,  
 No patron's smiles, no laurel-wreath I claim;  
 But, exil'd long from literary ease,  
 And forc'd, reluctant, on the faithless seas,  
 Too happy, if to life's approaching close  
 Relenting Fate a calm retreat bestows;  
 Where, unobtrusive from the 'haughty Great,'  
 From 'Wealth's contempt,' and 'Grandeur's idle state,'  
 With my lov'd children bless'd, I may retire,  
 And view them, smiling round my evening fire.  
 There, when I read this rude, incondite lay,  
 Their fond attentions shall my cares repay;  
 While my lov'd LARNA, bending o'er the page,  
 (Pride of my youth, and solace of my age,)  
 Reverts to long past sufferings and toils,  
 And checks a tear just glist'ning thro' her smiles.  
 Would pitying Heav'n, for all my griefs and care,  
 (And Heav'n is witness I have had my share,)  
 On life's decline a ray of comfort beam,  
 And realize fond Fancy's soothing dream;  
 Then, the bright evening of a stormy day  
 Should *injur'd friendship's* poignant pangs allay;  
 Then fix'd where vice and folly ne'er intrude,  
 Obscurely useful, and in secret good,  
 My heart once more to social scenes might wake,  
 Once more its lost domestic joys partake:  
 Ah! then a Monarch's state I could contern,  
 And feel more than a Monarch's bliss in them,  
 Whose love can every absent good atone,  
 My wealth, their virtues; and their hearts, my throne!"

From the smaller poems, in this volume, we shall, at a future period, make one or two extracts.

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### Naval Poetry.

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

FALCONER.

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(From *Translations chiefly from the Greek Anthology, with Tales and miscellaneous Poems.* 1806.)

“O’ER the smooth Main when scarce a zephyr blows,  
 To break the dark blue Ocean’s deep repose,  
 I seek the calmness of the breathing shore,  
 Delighted with the fields and woods no more.

But when, white foaming, heave the deeps on high,  
 Swells the black storm, and mingles sea with sky ;  
 Trembling I fly the wild tempestuous strand,  
 And seek the close recesses of the land.  
 Sweet are the sounds that murmur thro' the wood,  
 While roaring storms upheave the dang'rous flood :  
 Then, if the winds more fiercely howl, they rouse  
 But sweeter music in the Pine's tall boughs.  
 Hard is the life the weary fisher finds  
 Who trusts his floating mansion to the winds ;  
 Whose daily food the fickle sea maintains,  
 Unchanging labour, and uncertain gains.  
 Be mine soft sleep, beneath the spreading shade  
 Of some broad leafy plane inglorious laid,  
 Lull'd by a fountain's fall, that, murmuring near,  
 Soothes, not alarms, the toilsome labourer's ear."

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THE NAVAL SUBALTERN ;

OR, WHO'S AFRAID !

BEN Block was a veteran of naval renown,
 And renown was his only reward ;
 For the Board still omitted his service to crown,
 And no int'rest he held with my Lord :

Yet brave as old Benbow, was sturdy old Ben,
 And he'd laugh at the cannon's loud roar ;
 When the death-dealing broadside made worms' meat of men,
 And the scappers were streaming with gore.

Nor could a Lieutenant's poor stipend provoke
 The staunch tar to despise scanty prog ;
 But his biscuit he'd crack, turn his quid, crack his joke,
 And drown care in a jorum of grog.

Thus year after year, in a Subaltern state,
 Poor Ben, for his King, fought and bled,
 'Till time had unroof'd all the thatch from his pate,
 And the hair from his temples had fled.

When, on humbly saluting, with *sinciput* bare,
 The first Lord of the Admiralty once ;
 Says his Lordship, " Lieutenant, you've lost all your hair,
 And the winds must assail your poor sounce !"

“ Why, my Lord,” replied Ben, “ it with truth may be said,
 “ While a bald pate I long have stood under,
 “ There have so many Captains walk’d over my head,
 “ That to see me quite scalp’d ’twere no wonder.”

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*A SAILOR'S DESCRIPTION of the HOUSE of COMMONS, written upon the Presentation of the Captains' Petition for an Increase of their Half-pay, the 11th of February, 1773.*

I HEARD a Petition was going to be made  
 In favour of each Man of War ;  
 So I haul'd up my bowlines. and to the wind laid,  
 To stand by each brave brother tar.

Through Westminster Hall I first pass'd with surprize,  
 Of which, too, I often had heard ;  
 It look'd like a barn of a wonderous size,  
 Where the owls were not feather'd—but furr'd.

Up ladders and steps, and up railines and stairs,  
 We pass'd, the great cabin to gain,  
 Like beasts to the Ark who first march'd up in pairs,  
 To take a short cruise on the main.

Beasts have left off such tricks, now a days they're more wise,  
 All the live stock we carry is prest ;  
 Unless some few Monkeys, with tails of such size,  
 They look as if made for a jest.

When the gall'ry we boarded, egad I was 'maz'd,  
 To look at the orlop below ;  
 Where, lo ! in a chair, Mr. Parson was rais'd,  
 And he seem'd the great man of the show.

The rest were all sweet little quarter-deck beaux,  
 Who loit'd on barge-cushions at ease ;  
 And if I might judge by the cut of their clothes,  
 They had not been much on the seas.

But one hungry wolf in sheep-clothing I twigg'd,  
 All hid in a Captain's bout-cloak ;  
 I tipp'd him the hip—that he might be unrigg'd ;  
 But the lubber would not take the joke.

He said he'd come up too, and order me out,  
 Unless I sat decently still;  
 I cried, "Master Hans—but pray don't go about,  
 For you may get up by your bill\*."

The Priest, from his look, I thought promis'd great things;  
 But he was a mere Moggy Lauder;  
 For to those who were all stuck with stars and with strings,  
 He kept bawling eternally—Order!

It look'd like a school when the master's away,  
 When the over-grown boys get to tricks;  
 So, when pussy cat sleeps, the little mice play,  
 As these, for the want of their licks.

At length a magnanimous Admiral rose,  
 No gallanter boy ever swam;  
 He has oft given a dressing to old England's foes,  
 And to each jolly sailor a dram.

His speech it was good, and receiv'd with applause,  
 For he's a true Tar of the main;  
 To England an honour—a friend to the cause,  
 And a foe both to France and to Spain.

No sooner he'd done, but the wind rose at North,  
 And began for to damnably blow;  
 Now send to the helm a good steersman of worth,  
 Or the vessel will soon pitch below.

Con Phipps, in a trice, like a hero appear'd,  
 And, in spite of this squall from the clouds,  
 He cunn'd, box'd the compass, and gallantly steer'd,  
 Nor strain'd a small yarn of the shrouds.

Into harbour he piloted safely and well,  
 This tight little smack, call'd Petition;  
 Had it not been for him, she had founder'd to hell;  
 But now—she's in special condition.

After bowing, and calling each other oft o'er  
 All the names keen invention cou'd rest on,  
 The word Honourable soon heal'd up the sore,  
 And they boldly bawl'd out for the Question.

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\* This Gentleman's face is of the parrot make.



The Question being put—'twas a Question of want ;—

“ Shall these Sailors all starve while alive ?”

One hundred and fifty-four souls said—“ They shan't ;”

While “ Yes,” said the dogs forty-five.

I out with my reefs, and my steering sails too,

And roll'd like a god 'fore the wind ;

I damn'd Forty-five, boys, from caring to clue,

And my messmates were all of my mind.

TRINCULO.

## NAVAL HISTORY OF THE PRESENT YEAR, 1807.

(February—March.)

### RETROSPECTIVE AND MISCELLANEOUS.

**A** SUBJECT of the utmost National Importance was discussed in the House of Commons, March the 5th, on the Motion of Lord Howick, That

#### CATHOLICS MIGHT BE ENABLED TO HOLD COMMISSIONS IN THE NAVY AND ARMY.

We do not presume to give our crude and jejune ideas on so bold an innovation ; but give it a preference to any other event in our concise History. It requires the heads of the most cool and experienced Statesmen, and was admirably answered by Mr. Percival ; who in the course of his speech observed :—It was not so much to the individual measure that he objected, but to the system of which it formed a part, which was growing day after day, and threatening to expand into the most alarming magnitude. If it was desirable to preserve any of our ancient and venerable establishments, it could only be effected by making a stand against every fresh attempt at innovation. He had as great a regard for true toleration as any man. He would never restrain the free exercise of religious worship in any individual, for he could not conceive that one man could commit a greater crime against another than by such an interference.—(*Hear! hear!*) But however strongly he might feel this sentiment, the application of it to any particular measure was a very different consideration. The Noble Lord proposed to open the Navy and Army to persons of all religions, and he founded this proposition on the Irish Act of 1793, and on the incongruity which this Act produced. To this he could not bring himself to consent, without a much stronger case than that which was made out by the Noble Lord. If the grievances which had been stated by the Noble Lord ever existed in possibility, they had at least never been experienced in practice. There was not an instance of a single individual having been injured, or prosecuted, in consequence of them. The Noble Lord had declared, that he

apprehended no inconvenience from this unprecedented toleration in the Navy. No inconvenience! Suppose the Captain and crew of a man of war were Roman Catholics, they must have a Roman Catholic Clergyman—(*A cry of No! No!*)—Why, as a Captain of a man of war had a right to appoint his Chaplain, if he were a Roman Catholic, he would scarcely appoint a Protestant Clergyman. Perhaps it was intended that this should be determined by the Admiralty Board. But it would be difficult for that board accurately to ascertain the proportion in a crew between the Catholics and Protestants. This too he would maintain, that, in case of any invasion of Ireland by a French force, the commander of which should issue a proclamation in support of the Roman Catholic religion, that invasion would not be so vigorously repelled by a Roman Catholic Captain and crew, as by a Protestant Captain and crew. These were considerations, which ought to excite the jealousy and apprehension of the House and of the country; but he was not so anxious to call their attention to the particular measure now proposed, as to the principle of innovation which was gradually increasing; and was much more formidable, thus stealing on by degrees, than if it were fairly exposed in all the magnitude to which it seemed intended that it should arrive. In that case, the notice of Parliament would be strongly attracted to the subject; it would take it up in an extensive point of view; it would determine upon it deliberately, and he trusted wisely. The consequences of a storm he should not be apprehensive about; but these gradual approaches were dangerous, because each by itself was not deemed worthy of notice. It should be considered, however, that even if they were little in themselves, their consequences were not so. For his own part, he was satisfied that if Parliament allowed their accumulation, it would ultimately have that extorted from its weakness, which its wisdom would be desirous to withhold.

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Letters received at Plymouth, dated in December last, from our fleet in the Dardanelles, state the following interesting particulars of the state of affairs at that period in Turkey: The *Canopus*, 34 guns, Rear-Admiral Louis, the *Edymion*, 44 guns, and another frigate, are stationed directly opposite the Grand Signior's seraglio, or palace. The *Thunderer*, 74 guns, and *Standard*, 61 guns, and two frigates, are anchored to command the passage of the Dardanelles. A few days before these letters came away, a Russian frigate from the Mediterranean passed the Dardanelles without molestation from the Turkish batteries; but Sebastiani, the intriguing ambassador from France to the Ottoman Porte, made a violent remonstrance at this frigate passing the Dardanelles; but could get no redress, as our Envoy, Mr. Arbuthnot, gave in a representation of the business, and placed it in its proper point of view, to the satisfaction of the Turkish Government.

There are twenty sail of the line and fifteen frigates in the arsenal, but not five of them are half manned. Our ships are all in high order and discipline. The Turks treat our people with the greatest civility and attention. Refreshments of all kinds are sent on board our men of war. Our gallant Admiral and his officers, and the Captains and officers of the other British men of war, frequently due on shore with Mr. Arbuthnot, whose good sense and manly conduct are much admired.

*Dieppe, February 25.*

Between seven and even o'clock this morning a vessel was discovered on the Goodwin Sands, about half a mile from the South Sands Head, firing signals of distress; upon the weather clearing away a little, she appeared to be a vessel of war. One of our boats immediately put off to her assistance, and was soon followed by three others; at the same time the *Speculator* lugger, Lieutenant McCreddie, got under weigh, and sailed to the back of the Goodwin, in order to be at hand in affording such assistance as the dangerous situation of the vessel demanded. The weather was thick and squally, the sea running very high, and continually breaking over the ship, so that it made it dangerous for boats to approach her; nevertheless, our boatmen, with their usual intrepidity, and setting danger at defiance, got alongside and took out the distressed crew; and, with the assistance of the boats which came up in succession, succeeded in getting the vessel off, and are now proceeding with her to Ramsgate harbour.

Three o'clock P. M.—I have just learned that the vessel above mentioned is His Majesty's gun-brig *Virago*, of 12 guns, Lieutenant Banchet, from the Irish station. She beat so violently while on the sands, as to unship her rudder and start her sternpost, and is otherwise so much damaged, that it will be with considerable difficulty she is kept afloat to reach Ramsgate harbour.

*Plymouth, March 7.*

Came in the Insolent gun-brig, 18 guns, with French prisoners from Plymouth, which were landed at Mill Bay. As soon as that fine ship the *Hibernia*, Captain Osborue, was passing down between the Island and the Main for Cawsand Bay, while the boat with French prisoners lay on their oars, the Frenchmen were so struck with the grand appearance of the *Hibernia* majestically gliding down the Sound, they one and all exclaimed, *“The égale le grand coup de grace of Buonaparte!”* She got to her mooring at three P. M., and was saluted by hearty cheers from all the ships as she passed them, her own band playing several appropriate tunes on the quarter deck, which were answered by responsive national airs from the bands and drums of the Royal Lancashire, assembled on the Banks at Devil's Point for the occasion.

The *Monitor* gives the following list of English vessels driven on shore on the French coast, from the 19th to the 22d of February:

*Near Ostend.*—The brig *Friends*, of Northumberland, of 170 tons, laden with different merchandise; the brig *Merchant*, of London, Captain R. Achison, of 130 tons.

*Near Dieppe.*—A vessel of 200 tons, laden with coals.

*Near St. Valéry.*—The *Ocean*, of 100 tons, part of the crew perished.—A brig, of 150 tons, with no person on board; the *Emily*, of 160 tons, with coals; and the London packet, of 200 tons.

*Pièces.*—At flashing, the *Royal Forrester*, taken by the *Chasseur corsair*. At Calais, the *James*, of Sunderland, with coals; and the *Experiment*, of 150 tons.

The other papers, in mentioning the immense damage done by the late storms, state the following English vessels to have also wrecked, viz.

Two English vessels, names not stated. The *Europa*, of 140 tons; *Ceres*, 196; *Bacchus*, 100; *Brethby*, 140; *Fox*, a ship of 300 tons, under Port Heurt; *Selby*, 250; a ship of 250 tons, near Dieppe; two other ships dismantled, and towed into Dieppe; a ship of 300 tons sunk opposite Boulogne, crew saved; a brig of 18 guns and sixty-six men, thirty were saved near Sutteville; two brigs lost, one at Meldekerke, the other at Wendene; the *Good Intention*; six other vessels had anchored near Dunkirk—they were taken by embarkations from the shore—their names are, the *Friends of London*, 270 tons, laden with naval stores; the *Rognisum*, of 70 tons; *Mediator*, 250; *Peel*, 180; *Speculation*, 200; the *Commerce*, of Bristol, with port wine, got into Roscoff.

## ORDER OF COUNCIL.

*At the Court at the Queen's Palace, 26th March 1807, present,  
the King's Most Excellent Majesty in Council.*

IT is this day ordered by His Majesty in Council, that all ships and goods belonging to the inhabitants of Hamburgh, and other places and countries in the North of Germany, now in the possession, or under the controul of France and her Allies, which have been detained prior to the 1st of January last, shall be restored, upon being pronounced by the High Court of Admiralty to belong to the inhabitants aforesaid; and that the ships and goods shall be permitted to proceed to any neutral port; and all such ships and goods captured on or after the said first of January, and pronounced in like manner, shall be detained (save and except slips and goods engaged in a trade to or from the ports of this country,) until farther orders; and the goods shall be sold by the claimants thereof, under a commission from the Court of Admiralty, to be granted, upon notice given to His Majesty's Procurator-General; and the proceeds, after deducting the claimant's advances in respect thereto, shall be paid into the Registry of the said Court, and shall be invested in Government Securities, until His Majesty's further pleasure shall be signified thereon: and the Right Hon. the Lords Commissioners of His Majesty's Treasury, the Lords Commissioners of the Admiralty, and the Judge of the High Court of Admiralty, are to give the necessary directions herein, as to them may respectively appertain.

STEPHEN COTTRELL.

### Letters on Service,

*Copied verbatim from the LONDON GAZETTE.*

[Continued from page 171.]

ADMIRALTY OFFICE, FEBRUARY 24, 1807.

*Copy of a Letter from Vice-Admiral Dacres, Commander in Chief of His Majesty's Ships and Vessels at Jamaica, to William Marsden, Esq.; dated at Port Royal, January 12, 1807.*

SIR,

I ENCLOSE to you, for the information of the Lords Commissioners of the Admiralty, a list of men of war and armed vessels captured by the Squadron under my command between the 1st of January 1806, and the 1st of January, 1807.

I am, &c.

J. R. DACRES.

*A List of Men of War and private armed Vessels, captured and des'royed by the Squadron on the Jamaica Station between the 1st of January, 1806, and the 1st of January, 1807.*

Spanish brig *Itaposa*, of 12 guns and 90 men; captured by the *Franchise*, Charles Dashwood—now in His Majesty's service.

Spanish schooner *el Carmen*, of 2 four-pounders and eighteen men; captured by the *Magicienne*, Adam M'Kenzie.

Spanish schooner *St. Christóvel Pana*, of 1 eighteen-pounder and 2 four-pounders, and forty men; captured by the *Serpent*, John Waller.

Spanish schooner *Cecilia*, of 4 guns, and 30 men; captured by the *Elk*, George Morris.

French brig *Phaeton*, of 16 guns and 120 men; captured by the *Pique*, C. B. H. Ross—now in His Majesty's service.

French brig *Voltigeur*, of 16 guns and 120 men; captured by the *Pique*, same Commander—now in His Majesty's service.

French brig *Diligente*, of 16 guns and 125 men; captured by the *Renard*, Jeremiah Coghlan—now in His Majesty's service.

Spanish ship *Pomona*, of 98 guns and 517 men; captured by the *Arethusa*, Charles Brisbane—now in His Majesty's service.

Dutch ship *Halstar*, of 36 guns, men uncertain; captured by the *Arethusa*, Charles Brisbane; *Latona*, J. A. Wood; *Anson*, C. Lydiard; and *Fisgard*, W. Bolton.

Dutch ship *Sorinam*, of 22 guns, men uncertain; captured by the same ships, and the same Commanders.

Dutch schooner *Flying Fish*, of 14 guns, men uncertain: captured by the same ships, and the same Commanders.

A Dutch schooner, name unknown, guns and men uncertain; captured by the same ships, and the same Commanders.

French schooner *Regulateur*, of 5 guns and 80 men; captured by the *Wolf*, G. C. McKenzie, and sunk.

French schooner *Napoleon*, of 5 guns and 66 men; captured by the *Wolf*, same Commander, and sunk.

French schooner *Creole*, of 6 guns and 59 men; captured by the *Rein Deer*, John Fyffe.

A French felucca, name unknown, of 1 gun, crew escaped; captured by the *Wolf*, G. C. McKenzie.

Spanish felucca *Santa Clara*, of 1 nine-pounder and 28 men; captured by the *Pique*, C. B. H. Ross.

Spanish row-boat *Cubana*, of 1 gun and 7 men; captured by the *Elk*, W. F. Wise.

Spanish schooner *L'Amable Theresa*, of 2 howitzers and 13 men; captured by the *Cerberus*, W. Selby.

French schooner *Grand Juge Bertolio*, of 6 guns and 51 men; captured by the *Fortunée*, Henry Vansittart.

French schooner, name unknown, of 2 guns, crew escaped; captured by the *Hereule*, B. Dacres.

Spanish schooner *el Carmen*, of 1 gun and 34 men; captured by the *Franchise*, C. Dashwood.

Dutch schooner *Brutus*, of 20 men; captured by the *Franchise*, same Commander.

French schooner *la Lune*, of 2 guns and 47 men; captured by the *Morne Fortunée*, Lieutenant Rorie.

French schooner *L'Amable Jeannette*, of 2 guns and 20 men; captured by the *Morne Fortunée*, same Commander.

French privateer *Alliance*, of 5 guns and 75 men; captured by the *Elk*, George Morris.

A French brig, name unknown, of 4 guns, crew escaped; captured by the *Bacchante*, James R. Dacres.

Spanish letter of marque *le Sebastian*, of 1 gun and 30 men; captured by the same ship, and the same Commander.

Spanish privateer *Desiade*, of 1 gun and 30 men; captured by the same ship, and the same Commander.

Spanish privateer *Marsellois*, of 3 guns and 55 men; captured by the *Penguin*, George Morris.

A Spanish gun-boat, of 1 thirty-two-pounder and 40 men; destroyed by the *Superieure*, Edward Rushworth.

A Spanish gun-boat, of 1 thirty-two-pounder and 45 men: destroyed by the same ship, and the same Commander.

Spanish letter of marque St. Joseph, of 5 guns and 30 men; captured by the Port Mahon, Samuel Chambers.

A Spanish schooner, name unknown, of 10 guns and 50 men; captured by the Serpent, John Waller.

Spanish schooner St. John, of 3 guns and 32 men; captured by the Fisgard, William Bolton.

Spanish schooner le Napolcon, of 1 gun and 14 men; captured by the Diligente, W. S. Hall.

Spanish schooner St. Jos. y las Animas, of 1 eight-pounder and 15 men; captured by the Hunter, J. S. Inglefield.

French schooner Suceib, of 14 guns and 95 men; captured by the Pitt schooner, Lieutenant Patton.

A French felucca, name unknown, of 1 gun, crew escaped; captured by the Shark, ——— le Geyt; Superieure, Edward Rushworth; Flying Fish, Lieutenant Price; and Pike, Lieutenant Otley.

A French privateer, name unknown, of 4 guns, crew escaped; captured by the same ships, and the same Commanders.

A Spanish vessel, name unknown, of 1 gun, crew escaped; captured by the same ships, and the same Commanders.

A Spanish vessel, name unknown, of 1 gun, crew escaped; captured by the same ships and the same Commanders.

A Spanish vessel, name unknown, of 1 gun, crew escaped; captured by the same ships, and the same Commanders.

A French privateer, name unknown, of 2 guns, crew escaped; destroyed by the Rein Deer, John Fyffe.

French privateer Vengeur, of 1 gun and 50 men; captured by the Success, John Ayscough, and sunk.

A Spanish brig, name unknown, pierced for 12 guns, none mounted, crew escaped; captured by the Pique, C. B. H. Ross.

A French felucca, name unknown, of 2 guns and 26 men; captured by the same ship, and the same Commander.

Spanish schooner Susannah, of 4 guns and 20 men; captured by the Orpheus, Thomas Briggs.

J. R. DACRES.

*Shark, Port Royal, Jamaica,  
January 12, 1807.*

*Copy of a Letter from Admiral Young, Commander in Chief of His Majesty's Ships and Vessels at Plymouth, to William Marsden, Esq.; dated on board the Salvador del Mundo, in Hanouaze, the 21st Instant.*

SIR,

Herewith I transmit a letter which I have received from Captain Carteret, of His Majesty's sloop Scorpion, acquainting me of the capture of le Bougainville French privateer by that sloop, which I request you will lay before the Lords Commissioners of the Admiralty.

I have the honour to be, &c.

W. YOUNG.

*His Majesty's Sloop Scorpion, Scilly N. E.  
Four Leagues, Feb. 17, 1807.*

SIR,

Yesterday evening, after a long chase and a slight resistance, the Bougainville French brig privateer, twenty-three days out from St. Maloes, having sixteen guns and ninety-three men, was captured by this sloop.

I am, Sir, &c.

PHIL. CARTERET.

*To William Young, Esq., Admiral of the  
Blue, &c. &c. &c.*

FEB. 28.

*Copy of a Letter from the Right Honourable Lord Keith, K.B., Admiral of the White, &c., to William Marsden, Esq.; dated on board the Edgar, off Ramsgate, the 25th Instant.*

SIR,

I transmit, for their Lordships' information, a copy of a letter which I have received from Captain Farquhar, of His Majesty's ship the *Ariadne*, reporting the capture of the French cutter, letter of marque, le *Chasseur*.

Vice-Admiral Douglas acquaints me that this vessel is a privateer.

I have the honour to be, &c.

KEITH.

*His Majesty's Ship Ariadne, at Sea,  
February 19, 1807.*

MY LORD,

I have the honour to acquaint your Lordship, that I have this day captured a French cutter, letter of marque, le *Chasseur*, of 32 tons, two carriage guns, and 36 men, commanded by Pr. Callier; 24 men only were found on board, twelve having been sent in prizes.

I have the honour to be, &c.

A. FARQUHAR.

*Admiral Lord Keith, K.B., &c.*

*Copy of another Letter from the Right Honourable Lord Keith, K.B., Admiral of the White, &c., to William Marsden, Esq., dated on board the Edgar, off Ramsgate, February 26, 1807.*

SIR,

I have the satisfaction of transmitting, for their Lordships' information, a copy of a letter which I have received from Lieutenant Ramsey, commanding His Majesty's cutter the *Carrier*, acquainting me with the capture of another French privateer.

I have the honour to be, &c.

KEITH.

*His Majesty's Cutter Carrier, at Sea,  
February 20, 1807.*

MY LORD,

I have the honour to acquaint your Lordship, that having yesterday chased le *Chasseur*, French cutter privateer, into the hands of Captain Farquhar, of His Majesty's ship *Ariadne*, I was this morning returning to my station, accompanied by the *Princess Augusta* cutter, when at nine A.M., Goree bearing S. by E. distant ten leagues, we discovered a suspicious sail on the N.E. quarter, steering in for the Dutch coast, to which I immediately gave chase, and at two P.M. came up with, and captured the French schooner privateer le *Ragotin*, commanded by Jaques Jappie, mounting eight guns, which were thrown overboard in the chase, with a complement of 29 men; eight days from Dunkirk, without having made any capture, and this being her first cruise.

I have the honour to be, &c.

R. RAMSEY,

Lieutenant and Commander.

*Admiral Lord Keith, K.B., &c.*

MARCH 3.

*Copy of a Letter from the Right Honourable Lord Gardner, Admiral of the White, &c., to William Marsden, Esq.; dated at Cork, February 25, 1807.*

SIR,

I beg you will be pleased to lay before their Lordships the enclosed copy of a letter from Captain Maling, of the *Diana*, giving an account of the capture by that ship, on the 18th instant, of the French ship privateer *la Charlotte*, of St. Maloes, pierced for twenty guns, but only fourteen mounted, and having a complement of one hundred and eighteen men.

I understand from the officer who delivered to me Captain Maling's letter, that the above privateer was fallen in with by the *Diana*, about thirty leagues S. W. of Scilly.

I have the honour to be, &amp;c.

GARDNER.

*His Majesty's Ship Diana, off Cork Harbour, Feb. 25, 1807.*

MY LORD,

By following the track pointed out by your Lordship as the most likely to find the enemy's cruisers on, I have the satisfaction to acquaint you, that the frigate I command fell in with and captured, on the 18th instant, the French privateer ship *la Charlotte*, who being deceived by the sail we were under, bore down nearly within gun-shot of us, before she discovered her mistake; it was then too late to escape: after a doubtful chase during five hours, the gale freshened, and we out carried her. She is pierced for twenty guns, has only fourteen mounted; was commanded by Mons. Quimper, Lieutenant de Vaisseau, and had a complement of one hundred and eighteen men, fitted out at St. Maloes, but last from Nantes, out twenty days; and though formerly successful, has only captured a Swedish bark and ship, and recaptured a *chasse marée*, prize to a Jersey privateer, since her last leaving port. I rejoice at having made this capture, the more as we probably have saved three valuable Liverpool ships we met with the next day.

I have the honour to be, &amp;c.

T. J. MALING.

*Admiral Lord Gardner, &c. &c. &c.*

MARCH 21.

*Copy of a Letter from Rear-Admiral Sir Edward Pellew, Bart., Commander in Chief of His Majesty's Ships and Vessels in the East Indies, to William Marsden, Esq.; dated on board the Culloden, in Madras Roads, the 29th August, 1806.*

SIR,

The enclosed letters from Captains Plampin and Lord George Stuart will convey to their Lordships intelligence of the capture of *la Bellone*, *la Henriette*, and *l'île de France*, privateers from the Mauritius.

I reflect with much pleasure on the capture of *la Bellone* in particular, as well from her superior sailing, as her uncommon success in the present and preceding war against the British commerce in the Indian and European seas. The commercial interests of this country are particularly secured by her capture, which could not have been expected but under very favourable circumstances.

I have the honour to be, &amp;c.

E. PELLEW.



*His Majesty's Ship Powerful, Buck Bay,  
Trincomale, 16th July, 1806.*

SIR,

I have the honour to inform you, that on Wednesday the 9th instant, being at anchor in this bay, I received information, by a ship from Colombo, that la Bellone privateer had returned to her old cruising ground, off Dondra Head; in consequence of which I instantly put to sea, and sent directions to Captain Bastard, of the Rattlesnake, (who was in the inner harbour, taking in the iron ballast of the Sheerness, agreeably to your orders,) to follow, and join me off the Basses, which he did the next morning at daylight. My intention was, if possible, to beat up as far as Tengall, into which place la Bellone had chased the ship above mentioned; but on Saturday morning, being to the southward of the Great Basses, I found so much wind, and such a heavy sea, that the crippled state of my masts obliged me to bear up and run for the Little Basses, intending to keep close in shore under their lee. The morning being very thick, the Rattlesnake had fortunately separated in the afternoon; about a quarter past three, being about seven miles to the northward of the Little Basses, a ship was discovered on our weather beam, steering free, with steering sails set; we were soon convinced it was la Bellone, and very shortly after we had the pleasure to see the Rattlesnake broad on his weather quarter, so that he could not haul his wind from us, without being forced to action by her, he therefore preferred the chance of crossing between us and the shore, having at that time a strong land wind, and we lying nearly becalmed; in this hope he was deceived, and was by five o'clock within gun shot of us, at which time he hoisted his colours, and fired a broadside at us, and continued a running fire until a quarter before seven, at which time, finding there was no possibility of getting from us, he struck his colours and brought to.

I am sorry to add, we had two men killed and eleven wounded; the enemy acknowledge only one killed, and six or seven wounded.

I have the honour to be, &c.

R. PLAMPIN.

*Rear-Admiral Sir E. Pellew, Bart. &c.*

*His Majesty's Ship Powerful, Buck Bay,  
Trincomale, June 15. 1806.*

SIR,

I have the honour to inform that, pursuant to your orders, I left Madras Roads early on the 4th instant, and arrived at this anchorage in the forenoon of the 11th. Having received intelligence that the privateer, whose description you favoured me with, had been seen but a few days since in the neighbourhood of Batecato; I put to sea again in the afternoon, and being close in with the land, abreast of Friars Hood, the following evening, I continued standing to the southward, under easy sail, all night; at day-break of the 13th, we discovered a ship on the lee quarter, with the courses up, on the opposite tack, and had soon the pleasure to be convinced, by her appearance and manœuvres, that it was the ship we were in search of. After a chase of eleven hours, during the last hour of which she continued firing her stern-chasers over us, (happily without effect,) the enemy struck his colours, and brought to. The ship proved to be la Harquette, mounting twenty guns, four twelve-pounder carronades. Two nine-pounders, and fourteen six-pounders, (four of the latter were hove over during the chase,) having on board one hundred and twenty-four men, including officers. She sailed from the Isle of France on the 7th of April.

I have the honour to be, &c.

R. PLAMPIN.

*To Rear-Admiral Sir Edward Pellew,  
Bart., &c. &c. &c.*

*His Majesty's Ship Duncan, off the Isle of France, April 29, 1806.*

SIR,

I have the honour to inform you, after having spoke His Majesty's ship *Psyche*, and delivered your orders to Captain Woodbridge for his further proceedings, on my return to join you, I fell in with and captured, on the 8th instant, (after a chase of five hours,) the French brig privateer *P'ile de France*, mounting six twelve-pounder carronades and two long brass nines, (the former of which she hove overboard during the chase,) manned with seventy-one men, and had only been out twenty-four hours from Port N. W. She is a very fine vessel, almost new, copper-bottomed, and well found in every thing (bound to India).

I have the honour to be, &c.

G. STUART.

*Captain Caulfield, His Majesty's Ship Russel, &c. &c. &c.*

*Copy of another Letter from Rear-Admiral Sir Edward Pellew, Bart., to William Marsden, Esq.; dated on board His Majesty's Ship Culloden, Madras Roads, October 1, 1806.*

SIR,

You will do me the honour to lay before their Lordships the enclosed extract of a letter from Captain Cole, of His Majesty's ship *Culloden*, stating the capture of the French corvette *P'Emilien*, of eighteen guns and one hundred and fifty men.

I have the honour to be, &c.

E. PELLEW.

*Extract of a Letter from Captain Christopher Cole to Rear-Admiral Sir E. Pellew, Bart., Commander in Chief, &c.; dated His Majesty's Ship Culloden, at Sea, September 25, 1806.*

I have the honour to report to you the capture of the *P'Emilien* ship corvette, of eighteen guns and one hundred and fifty men, by His Majesty's ship under my command, after a chase which lasted two days and a night. At two A. M. on the 25th, we got possession of her close off the shoals of Point Guadaveri. We found that we had driven her on shore the night before, and that she had hove overboard twelve of her guns, and had lost her anchors and boats before she got afloat again.

*P'Emilien* was formerly His Majesty's sloop *Tricomale*, is copper-fastened, and was considered to be one of the finest cruisers out of the Isle of France.—She has heretofore annoyed our trade by the name of *la Gloire*; but has made no captures since leaving the Isle of France, two months ago.

*Copy of another Letter from Rear-Admiral Sir Edward Pellew, Bart., to William Marsden, Esq.; dated on board His Majesty's Ship Powerful, Madras Roads, September 24, 1806.*

SIR,

I have the honour to enclose a letter from Captain Cramer, of His Majesty's ship *Concorde*, stating the capture of a small French brig privateer, at Muscat, mounting two eighteen-pounders.

I have the honour to be, &c.

E. PELLEW.

*His Majesty's Ship Concorde, Mascat,  
July 21, 1806.*

SIR,

I have the honour to inform you, that on my arrival at this place I found a French privateer brig lying in the Cove, having been there nearly five weeks, and refitting for a cruise. I immediately represented to the Sultan how wrong it was to allow French privateers to come into his port, and to refit their vessels to cruise against the English, and requested he would send her out: after remaining there three days he promised, if I would go out of sight for twenty-four hours, he would send her out, which I accordingly did; but in the dusk of the evening sent all my boats in, under the orders of Lieutenant Rideout, who fell in with her at daylight, when she hauled down her colours. She is called the Vigilant, mounting two eighteen-pounders; has been cruising five months in the Arabian Gulf, and had captured one vessel, belonging to Surat.

I have the honour to be, &c.

J. CRAMER.

*Rear-Admiral Sir Edward Pellew,  
Bart., &c. &c. &c.*

### Imperial Parliament.

HOUSE OF LORDS, FRIDAY, MARCH 13.

THE Thames Police Bill, and the Sierra Leone Transfer Bill, were read a third time and passed. The latter of these Bills, on being sent back to the Commons, was thrown out, on account of some alterations made in it by the Lords. A new Bill has since been brought in.

TUESDAY, MARCH 17.

The Marine Mutiny Bill was read a third time and passed; and the Royal Assent, by Commission, was given to the Newfoundland Fishery Bill, and the South Sea Navigation Bill.

HOUSE OF COMMONS, TUESDAY, FEB. 24.

The Royal Naval Asylum Bill was read a first time.

MONDAY, MARCH 2.

#### MESSAGE FROM HIS MAJESTY.

Lord *Howick* presented a Message from the King, which was read by the Speaker, and which was as follows:—

“G. R.

“His Majesty thinks proper to acquaint the House of Commons, that a Treaty of Peace has been concluded between His Majesty and the King of Prussia; a copy of which, as soon as the ratifications have been exchanged, shall be communicated to the House; and His Majesty also thinks fit further to apprise the House, that His Majesty's Minister, by whom the Treaty was signed, in consequence of authority from His Majesty, and the urgency of affairs on the Continent, has taken on himself to advance to the Prussian Government a sum of money amounting to about 30,000*l.*, which advance His Majesty has been pleased to approve; and His Majesty trusts, that the House will enable him to make good the same.”

On the motion of Lord *Howick*, His Majesty's Message was ordered to be referred to the Committee of Supply.

WEDNESDAY, MARCH 4.

Lord *Howick*, in a Committee on the Slave Trade Abolition Bill, brought up several Resolutions for granting bounties for the capture of slave ships

after the periods should expire when that traffic shall end; viz. to the captors of such ships the sum of 40*l.*; for every male slave 30*l.*; for every female slave 20*l.*; and for every child under fourteen years of age, found in such ships, 10*l.* For the conviction of persons dealing in that traffic, on the coast of Africa, for every male, 13*l.*; every female, 10*l.*; and every child, 5*l.* For every person in the colonies so dealing after the period stipulated, 20*l.* for each male, 15*l.* for each female, and 5*l.* for every child.—Agreed to.

THURSDAY, MARCH 5.

Lord *Howick* brought in a Bill, the object of which was, to allow all persons who profess the Roman Catholic Religion to serve His Majesty in the Navy and Army, with the free exercise of that religion.

Mr. *Perceval* opposed the measure, as it would operate as a partial repeal of the Test Act.—The Bill, however, was read a first time, and fixed for a second reading; but it is understood, that, in consequence of the decided opposition which the measure has experienced from His Majesty, it has since been given up.

MONDAY, MARCH 9.

The Marine Mutiny Bill was read a first time.

On the motion of Lord *Temple*, a Bill for regulating the South Sea Fishery was ordered, conformably to the Resolutions submitted and agreed to in the Committee.

On the report of the Committee, on the Slave Trade Abolition being brought up, Lord *Howick* stated, that as several Gentlemen considered some parts of the preamble very obnoxious, though friendly to the remainder, he had thought it expedient to alter that preamble, and remove those expressions from it which seemed to give such cause of complaint. He therefore introduced the new preamble, excluding the terms so obnoxious, viz. "founded on principles contrary to justice, humanity, and sound policy," and using others of a more moderate tendency.—His Lordship also brought up some clauses for preventing black soldiers and apprentices from becoming burthensome to their respective islands, which were agreed to.

MONDAY, MARCH 16.

Sir *Home Popham* took the usual oaths and his seat.

The Slave Trade Abolition Bill was read a third time and passed, without a division, and sent back to the Lords.

TUESDAY, MARCH 17.

Earl *Percy*, conceiving that the abolition of the Slave Trade could not be complete, without the ultimate emancipation of the Negroes, moved for leave to bring in a Bill, for what he termed the gradual abolition of the Slave Trade in the West Indies.

Lord *Henry Petty* expressed a hope, that the noble Earl would not press the matter to a discussion. The Abolition of the Slave Trade, and the Emancipation of the Negroes, were different things; and the latter such as he considered not within the power of the House to legislate upon safely at this juncture.

Earl *Percy*, however, would not consent to withdraw his motion; in consequence of which the previous question was put; and, after the House had remained for some time in debate. it being discovered that there were not 40 Members present, an adjournment took place.

WEDNESDAY, MARCH 18.

A Bill, for the better regulation of Pilots, was brought in and read a first time.

FRIDAY, MARCH 20.

Mr. *Sheridan*, pursuant to notice, brought in a Bill for the farther regulation of the office of Treasurer of His Majesty's Navy.

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### Promotions and Appointments.

Captain *W. Croft* is appointed to the *Maerity*; and Captain *G. Langford* to the *Sappho*.

His Majesty has been pleased to promote Lieutenant *Peebles*, (senior officer,) of the Royal Marines, to the brevet-rank of a Captain, as a testimony of his approbation of the brave conduct of that corps in the capture of *Curacoa*.

Mr. *Wood* is appointed Surgeon of the *Corfu*; Mr. *James Wilkes*, to the *Mary Yacht*; Mr. *Snook*, assisting Surgeon at Haslar Hospital, to be Dispenser at Mill Prison.

Captain *Cumberland* is appointed to the *Leyden*; Captain *G. Scott* to the *Inflexible*; Captain *C. Stuart* to the *St. Alban's*.

Lieutenant *Love*, of the Hon. Admiral *Berkeley's* flag-ship, is promoted to be a Commander, and appointed to the *Observer*.

Captain *G. J. Honey* is appointed to the *Heron*, *vice* *Edgecombe*, *ill*.

Mr. *T. Young*, Purser of the *Nemesis*, is appointed to the *Stately*; and Mr. *Guy* is appointed to the *Nemesis*. Lieutenant *W. C. Hart* is appointed to the *Nemesis*.

Captain *C. White* is appointed Commissioner of the Naval dock-yard at *Antigua*, *vice* *Lane*.

Captain *Acklom* is appointed to the *Recruit sloop*.

### MARRIAGES.

At *Chatham Church*, *H. H. Spence*, Captain in the Royal Navy, to *Miss Lowry*, daughter of *C. Lowry, Esq.*, of His Majesty's ship *Glory*.

March 11, Captain *Surridge*, of the Royal Navy, to *Miss Varlo*, of *Southwick*.

### OBITUARY.

Suddenly, about the middle of the month of March, at *Longdon Hall*, near *Wimbury*, *Devon*, *Charles Holmes Everitt Calmady, Esq.*, Admiral of the *Blue Squadron*. This gentleman was made a Post-Captain on the 7th of September, 1777; a Rear-Admiral on the 23d of October, 1791; a Vice-Admiral on the 14th of February, 1799; and an Admiral on the 23d of April, 1804.—As we are not accurately acquainted with the professional services of Admiral Calmady, we shall feel ourselves obliged to any Correspondent, who can favour us with an account of them.

March the 16th, at his house, *Great Cumberland Place*, *Sir Hyde Parker, Knt.*, Admiral of the *Red Squadron*.—Sir Hyde was the second son of the late unfortunate Vice-Admiral *Sir Hyde Parker, Bart.*, supposed to have perished at sea in the year 1733, by *Sarah*, daughter of *Hugh Smithson, Esq.* He was born in the year 1739, and married, first, *Anne*, daughter of *John Palmer Botcher, Esq.*, of *Henley*, by whom he had three sons, *Hyde, John*, and *Harry*. He married, secondly, a daughter of Admiral *Sir Richard Onslow*.—Sir Hyde entered very young into the Navy, in the

Lively frigate, under his father; served as Midshipman, or Mate, on board the *Squirrel*, in 1757; was made a Lieutenant in 1758; was present at the reduction of Manilla; and was afterward engaged in the pursuit and capture of the Spanish *Acapulco* ship. On the 18th of July, 1763, he was made Post; acquitted himself with great gallantry and good conduct, in various services, during the American war, for which he received the honour of knighthood; was first Captain to the fleet, in the Mediterranean, under Lord Hood, in 1793; at which time he was made a Rear-Admiral; afterwards commanded a division of that fleet; was made a Vice-Admiral in 1794; commanded at Jamaica in 1796; was made an Admiral in 1799; came home in 1800, and was appointed second in command of the Channel fleet; in 1801, he commanded the fleet in the Baltic; at the attack of Copenhagen; and in May, the same year, he resigned the command. Sir Hyde Parker was formerly a Colonel of Marines.—For a detailed account of the professional services of this officer, the reader is referred to the Fifth Volume of the *NAVAL CHRONICLE*, page 261.

J. Slade, Esq., Cashier of His Majesty's Navy.

On the 3d of March, Mr. Marr, Boatswain of His Majesty's dock-yard at Plymouth.

On the 6th of March, at his father's house at Peckham, Mr. Richard Sause, son of Captain Sause, who commanded *la Sensible*, under Sir Home Popham, in the Red Sea. He was the only officer wounded in the *Orion*, in the glorious battle of Trafalgar; since which time he has lingered of his wound. He was a most excellent officer, and died in the 20th year of his age, greatly regretted.

Lately, in the West Indies, of the yellow fever, Mr. W. Marshall, late Captain's Clerk of His Majesty's ship *Wolfe*, and formerly one of the pupils of the Benevolent Society under the care of Mr. Hoccombe. The rising abilities of this youth appeared to be an honour to that institution, when, alas! he was early snatched to the silent tomb.

Lately, Lieutenant P. Helpman, (1st) of the Royal Navy.

At Boston, America, Mr. Thomas Parker, aged 50, an active Naval Officer in the Revolutionary War. The following is an extract from his log-book:—*First part of the voyage*, pleasant, with fine breezes and free winds—all sails set—spoke many vessels in want of provisions—supplied them freely.—*Middle passage*—weather variable—short of provisions—spoke several of the above vessels our supply had enabled to refit—made signals of distress—they up helm, and bore away.—*Last part*—boisterous, with contrary winds. Current of adversity setting hard to leeward. Towards the end of the passage cleared up, with the *quadrant of honesty*, and an *observation* corrected and made up my *reckoning*, and, after a passage of fifty years, came to my *Mortality Row*, with a calm unruffled surface of the ocean of eternity in view.

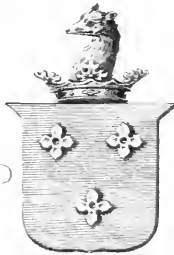
Lately, at Edinburgh, John Inglis, Esq., Vice-Admiral of the Blue Squadron. This gentleman was made a Post Captain on the 23d of August, 1781; and distinguished himself, as Commander of the *Bellequeux*, which ship sustained a loss of 25 killed, and 78 wounded, in the celebrated battle of Camperdown, in 1797. He was made a Rear-Admiral on the 1st of January, 1801; and a Vice-Admiral on the 9th of November, 1805.—Vice-Admiral Inglis, we believe, was a relation, probably a son, of Rear-Admiral Charles Inglis, who died at Sunnyside, in October, 1791.

Lately, at sea, as he was coming home sick to the Royal Naval Hospital at Plymouth, Lieutenant Lloyd, of the Nile cutter.—His remains were committed to the deep, with military honours.





*The artist's name, likely J.G. Dalrymple, is faintly visible below the portrait.*



CAPTAIN RICHARD

BUDD VINCENT.

*Published April 30. 1807. by J.G. Dal. 105. Shoe Lane. Fleet Street*



BIOGRAPHICAL MEMOIR OF  
CAPTAIN RICHARD BUDD VINCENT,

THE GALLANT COMMANDER OF THE ARROW\*  
SLOOP OF WAR, 1805.

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“Captains of ships deserve more praise for any particular detached action with the enemy, than those Captains who are serving in a fleet, and only obey the orders and signals of their superior officer.”

(*General Smith's Speech in the House of Commons,*  
*April 4, 1795.—Nav. Chron. Vol. XVI, p. 43.*)

THIS gentleman, who had the honour of serving under Lord Nelson, is a native of Newbury, in Berkshire, where his father is a Banker. Having when very young shown a predilection for the British Navy, his father indulged his son's wish, by entering him, in the year 1781, on board the *Britannia*, of 100 guns, Vice-Admiral Barrington, Captain Benjamin Hill; in which ship he remained nearly two years, and had an early opportunity of seeing service, when the grand fleet under Lord Howe engaged the combined fleet of the enemy, after the memorable siege and relief of Gibraltar.

At the conclusion of the war in 1783, we find him on board the *Salisbury*, of 50 guns, Vice-Admiral Campbell, Captain James Bradby, on the Newfoundland station; and also during the peace, in the *Trimmer* sloop, on the coast of Wales; and in the *Pegase* and *Carnatic* guard-ships.

Upon the armament taking place against Spain in 1790, Mr. Vincent joined the *Prince*, of 98 guns, Rear-Admiral Jervis, Captain Josias Rogers; from which ship he was promoted, on November the 3d, in the same year, to the rank of Lieutenant; and was appointed to the *Wasp* sloop, Captain Thomas Lee, in the Channel.

In the year 1792, he was appointed third Lieutenant of the *Terrible*, 74 guns, Captain Skeffington Lutwidge, then fitting at Chatham for the Mediterranean, whither she proceeded, with

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\* *Vide NAVAL CHRONICLE, Vol. XIII, page 222.*

the squadron under Vice-Admiral Cosby, in May 1793. In this ship he was at the taking possession, and evacuation, of Toulon, and various services attending the siege of Corsica; during which time he rose to be first Lieutenant of her. The Commander in Chief, Lord Hood, soon after returning to England, fell in with the *Terrible* in his passage down the Mediterranean; and was induced to remove Lieutenant Vincent into his own ship, the *Victory*, for promotion, and brought him home. In the following spring, however, in consequence of his Lordship's flag being unexpectedly struck at Spithead, Mr. Vincent, as being rated 10th Lieutenant, was discharged; and lost thereby that prospect of promotion, which, had the *Victory* with his Lordship's flag returned to her station, he had every reason to expect.

It nevertheless appears that he was not long unemployed; being soon afterwards appointed second Lieutenant of the *Triumph*, of 74 guns, Captain Sir Erasmus Gower; and was present in her at the celebrated retreat of Admiral Cornwallis from the French fleet off Belleisle, on the 17th of June, 1795. The *Triumph* was afterwards employed on a cruise off the Western Isles, and in the North Seas, attached to a squadron under Lord Hugh Seymour.

During the mutiny in 1797, the *Triumph* was for some time entirely under his charge; during which he considerably repressed the spirit of insubordination that prevailed. Lieutenant Vincent was unfortunate in leaving the *Triumph* (being then senior Lieutenant) only a few days previous to Lord Duncan's engagement with, and signal victory over, the Dutch fleet on the 11th of October, 1797: for having removed to the *Zealand*, Captain T. Parr, at the *Nore*, at the particular application of Admiral Lutwidge, Lieut. Vincent lost both the honour of sharing in the glory of that celebrated and important victory, as well as in the promotion that succeeded. A circumstance, however, soon after seemed to promise him a recompense for this disappointment: for being senior Lieutenant of the *Zealand*, then the flag-ship at the *Nore*, at the time His Majesty expressed his intention of visiting the Dutch prizes at Sheerness; he was flattered with the expectation of that pre-

ferment, which had been usual on such occasions: but here again his hopes were destroyed by a gale of wind, which came on at E.N.E., and blowing right up the Thames, rendered it totally impracticable for His Majesty to fulfil his intention on the day appointed: the Visit was accordingly relinquished, and thus Lieutenant Vincent had the mortification to experience a second disappointment.

Admiral Lutwidge being after this removed to the Downs station, Lieutenant Vincent left the Zealand, and followed him to his flag-ship the *Overysell*, and sailed in her on the expedition to Holland; where another instance of precarious hope occurred, arising from an expected engagement with the Dutch fleet in the Texel; but the enemy surrendering at the very moment of action, no promotion took place.—The *Overysell* resuming her station in the Downs, Lieutenant Vincent continued in her, until she was paid off in January, 1802; and afterwards followed Admiral Lutwidge's flag to the Amazon, and St. Alban's, until the conclusion of the war.

In the naval promotion which took place on the Peace, Lieutenant Vincent was made Master and Commander, April 29, 1802; and on the 17th of May following, he was appointed to the command of the *Arrow* sloop, at Sheerness, to cruise in the Channel, and was stationed on the coasts of Dorsetshire and Devonshire, under the orders of Captain O. Maysfield, of the *Atalante*, for the purpose of suppressing smuggling, &c. But the peculiar construction of the *Arrow* in her external appearance, soon became an object of caution to smugglers, who easily recognised her at a distance. He was then appointed to the Downs station, but unable to cruise for want of men, the prejudices of seamen preventing their entering on board a ship which bore an appearance unlike every other vessel; and on account of her interior construction, which was never discovered until February, 1803, she was sent to Portsmouth and paid off.

On the 1st of March following, Captain Vincent was appointed to the *Arrow*: but she not being a ship of regular volunteers, he obtained permission from Lord Cornwallis,

Port Admiral, to send his officers out in the offing, in Revenue cutters, to procure men; by which he picked up some serviceable hands. He was then sent by his Lordship with a convoy to Guernsey and Jersey, and afterwards to cruise in the Channel to complete his complement of men; but without success. In July he received orders to refit for foreign service, and was completely manned for that purpose. He sailed the same month, in company with the *Seahorse*, commanded by the Honourable Captain Courtney Boyle, and *Wasp*, by the Honourable Captain Aylmer, for the Mediterranean, with the *Trade* bound to Oporto, Lisbon, Gibraltar, &c., and arrived at Malta in September. He was then dispatched with the *Trade* bound up the Adriatic, where particular services detained him till December, during which time he visited Trieste, Venice, Corfu, and Fiume; which gave him an opportunity of carrying from the latter place Prince Luis Liechtenstein and suite, to visit Pola and the Istrian shore; also of landing at Corfu Mr. W. R. Wright, from Trieste, who had been appointed Consul to the Seven Islands. After returning a second time to Malta, where the *Arrow* was refitted, and the damages she sustained by the bad weather she experienced in the Adriatic being repaired, (particularly the tanks she was fitted with for holding water,) he sailed for Palermo, and returned from thence to Malta with a convoy, the 20th of January, 1804. He then went to Naples with a convoy; and from thence, at the requisition of the British Minister, to Cagliari in Sardinia, with an officer charged with dispatches to the Commander in Chief, and returned to Malta on the 7th of February. In the same month he proceeded with a large convoy under his charge, bound to Constantinople. On his entrance into the Dardanelles, the Turkish Castle on the European shore fired several shot at the *Arrow* and convoy. It blowing very strong at the time, it was impossible for Captain Vincent to send to the Governor, to demand an explanation of the insult offered to the British flag; but on his arrival at Constantinople he represented the circumstance to the English Chargè d'Affaires, Mr. Stratton, who laid his representation

before the Divan; by whom the Governor was mulcted in a very considerable sum for his misconduct.

The following letters from Lord Nelson to Captain Vincent, will further illustrate this part of his life, and impart an additional interest to the narrative :—

SIR,

*Victory, at Sea, January 24, 1804.*

BY the Termagant I received your letter of the 19th ult., giving me an account of your proceedings with the Trade from Malta up the Adriatic, and the protection afforded them from thence to Valette harbour. Also transmitting me copies of the several letters, &c. therein referred to, together with a log of your proceedings, and a list of the convoy under your charge. In answer to which, I very much approve of the whole of your conduct on this occasion; and am much pleased with your attention to the Government concerns up the Adriatic, under the direction of Mr. Leard, who has communicated to me the object of his being there; and transmitted bills of lading of the stores sent in the Mentor Giro, and Imperial schooner Hungary, which last mentioned vessel I hope may arrive at Malta safe; as the stores she has on board are more particularly wanted than any of the others.

I am, Sir,

Your most obedient humble Servant,

NELSON & BRONTE.

*R. B. Vincent, Esq., Commander of  
His Majesty's Sloop Arrow,*

SIR,

*Victory, off Toulon, June 3, 1804.*

I HAVE received your letter of the 6th of April last, acquainting me with your return from Smyrna on the 5th of that month, with such Trade as were ready to accompany you to Malta; and that you were about to proceed again to Smyrna, with two English vessels and transports, under the charge of Lieutenant Woodman, which you mean to escort into the Dardanelles, and afterwards bring the Trade from Smyrna to Valette harbour. In answer to which, I approve of the line of conduct you mean to pursue in the execution of your orders; and also of your correspondence with his Excellency, Mr. Stratton, our Minister at Constantinople, relative to the conduct of the Governor of the Castle on the European side, on entering the Dardanelles; and make no doubt that the Ottoman Government will sufficiently account for the conduct of the Castle's firing upon the Arrow and convoy, and make the necessary reparation to our Minister for the insult.

The two letters, &c. from Mr. Thomas McGill, mentioned in yours of the 6th April, have also been received, and I observe with some degree of surprise, the protection afforded the French at Ancona, contrary to the laws of neutrality. You have done perfectly right in circulating the information of the privateers and corn vessels to all the Captains on your station, and hope they may be intercepted. I have also to acknowledge the receipt of your letter of the 7th April, with the list of vessels captured and detained, as therein mentioned.

I am, Sir,  
Your most obedient humble Servant,  
NELSON & BRONTE.

*R. B. Vincent, Esq., Commander of  
His Majesty's Sloop Arrow.*

SIR,

*Victory, off Toulon, June 3, 1801.*

I HAVE received your letter of the 11th ult., addressed to Captain Cracraft, of the Anson, together with the defects of His Majesty's sloop Arrow, under your command. And I must desire, on your return into Valette harbour, that you will put her in a state for being hove down, or otherwise as the builders may think necessary, to repair her defects. If the tanks cannot be repaired, water casks must be substituted in their room. I have sent an order to the master shipwright for this purpose, and must desire that every exertion which depends upon you to facilitate her equipment, may be used; that the service of this country may not be deprived of so fine a vessel but for as short a time as possible.

I am, Sir,  
Your most obedient humble Servant,  
NELSON & BRONTE.

*R. B. Vincent, Esq., Commander of  
His Majesty's Sloop Arrow.*

In his passage through the White Sea, Captain Vincent met with a heavy gale of wind, with snow, which dispersed his convoy; and the Arrow, after being nearly lost, obtained an anchorage under the island of Coatali alone; however, all the Trade arrived safe at their place of destination. During his stay at Constantinople he was visited by the Capitan Pacha, and all the naval officers there; the peculiar construction of the Arrow being an object of general curiosity at all the foreign ports at

which he touched. The Capitan Pacha showed him much flattering attention, and presented him with an elegant sabre, in return for a pair of pistols; which, from the admiration they attracted, were given to His Highness, who allowed Captain Vincent to visit the Arsenal, and men of war in the port. On his return to Malta he called at Smyrna, and took a convoy from thence. After which he was again sent to Smyrna with the Trade recently arrived from England, and returned to Malta with another convoy.

Having been placed under the orders of Captain Cracraft, of His Majesty's ship *Anson*, Captain Vincent was directed by that officer to cruise from the mouths of the Archipelago along the Adriatic, as far as Ancona, to keep the Adriatic open to the trade of His Majesty's subjects, and to prevent the enemy sending in their cruisers, or conveying troops across; and also to keep off the coast of Calabria, as senior officer of the division of cruisers, during the absence of the *Anson*, which was to be docked at Constantinople. In this cruise he visited the islands of Zante and Corfu; and at the latter place received a requisition from the British resident Minister, Mr. Foresti, to follow to Valona a Turkish squadron, under the command of Capitan Seremet Bey, which had not many hours left Corfu; and demand from him the restitution of the cargo of an English brig, which had been stranded in the neighbourhood, as well as two seamen, who had deserted from a transport at Corfu, and fled to the coast of Albania, and were reported to be in the district of Berratt. On the 24th of May he overtook the Turkish Admiral, generally called Patrona Bey, at Valona, and went on board his ship, who promised to obtain for him the objects of his demand, which was made in strong terms. Not being able to see the Vizier of Berratt, who was in the interior, he went off Otranto, with the *Arrow*, to reconnoitre that port; and on his return to Valona Bay, found that the Vizier had informed Seremet Bey that the vessel was stranded in the district of Durazzo, under the government of Ibrahim Bey; that the deserters had been converted to Mahometism, and were in the

same district: he was never enabled to gain any further intelligence of them, although the Admiral assured him that they, as well as such materials of the brig as could be recovered, should be conveyed to Corfu.

The following Letter, from Lord Nelson, is dated Victory, at Sea, 28th July, 1804.

SIR,

I YESTERDAY received your letter of the 13th ult., acquainting me with your proceedings, in consequence of the letters you received from Captain Cracraft, of His Majesty's ship Anson. That you had visited Zante, Corfu, Valona, and Otranto, agreeable to his directions; and that on your arrival at Corfu, you had received a letter, with an enclosure from Mr. Foresti, acquainting you with the loss of the Merchant brig, General Moore, near Valona, on the 18th of November last; and also with the treatment the Master and crew of the said vessel had received from the Bey and Vizier of Berratt. In answer thereto, I am very much pleased with the whole of your conduct, and hope that your remonstrances will not only induce the Vizier to deliver up the English subjects, but also make sufficient reparation for his treatment to the Master and crew of the said vessel, as well as for having detained them and others of His Majesty's subjects. I am very much obliged for your communication of the different circumstances that are passing in the Adriatic, mentioned in your said letter and log book, which have been received, together with copies of Mr. Foresti's letter, and the paper which accompanied it, also the list of vessels boarded by the Arrow, as stated therein.

I am, Sir,

Your most obedient humble Servant,

NELSON & BRONTE.

*R. B. Vincent, Esq., Commander of  
His Majesty's Sloop Arrow.*

On leaving Valona, it was Captain Vincent's intention to go off Tarento, and ascertain the state of that place, but it blowing strong at N.N.W., he could not beat into the Gulf, therefore bore up for Cape Spartivento: in his way thither he received intelligence of a French privateer cruising off Cape St. Mary's; in consequence of which he pursued her to the island of Fano, where he destroyed her, as described in his letter to Admiral Lord Nelson, the Commander in Chief.



*His Majesty's Sloop Arrow, at Sea,**June 5, 1801.*

MY LORD,

HAVING heard by an Imperial vessel which I examined off Cape Stillo the 1st instant, that she had been boarded the evening before by a French privateer, off Cape St. Mary's, mounting six guns, with about 70 men, and rowing 24 oars; I immediately determined to look out for her, and in my course to the eastward got intelligence from a Ragusian brig, that she had seen the above vessel at anchor under the island of Fano. The same evening I made that island, with a strong wind at N. by W., but having sprung my fore-top-sail-yard, I stood off to shift it; and on the morning of the 3d rounded the island to the eastward, and at half-past nine saw her at an anchor in a cove to the southward. On her perceiving us she tripped her anchor, and began moving round the weathermost point of the cove; her crew, who appeared to be numerous, and mostly on shore, getting on board in her boat as fast as possible. As soon as she got round the point, she pulled direct to the northward and windward, and at half-past ten made sail on the starboard tack to the westward, being then about two miles to windward of the Arrow. As soon as she was at a sufficient distance from the island to prevent a breach of neutrality, I fired two shot towards her to oblige her to show her colours, but without effect. About 11 she tacked, and I expected she would weather the island: but as soon as she got in shore, she bore up close along the rocks, and anchored in the same cove about noon. I kept plying the Arrow to windward; and as I closed the island, observed a great number of her crew on shore upon the cliffs, all with muskets, and others carrying arms and ammunition from the vessel to the shore: the privateer being hauled close to the beach, under a cliff, with colours and pendant flying, moored with three anchors, and a hawser from the mast-head to the cliff above her, and her guns pointed to the sea. This disposition induced me to attempt cutting her out; conceiving the offensive arrangements made by the enemy to be a sufficient indication that they meant not to claim the neutrality of the island, but had by their present operations grossly violated it. About half-past two I brought the Arrow to an anchor within gun-shot, and sprung her broadside to the shore; then sent the boats armed under the direction of Lieutenant Cuthbert Featherston Daly, with orders to bring her out: but very soon, after the boats put off from the ship, grape and musket shot were fired at them from the privateer, and shore. I

then supported the boats by a brisk fire from the Arrow, and Lieutenant Daly succeeded in boarding the privateer, cut her adrift, and would have brought her out, but her rudder being unhung and ashore, she soon after grounded, within pistol shot of the beach. I judged it therefore expedient to set her on fire, by which she was totally destroyed. Not having made any of her crew prisoners, I did not learn her name, but have since heard she was called the *Rachale*, Biaggio Marcellionè, Master, a Corsican; she was a tartar, mounting 4 long guns, having about 74 men, rowing 24 oars, a new vessel, fitted out at Leghorn, and had done some mischief.

I cannot but express to your Lordship the very high sense I entertain of the conduct of Lieutenant Daly, the officers, and men employed in the boats on this occasion, for their spirited resolution in boarding the privateer, amidst a heavy cross fire from the privateer, cliffs, beach, and houses. I have to lament the loss of Mr. Thomas Patterson, Master's Mate, a fine promising young man, and one seaman killed, and several wounded, one of which is since dead.

I beg leave to enclose your Lordship a paper saved from the privateer; it is part of a Code of Instructions; and shows how ready the Vice-Consuls of Spain are to become agents of the French Republic.

I have the honour to be,

My Lord, &c. &c. &c.

R. B. VINCENT.

*To the Right Honourable Lord Viscount  
Nelson, K. B., Commander in Chief,  
&c. &c. &c., Mediterranean.*

In executing this service, an instance of determined intrepidity occurred, too honourable to the character of British tars to be passed unnoticed. When the French privateer had been driven close under the island of Fano, her crew, expecting an attempt would be made to cut her out, had secured her by anchors and warps, and by an hawser from her mast head to the cliffs, that towered above the vessel, on which the enemy was stationed with musketry. Being boarded by the Arrow's boats, she was cut adrift; but on finding she was still held by the hawser, a sailor, named Mordecai Betty, climbed with the greatest coolness to the mast head; where, amidst a shower of shot, he

deliberately drew out his knife, cut the hawser, and descended unhurt. The privateer was then brought off and burnt.

The following is the answer which Lord Nelson sent to the above letter from Captain Vincent:—

SIR,

*Victory, at Sea, 23th July, 1804.*

I HAVE received your letter of the 5th June, giving an account of your having, on the 3d of that month, destroyed and set fire to a French privateer, under the island of Fano. The destruction of the enemy's privateers, (which are so numerous in these seas, and, contrary to all known laws of neutrality, shelter themselves, and make a convenience of the neutral territory of the powers in amity with Great Britain, from whence they commit the most unwarrantable depredations on our commerce,) becomes an object of serious consideration, and certainly justifies an attack upon these pirates. I therefore feel pleasure at your conduct in the destruction of the privateer before mentioned, and shall write to Mr. Foresti, His Majesty's Minister at Corfu, (if necessary,) to remonstrate against the conduct of those unprecedented and sanctioned pirates, as I did in the instance of the *Thisbe*: for certainly the neutral territory that does not afford protection, cannot be allowed to give it to the original breaker of the neutrality; and therefore from the offensive state of the privateer in question, and her firing upon the *Arrow's* boats, I cannot but approve of your having destroyed her; but I must beg to be perfectly understood, that I would on no account have the neutrality broken or disturbed, by His Majesty's ships or vessels under my command firing upon any of the enemy's privateers, or endeavouring to destroy them under the protection of a neutral port; unless such privateer shall first use offensive measures, and fire upon His Majesty's subjects, in which case they forfeit the protection of the neutral port, and ought to be destroyed if possible. I am sorry for the *Arrow's* loss in killed and wounded on the occasion, as stated in the list which accompanied your said letter. The paper of instructions saved from the privateer before alluded to, has also been received.

I am, Sir,

Your most obedient humble Servant,

NELSON & BRONTE.

*R. B. Vincent, Esq., Captain of  
His Majesty's Sloop Arrow.*

From the island of Fano Captain Vincent put into Syracuse to get refreshments for his wounded men, and returned to Malta

the 13th of June. In his way thither he fell in with three Neapolitan frigates, off Cape Spartivento, cruising against the Algerines; and, though every signal was made to them, they did not show their colours, but chased the Arrow until they hauled after a vessel under English colours, which they brought to. In this cruise he obtained intelligence that there were no French troops at Ancona or Brindisi, and that their head quarters were at Capua. After having landed his wounded men, and refitted, he sailed again on the 19th on a cruise, taking under his charge a convoy bound to Constantinople, and Charles Lock, Esq., Consul General of Egypt, who having occasion to visit Constantinople, requested to be forwarded in the Arrow. On the 2d of July, Captain Vincent anchored in the Dardanelles, under the old European castle, where he left the convoy in safety, as his instructions did not allow him to proceed further; Mr. Lock was forwarded the same day in a Turkish boat, procured from the Governor of the castle for that purpose. Captain Vincent then cruised off the Morea, and arrived at Zante on the 12th, where he rendered some assistance to Mr. Wright, the British Consul, who had been treated with disrespect by the Pritano or Governor. It is customary when a Consul displays the flag of his nation, to have it complimented by the government of the place by hoisting its own standard: Mr. Wright found that this had been duly observed by the Pritano in compliment to the French Consul, on hoisting the flag of his republic. On the 2d of June he informed the Pritano that he intended to display the English flag on the 4th of June, at his consular residence, and expected the compliment of the colours being hoisted at the castle and fortress; but notwithstanding they had been flying three successive days before, they were on that day discontinued to be shown: Mr. Wright waited upon him to complain of this marked disrespect, and to insist upon some reparation: many trifling excuses were made, and a promise to comply with these observances upon another occasion. This offered when the Arrow arrived, and the morning after was appointed for the display of the British flag, which was saluted by the Arrow, but continued unnoticed by the Governor, and the remonstrances that were made

proved unavailing. On the 19th Captain Vincent anchored at Corfu, where he laid a representation of the conduct of the Governor of Zante before Mr. Foresti, His Britannic Majesty's Minister to the Seven Islands, that an exposition of the transaction might be made to the Settinsular Senate. Captain Vincent heard at Corfu, that nothing had been accomplished respecting the deserters, that Seremet Bay had promised if possible to procure; and also that the name of the privateer he destroyed at Fano was *l'Active*, and not *Rachale*, and that five of her crew were killed and several wounded. At the requisition of Mr. Foresti, he proceeded to Venice with a Russian courier for St. Petersburg, and with dispatches for the British Minister at Vienna. Having set on shore the Courier at Venice, he sailed for Trieste to land his dispatches, but in his way fell in with His Majesty's brig *Morgiana* and a large convoy from the latter place. Captain Raynsford having represented to him that several French privateers were said to be looking out to attack this convoy, Captain Vincent took charge of it, and sent the *Morgiana* back to Trieste with the dispatches, and orders to rejoin as soon as possible: but no privateers were seen in his passage down the Adriatic. During this trip he had ascertained that there were no French troops at Ancona, nor any vessels collected for embarkation, as had been reported. On quitting the Adriatic he sent the *Morgiana* with the trade bound to Malta, taking with him the vessels for Zante and Cephalonia; after which he proceeded to Corfu, in consequence of intelligence of the enemy having laid an embargo upon all vessels on the coast of Puglia; where he was informed that no such event had taken place. He then returned to Malta for provisions, where he received the Commander in Chief's directions to heave down the *Arrow* if necessary; but she was found so weak from the bad weather she had frequently met with, that on consulting the Builder, it was declared not advisable; that nothing serviceable could be done to her for want of materials, and it was recommended to send her to England to be docked. Several of the tanks for water were removed, by which many interior parts of the ship were discovered to be so rotten and defective, that

she was reported, upon a survey of carpenters, to be sea-worthy a few months only: however, every thing was done to her that her state and construction admitted of.

Lord Nelson, in the following letter, notices the manner in which the Laws of Neutrality continued to be violated by the privateers of the enemy; and the conduct which he, in consequence, wished his officers to adopt:—

SIR,

*Victory at Sea, 2d of September, 1804.*

I have received your letter of the 8th of August last, with the several enclosures therein mentioned, and very highly approve of your complying with Mr. Foresti's request in conveying his dispatches to Venice, and landing the Russian Courier at that place. I am very much obliged by the information contained in your said letter and enclosures; and particularly satisfied with the whole of your proceedings, with respect to the line of conduct necessary to be observed in the destruction of the enemy's privateers. I must beg to remark to you the same as I have done to Captain Raynsford, viz. "It is impossible for me to name any precise mode of proceeding; for if the Laws of Neutrality are not adhered to and enforced by the powers in amity with all the world, it will I fear, if remonstrances are not attended to by those powers, become necessary to destroy the enemy's privateers, wherever they may be found: but this measure must not be resorted to, until proofs of misconduct on the part of our enemies have been made manifest. In that case, I am clearly of opinion, that on the spot where the breach of neutrality has been committed by the French, that the enemy has no right to claim the protection of neutrality, if he should be overpowered. I am sure it is the furthest from the wish of our government to break the neutrality of any state, although the French may; but it is no longer a neutral spot, if the French are permitted to commit hostilities against us."

I am, Sir,

Your most obedient humble Servant,

NELSON & BRONTE.

*R. B. Vincent, Esq., Commander of  
His Majesty's Sloop Arrow.*

On the 17th of September, Captain Vincent proceeded on a cruise, and reconnoitred the ports of Otranto, and Tarento, and the coast of Calabria; he visited also Valona and Messina. On the 18th of October, being at sea, Cape Spartivento bearing

N. W. six leagues, the Arrow was surrounded by heavy dark clouds, whence torrents of rain fell, accompanied with dreadful thunder and lightning; the latter struck the main-mast, which with the top-mast and top-gallant-mast was shivered to pieces; the sails being clewed up and wet, did not take fire, and very fortunately not a sail was hurt, although the top-mast, &c. came by the board. The lightning was found to have gone through the launch's bottom on the booms, and to have escaped by one of the ports. He arrived in Malta harbour the next day in a very crippled state, where he got a new mast, and refitted. He then proceeded to Palermo and Gergenti in Sicily, and returned to Malta with a convoy from those places, the 17th of November. After this he was dispatched on secret service to Messina, Palermo, and Naples; and, while at the latter place, he received orders from the senior officer at Malta, to repair to that island immediately, for the purpose of taking charge of a British convoy bound to England. He left Naples on the 12th of December, 1804, and arrived at Malta on the 20th, where he received from Captain Schomberg the Commander in Chief's order, to take under his charge the convoy collected for England, but to wait the arrival of the trade from Smyrna; also to take under his orders His Majesty's bomb Acheron, Captain Arthur Farquhar, to act under his directions for protecting the trade during the passage.

Captain Vincent, during his continuance in the Mediterranean, had the satisfaction of having his conduct fully approved of by the Commander in Chief. The following extract from a letter of Lord Nelson's to him, may serve as a testimony of his Lordship's honourable consideration of him:—"I take this opportunity to convey to you my full approbation of your zealous activity in the various services performed by His Majesty's sloop under your command, and am sorry that the state of that vessel deprives the station for the present of your further services."

On the 2d of January, 1805, the Jalouse brig arrived at Malta, with the Smyrna trade. On the 4th the Arrow sailed for England, accompanied by the Acheron; and His Majesty's brig Ja-

louse, which was directed to see the convoy to the westward of Sicily.

On the 7th the *Jalouse* parted company. Captain Vincent finding several brigs of the convoy to be very bad sailers, made a disposition for their being taken in tow, and attended to by the fast sailing ships; and some further regulations were adopted for the better conduct of the convoy. On the 14th, a Maltese brig bound to Gibraltar, which had sailed with the convoy, parted company; it blowing strong at W. S. W. On the 16th *Minorca* was seen, on the 17th *Cabrera* and *Majorca*. It blew strong from the W. S. W., and two of the convoy sprung a lower mast each; but at noon all the convoy were in company. On the 21st it blew hard from the S. W.; they saw *Formentera*, and stood with the convoy to the southward; at nine A. M. it blew almost a hurricane, but at 10 the wind nearly died away, and shifted to the northward, the sea breaking in every direction. They now saw the land about *Cape St. Martin's*, and *Alicant* N. by W. to N. W. by W. At noon, only 19 sail were in company. On the 22d the wind drew round to the W. N. W. blowing hard; another of the convoy sprung a lower mast; they this day stood to the northward, with 18 sail in company; among the missing vessels was the *Acheron*. On the 23d, they saw several sail to the eastward, which proved to be the above ship and the missing part of the convoy; on their joining, found that two brigs had separated during the gale, and that many had suffered damage: the land about *Cape St. Martin's* was in sight. On the morning of the 30th, the Master of the brig *Sally* informed Captain Vincent he had seen a brig of the convoy on her beam ends, which foundered in a squall during the night; discovered the ship *Dutchess of Rutland* and the brig *Union* to be missing; and as the latter was not seen afterwards, she was concluded to be the vessel that foundered. On the 2d Feb. fell in with the Spanish ship *Gravina*, prize to His Majesty's ship *Amazon*, bound to *Malta*; but directed by Captain Parker to take benefit of convoy to *England*, in case of falling in with such. Captain Vincent gave the officer instructions, and took her under charge.—Having thus briefly related the circumstances which occurred to the convoy



up to the morning in which the enemy's ships appeared in sight. The subsequent events, and the account of the action, will be best detailed by a copy of the narrative which Captain Vincent read, at the Court Martial held on board His Majesty's ship *Gladiator*, 17th of June, 1805.

GENTLEMEN,

In detailing the proceedings relative to the capture of His Majesty's late sloop *Arrow* under my command, I beg leave to preface, that in pursuance to an order from the Right Honourable Lord Viscount Nelson, K. B., to take under my charge the trade bound from Malta to the United Kingdom of Great Britain and Ireland; I sailed from that island on the 4th of January last, with a convoy of thirty-four sail, having under my orders His Majesty's bomb *Acheron*, and His Majesty's brig *Jalouse*, directed by the senior officer at Malta to see me to the westward of the island of *Maritimo*.

The first part of our passage was favourable until we reached the westward of the island of *Ivica*, when we met with strong westerly winds, and a series of bad weather, by which the convoy suffered some damage; one vessel was supposed to have foundered, and two others separated; but as the damage sustained was not of serious consequence to delay the convoy, I was urged to pursue the voyage, with the anxious hope of soon having an easterly wind to carry us through the Straits of *Gibraltar*.

Early on the morning of the 3d of February, per log, the Dutchess of *Rutland* transport, which had been missing some days, joined. The weather was then quite moderate, with light breezes from the N. E. At 8 A. M. I made the signal for the convoy to steer W. by N.; *Cape Caxine* in sight, bearing south; the *Acheron* and 32 sail in company. At half past, altered course to W. N. W., being well to the southward, and made the signal for the sternmost ships to make more sail. Two sail had been observed drawing up astern, bearing E. S. E.; I had hopes they were the missing vessels, but soon perceived they were large. At half past ten I asked the *Acheron* (who had been enforcing the above signal, and was then the sternmost ship) per telegraph, "what they were?" on answering my signal, she immediately wore, stood towards them, and made the private signal; which not being answered, she told me "they were suspicious." At a quarter past 11, I made the signal for the vessels of the convoy on each quarter to close; the *Arrow* then leading the convoy with the brig *Adven-*

ture in tow. This vessel was leaky and her rudder shaken almost to pieces; we were heaving part of her cargo overboard in the hope of stopping her leaks, and if possible, by lightening her, to unship her rudder and repair it on board the Arrow. At fifty minutes past, she made the signal "they were frigates." At noon Cape Albatel bore S. by W.  $\frac{1}{2}$  W. ten or eleven leagues.

On the 4th, at 2 minutes past noon, I slipped the Adventure, wore, and hauled the wind on the larboard tack, for the purpose of joining the Acheron, which had wore, and was returning to the convoy under all sail with light winds. At ten minutes past, made the Dutchess of Rutland's signal "to lead the convoy, steering the same course, &c." and "the convoy to follow her motions, though the men of war acted otherwise." At a quarter past, made the signal "for the convoy to make all sail possible." About one, I tacked to the northward, and shortened sail for the Acheron to close me. At a quarter past she made the signal "the strange ships were enemies;" ditto, made the signal to the convoy "that an enemy was in sight, to make all possible sail, and proceed to the appointed rendezvous;" which was enforced by several guns at different times, and repeated by the Acheron in the same manner; also by Lieutenant Coggan, Agent of transports, in the Triad brig bomb tender, which remained with the convoy. At 2, the Acheron closing but slowly, brought to for her, the frigates continuing their course about W. N. W. under all sail with light winds. About 4 the Acheron joined me, and Captain Farquhar came on board the Arrow. I consulted with him the best means to protect the convoy, and we determined to keep between them and the enemy, (which had not shown any colours, nor altered their course to chase the Acheron when reconnoitring them,) for the purpose of collecting the vessels of the convoy, having guns on board, and to form a line of battle as soon as possible, agreeable to an order and form previously given out to the armed vessels of the convoy. At this time the enemy were about five miles from us. At 5, the convoy all becalmed, bearing N. W. by W. three miles, the land between Cape Albatel and Cape Tennis S. S. W.  $\frac{1}{2}$  W. eleven leagues. From this time until 10, light airs and calms; the ship's head round the compass, when it sprung up a light breeze from the S. W., the body of the convoy W. N. W. four miles; the frigates N. N. E. three miles, steered for the convoy, but the Acheron having increased her distance to the southward, I tacked to close her, and at half past tacked again close to her, and hailed Captain Farquhar to keep close to the Arrow, and shortened sail to her rate of sailing. At

midnight light breezes from the S. W. steering W. N. W. but broke off gradually to north. About 3 A. M. passed the two sternmost brigs of the convoy, to leeward of which the enemy had passed without firing at, or taking any notice of them. Three quarters past, perceived that one of the frigates had tacked, and was near- ing us on the starboard tack. About a quarter past 4 one of them hailed me in English, when I asked "what ship it was?" and was answered by desiring me to hoist my boat out, and come on board. A few minutes after she was hailed by the Acheron, when the frigate opened her fire upon her, which was immediately returned by the Arrow and Acheron, until she passed; the other frigate by the light baffling winds had been somewhat separated, but soon closed, passed under our lee and went ahead of us: however, the Acheron fired several guns at one of them with effect. About this time two brigs of the convoy passed through the men of war to the northward. As the night had been very dark, I was anxious for daylight to ascertain the general position of the convoy, that I might act in the best manner for its defence; seeing the action was inevitable, without being able to get to my assistance the armed vessels as intended. The frigates stood from us to the westward, and at dawn of day the wind being light and variable, their heads to the southward, I observed the headmost with French colours up, and she soon after hoisted a broad pendant at the main. At 6 I made the Dutchess of Rutland's signal "for action;" and the Acheron's "to close." The former being the most effective ship of the convoy, probably would have been of service, had she immediately obeyed the signal and bore up, by the very appearance only of coming to my assistance; but she did not even answer it. I then made sail on the starboard tack, to get between the enemy and protect the rear of the convoy; the former were to the eastward, and hauled on the larboard tack, apparently with the intention of engaging us to leeward. Bent and set the spanker, to keep the ship to, the wind being very light, to prevent their passing ahead and raking us. About seven, the headmost in passing us to leeward gave us her broadside, when the action commenced: at this time the Acheron was close on our starboard quarter, and the body of the convoy to windward, bearing N. W. four miles, mostly on the larboard tack, much scattered and making all sail to the westward. As the enemy passed, the action was kept up on both sides at the distance of half a cable's length, when they wore and gave me the opportunity of raking them, and the action continued; but the wind became so light, the Arrow would not steer, which

left me much exposed in different positions to their joint fire. About this time the *Acheron* passed under our stern, and Captain Farquhar hailed me, but it was impossible to make out what he said. Soon after she passed, the largest frigate hauled after her, but not until we had received much of her fire in our starboard quarter. We were then left to the other frigate, which I continued to engage closely for some time: but our running rigging being cut to pieces; the impossibility of managing the ship; the lower masts being badly wounded; the standing rigging, yards and sails being much cut; many shot between wind and water; four guns dismounted on the starboard side; the rudder machinery being disabled; thirteen men killed and twenty-seven wounded; induced me to cause the colours to be struck about half past 8, after an action of an hour and twenty minutes, to the French national frigate *l'Incorruptible*, Monsieur Billiet, Capitaine de Frigate, Commander, of 42 guns and 650 men on board, including troops: conceiving from the above disabled state, that further resistance would only increase the loss of lives, without the hope of saving His Majesty's sloop from such superior force; particularly as she was making considerable water, and before the surviving officers and crew could scarcely be removed from her, she settled on her beam ends and sunk.

When I was under the painful necessity of thus yielding to *l'Incorruptible*, the *Acheron* was standing to the southward towards the land under all sail, the large frigate *l'Hortense* in chase; and I cherished the hope that if the breeze had freshened, she would be able to outsail the enemy and draw him to a considerable distance, or get in with the land so as to defeat her falling into his hands: but she was obliged to submit to the same fate as the *Arrow*, and was afterwards burnt. At this time the convoy were considerably to the westward, and windward, effecting their escape on different tacks.

I cannot conclude this narrative without rendering Captain Farquhar my fullest approbation for his able and steady support; and particularly for his leading away *l'Hortense* in a direction from the convoy. Nor can I omit this opportunity to give my public testimony of the good conduct and bravery displayed by the officers, crew, and passengers, on board the *Arrow*; who by their exertions on this occasion surprised the enemy by a resistance which I apprehend was but little expected: and though His Majesty's ships fell a sacrifice to superior force, I have no hesitation in believing the damage and delay caused to the enemy by this event,

afforded the greater part of my charge time to effect their escape. And when I reflect that three vessels only were captured by them out of thirty-two sail, I cannot but express my admiration and thanks to the officers, crews, and passengers of His Majesty's ships *Arrow* and *Acheron*, for their zeal and courage in so unequal a contest; and attribute the preservation of the convoy to their manly and united efforts, by which the ultimate object of my wishes has been fulfilled.

#### R. B. VINCENT

The last person who quitted the *Arrow*, was Mr. Edward Elers, the second Lieutenant\*; who was since on board the *Orion*, in the memorable victory off *Trafalgar*, as one of her officers. These French frigates formed part of a squadron which had sailed from *Toulon*, with troops on board, bound to the westward; and in the rough weather that had prevailed previous to the action, they had separated from the other ships, which returned to port. They were extremely large ships; *l'Hortense* carrying 48 guns, and *l'Incorruptible* 42. The *Arrow* had 28 short carronades, and a crew of about 120 men; which, with some officers and men returning home as passengers, made up a complement of 132 men at

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\* Lieutenant Edward Elers, second of the *Arrow*, joined her at the commencement of the present war, and after distinguishing himself in the above action, happened to be one of the last officers who left the ship. In the hurry of getting into one of the French frigate's boats, he fell overboard, but was providentially saved by the presence of mind of an English sailor. This officer, who has been thirteen years in the service, had the satisfaction also of sharing in the glorious action of the 14th of February, 1797; and served as third Lieutenant on board the *Orion*, Captain Codrington, in the more recent victory off *Trafalgar*.—The names of the other officers and passengers were—C. F. Daly, 1st Lieutenant; Nathaniel Hamed, Master; John Shaw, Surgeon; John W. Meadows, Purser; Richard Godden, Gunner; John Nicholas and Thomas Robins, Midshipmen; Thomas Everitt, Boat-swain; — Gray, Carpenter; John Shephard, Master's Mate; Thomas Watson, Assistant Surgeon. Passengers—Captain John Parry, Royal Marines; Lieutenant Samuel Simpson, R. N.; Henry Lewis and Charles Green, Midshipmen.—After the Court Martial for the loss of the *Arrow*, Lieutenant Daly was appointed to the *Diadem*, and went out to the Cape of Good Hope as first Lieutenant. When the Cape was in our possession, Sir Home Popham sent him to England with dispatches, and he was in consequence made Commander.

quarters. The *Acheron* carried 8 guns, and had 67 men at quarters. After the first broadside or two, the *Arrow* had the fire of both the frigates, until the larger hauled off after the *Acheron*, which led her away from the convoy. The *Arrow* spreading aloft, and the muzzles of her guns not projecting, caused her to be set on fire two or three times during the action, but it was each time immediately extinguished. Both ships were greatly annoyed by small arms, in which the enemy were very strong, from the great number of troops they had on board. The *Acheron*, after having drawn off *l'Hortense* to some distance, was compelled to surrender to the very great superiority of force; and the French having taken out the survivors, burnt her, as she was much damaged in the action. The boats of the *Arrow* being destroyed, *l'Incorruptible* sent those belonging to her, to take out the people from their sinking ship; which was going down so fast, that there was barely time to get out the wounded; and except one chest, and a few smaller things that were put into the boat, nothing was saved from her, and the officers and crew were left only the clothes which they had on their backs. Nor did their loss entirely arise from the sinking of their ship: for the French officers, who were sent to bring away the people of the *Arrow*, no sooner got on board, than they rummaged the cabins, and seized whatever things of value they could carry away in their hands; without the least respect to private property, which on these occasions the law of nations considers as inviolable; so that even watches and other personal property, were the objects of plunder. Notwithstanding the haste with which Captain Vincent was obliged to quit his ship, he did not forget the valuable scimitar that had been presented to him by the Capitan Pacha, when at Constantinople: he managed to take it out of the ship with him, and when in the boat, put it into the hands of one of his men to take care off; from whom it was secured, under a feigned pretence, by one of the French officers, and never after seen by Captain Vincent; although he made the strongest representations to the Captain of the frigate, and insisted that an inquiry should be made for its restitution. Redress was not to be had of people who

respected no principles of honour. L'Incorruptible was so full of troops, that Captain Vincent found it extremely difficult to get his wounded people accommodated in a manner at all suitable to their situation; and the whole of the English had many inconveniences to submit to, particularly a Lady, with her infant and female attendant, to whose solicitations Captain Vincent had yielded, to allow them a passage from Malta to England, in the Arrow.—When the Arrow's people were put under the hatches, upon their getting on board the French frigate, a circumstance occurred which is so truly characteristic of a British sailor, as to deserve being recorded. The French officer, who was employed in seeing them secured, spoke English; which acquisition he made use of in uttering the most opprobrious terms in abuse of our countrymen: and amongst other things swore, that the French would sweep the seas of the English. “*Not so fast now,*” said a brave fellow who had acted as Cook in the Arrow, “*for by St. Patrick, you have not yet got the Broom.*”

Captain Vincent could never obtain any information of the loss which the French received in the action, but many circumstances concurred to convince him it was very great. Their dead were thrown overboard before he entered the frigate; and he never could obtain any account of the wounded. He also remarked the great care of the French in concealing the injury their ships had received; and observed that many a shot hole was attempted to be concealed, by hanging a lantern, or some other such thing, over it. The French took the Dutchess of Rutland and another vessel of the convoy, which they destroyed, after having taken out the people: the former ship did not seem to avail herself of the opportunity afforded of escaping; and in addition to the neglect which the Master of her paid to the signals of the Arrow during the engagement, Captain Vincent had to complain of his unpardonable omission in not destroying the *Convoy Signal Book*, which the French got into their hands; and a few days after made use of it, in order to decoy a sail that appeared in sight, but which luckily proved a neutral.

When we contemplate the disproportion of the force; the Arrow mounting only 28 guns, with 132 men, and the Acheron, 8 guns only, and 65 men, opposed to the great superiority of that of the enemy, and who had on board, together, 600 troops of the line, with musketry: when we consider the almost impossibility of escaping certain destruction, superseded by the determined perseverance of protecting the convoy, we cannot too much admire the gallantry shown in this action, and the obstinate resistance, and intrepid defence made by the respective Commanders; and it is with pleasure we observe, that the object they had in view, they had the satisfaction of securing: the convoy having, during the action, gained such distance, as to insure the safety of the greatest part of them.

L'Incorruptible French frigate, having on board the officers, crew, and passengers of the Arrow, anchored in the road of Carthage<sup>n</sup>a\*, February 8. She was immediately put under quarantine, in consequence of containing people from Malta. In the evening the other French frigate was seen in the offing from the mast head. The next day it was discovered, that the French had thrown overboard one of the wounded English, who had died in the passage, without taking any notice. This day the Captain's Steward died, who was very badly wounded by the same shot that killed the Captain's Clerk.—The ship now refitting, and being excessively crowded, the being detained on board was much dreaded by the English, as the weather was very hot. On the 10th, however, the seamen were sent on shore, to a fort on a mountain; and the wounded and sick were conveyed to the hospital, whom Captain Vincent had the consolation of hearing were well attended.

Tuesday, February 11, Captain Vincent, with his officers, &c., were disembarked. He found the house allotted for them situated on the Line wall, but so very small, that he applied to Mons. Douget, the French Commissary, to procure another, and fixed upon one in the Muralia; where he assembled his

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\* See also a letter in NAVAL CHRONICLE, from an officer on board His Majesty's ship Arrow, dated Carthage<sup>n</sup>a, Feb. 26, 1805. (Vol. XIII, page 381.)



officers, and arranged the distribution of apartments for the whole number, being 19, including two ladies, Mrs. Miller and Mrs. Green. He here received a visit from the officer of a Portuguese brig of war, lying in the roads, who made many professions of kindness. A frigate was discovered in the offing, which he knew to be English, and supposed her to be the *Phoebe*. The next day Captain Vincent accompanied the French Commissary to the Governor's, (who rose to his present station from an inferior office, in consequence of the fever,) and returned him his best thanks for the attention paid to the wounded; and assured the Governor, he would consider himself answerable for the good conduct of the prisoners of war admitted to parole, with permission to walk in the precincts of the city; and would attend to the behaviour of the seamen and marines, who were removed from the fort to a prison at one of the city gates. He afterwards visited the prison and hospital, and found the wounded doing well. On his return, he received a visit from the Captain, and some officers of *l'Incorruptible*.

Thursday, 14th, he heard there were two frigates in the offing, supposed to be English. We got the rooms white-washed; they being much troubled with muskitoes and other predatory insects. The 15th, the Boatswain died in the hospital of the wounds he had received. Captain Vincent now got money for some bills, and supplied his officers. The 18th, the second Lieutenant of *l'Incorruptible* paid a visit to the party, and took leave, as the frigate was to sail in the evening. The 19th, *l'Incorruptible* was still in the harbour, as it was said that an English frigate was in the offing. The house the English inhabited (for which they paid twelve hard dollars a month) was pleasantly situated on the *Muralia*, commanding a view of the harbour, and part of the arsenal. Within a few yards of it a superb edifice was building, called the *Admiralia*, intended as an academy for naval and military cadets. It was projected many years ago, but occasional want of money had impeded its advancement. It fronted the harbour's mouth, and is a conspicuous object at sea.

Carthagena exhibited a very dull appearance for a large city;

but the contagious fever had reduced the inhabitants to almost a third of their number, having carried off twenty-five thousand persons in that part of Spain. There was a theatre, where comedies had been performed, but the performers were all dead; also an amphitheatre for bull-fights, in a very ruinous condition. In consequence of the mortality that had lately taken place, no sort of diversion was allowed. The 20th, Captain Vincent got his Gunner, and Carpenter, with the Masters of the two captured merchantmen of his convoy, released from prison on their parole. A Spanish Commissary mustered the officers and people, and gave them hopes of being speedily sent to Gibraltar. The next day the men in the prison got permission to walk, a few at a time, in the town to purchase necessaries. L'Incorruptible had not yet sailed, but it was said, *that in order to avoid English cruisers, she was to sail in the night.* Several of her crew had deserted. She was, however, still at anchor in the harbour's mouth the following morning. And on the 23d was still fast, with the intention of escaping when the coast was clear. Captain Vincent had asked Mons. Billiet a few days before, why he did not go out and fight the English frigate which appeared in the offing? he replied, he was not ready. His present caution showed his intention of slipping off unperceived, if possible; and it was reported that an officer from her was continually on the look out upon a neighbouring mountain. She however sailed early the next morning.

The 24th, being Sunday, the English party walked on the Almeria, which is a Mall about a mile long, extending from the Madrid Gate, with trees on each side: a great deal of company was assembled there. There were some handsome Spanish ladies present, having fine complexions, black eyes, and arched eyebrows, but not well made; being short, and having thick ankles; which were shown by the shortness of their dress. They have a peculiar gait, and walk very bad, with a shuffling pace. The 26th, a man of war appeared in the offing, which proved to be a Portuguese line of battle ship, intending to convoy the brig down the Straits, to protect her from the Algerine cruisers. The Commander of the latter visited Captain Vincent, and

offered to take letters to Gibraltar and Lisbon, which was an offer very thankfully received. The second day afterwards, he sent word that he would certainly see Captain Vincent before he sailed, to take his confidential letters; having previously cautioned him not to send letters by land, as he suspected they would be opened. The 28th, money was procured for bills on England from M. Douget, who was very strenuous to assist the English. It was reported in the morning that an English man of war was off the port.

Friday, March 1st, the Portuguese brig sailed to the westward. Captain Guillard disappointed Captain Vincent in not calling for his dispatches and letters; which, however, he was convinced did not proceed from want of inclination, but from the jealousy of the Spaniards, who did not like his visiting the English. It was this day reported, that the widow of the late English Consul, Mr. Price, at this place, who died of the fever, was arrived in the city from the country, with her daughter, but the Spaniards were so jealous of any communication, that she did not dare to visit the ladies. It was reported on the 4th, that some fresh cases of fever had occurred in the town. The party was now become very anxious for an exchange, and looked forward with eagerness to the arrival of the courier every Tuesday and Saturday, from Madrid; with the expectation of receiving some information of their removal: but all hopes had hitherto been disappointed. On the 7th, Captain Vincent heard that a great many of his convoy had effected their escape; and that the Acheron's crew had been exchanged at Gibraltar. The next day he was informed by the Master of a Swedish vessel just arrived, that an English line of battle ship was off the place. He this day met Mrs. Price, and her daughter, but did not speak to them.

Tuesday, 12th, the Pratique people funigated the house of the English; which they were disposed to do in a very careless way, had they not been looked after. They generally set fire to the ingredients, and walk off, without waiting to see the business completed: and it frequently happened that the inhabitants, as soon as they had left the house, threw the materials

&c. out of windows. It was now said that the fever had broken out at Malaga again; which was confirmed a day or two afterwards. The Commissary told Captain Vincent that he had the Governor's permission to remove the English into the country, should the fever break out again. They were informed on the 14th, that the Toulon fleet, consisting of twenty-two sail, were at Algeziras. A Spanish Sub-Lieutenant of the marine, who spoke a little English, paid them a visit. The 15th the English witnessed the operation of shearing mules and asses, which is peculiar to Spain: the hair is clipped off as close to the hide as possible, except in particular parts. A few horses were trimmed in the same manner. Captain Vincent was informed on the 16th by the Commissary, that no intelligence had arrived from Madrid concerning the English, who now began to find a difficulty of getting money. Captain Vincent also became acquainted with a Genoese gentleman, who, visiting Spain in his travels, was detained at Carthagena in consequence of the fever: he was a very intelligent man; and was a great acquisition, by his society, and by lending books to the party. They had also frequent visits from the young Spanish officer, and the Chaplain of a German regiment stationed at Carthagena; the former of whom took pleasure in giving an account of the principal ladies of the place, of whom Donna Dolores Pinson, the Town Major's daughter, was considered the greatest beauty: this officer was usually dressed in a very rich uniform, but was very dirty in his person. The Chaplain was often accompanied by a German officer, who seemed very much dissatisfied under the Spanish government, being badly paid. The regiment had been taken prisoners by the French in Italy, and made over to Spain at four dollars a man, as it was reported.

On the 20th Captain Vincent was informed that one of his men had made his escape out of the prison. The 24th, the Genoese gentleman took leave, having obtained permission to proceed to Cadiz. No news had arrived from Madrid respecting the English prisoners on the 26th; when Captain Vincent was advised to send a Memorial to the French Ambassador, General Bournonville: which he drew up, and had signed by all the

officers, &c., and sent it off. A Spanish General arrived on the 27th, to take the command of the squadron of men of war fitting out at this place, which they said was to go to sea soon. On the 29th two three-decked, and two two-decked men of war were warped out of the arsenal into the road, without any sails bent. At ten o'clock Rear-Admiral Salzeda's flag was hoisted on board *Reine Louise*, the largest ship, which fired a salute. And the next day two more were warped into the road. They appeared to be fine ships, but had very few men on board. The 31st, Captain Vincent sent a request to the Governor, to allow his Surgeon, Mr. Shaw, to attend the wounded in the Hospital, who complained of the Spanish treatment: but it was not granted.

April 1st, Captain Vincent was informed by the Commissary, that the Governor had received directions to send the English on parole six miles into the country; and on the 3d, he was acquainted that they would be moved on the morrow. He was that day informed that several of the seamen had escaped some nights ago, of whom one had been taken. The 4th, six calises and six carts were appointed to convey the English and their baggage to *Poso Estrecho*, a village about seven miles off. They were attended by the French and Spanish Commissaries, and a Captain's guard of the German regiment. Captain Vincent went forward with Signior Bourbon, to see the houses, and arrange the distribution of the party. Though situated in a delightful and extensive plain, it was a most miserable place, and the houses allotted for the English were mere huts, in a wretched condition, and hardly fit for stables, neither wind nor weather tight. After seeing the houses, he fixed on the best of those shown him in the village, for the warrant and petty officers; and another about half a mile from it, for himself, the ladies, and superior officers; this had been a farm house, but was then in a state of dilapidation. He immediately wrote to the Governor of Carthage, representing the very bad accommodations, and expressing strongly his displeasure at being treated with such inattention. He invited the officer of the guard to dinner, who was to remain in the village with his party, to protect the

English from the country people, who bore a very bad character. The six sail of the line were moored in the road, opposite the residence of the English, the day before their removal; which step was taken to prevent their observing the progress of the equipment. It was reported that the want of men was to be supplied from Catalonia.

On the 6th, the Masters of two Danish vessels paid a visit to the inferior officers, and informed them Lord Nelson was off Cape Palos. Captain Vincent and his companions had now become very anxious to hear something of the result of their memorial, and looked forward with impatience to the arrival of every courier from Madrid; but as yet nothing had transpired. On the 7th, letters were received from Mr. Vaughan, expressing his assurances of promoting their exchange. They were met in their afternoon walk by a party of Spanish ladies and gentlemen going to make a festa, and were invited to join the company; which they did, and accompanied them to a farm-house, near which they all sat down upon the grass; and then the refreshments were produced, consisting of pasties of various kinds, sausages, cheese, bread, honey-comb, oranges, and wine. The party was very merry, and the pic-nic scramble, which was called supper, though it was only 6 o'clock, was soon consumed, without knives, forks, plates, spoons, or dishes. There was of course a priest in the party, but his presence was no restraint to the general hilarity. The Spanish ladies were very civil, and in good spirits; they most curiously examined, and greatly admired the dress of the English lady who was present; which bore a great contrast to the sombre appearance of their black mantella. The English met with much civility from the country gentry, by whom they were invited to their gardens, and visited; and frequently joined their festas: these little parties were formed only on a Sunday. But at Carthagena no notice was taken of them by the inhabitants.

On the 11th, Captain Vincent heard that the French Toulon fleet had passed Carthagena on Sunday last to the westward, consisting of eleven sail of the line, six frigates, two corvettes, and four brigs. He desired Signior Bourbon to wait upon the

Governor in his name, and represent the bad state in which the English were accommodated. On the 12th a dispute took place in the village between some of the English and some peasants, in which the latter drew their knives; but the guard being sent for, one of the Spaniards was taken into custody, and carried before the Alguazil. It arose from an imposition the peasants wished to practise, in the sale of a sheep. In the evening the officer of the guard waited upon Captain Vincent, to know what kind of satisfaction he wished to have; who desired him to inform the Alguazil, and to explain to the culprit and villagers, that if they menaced or molested the English, they would be ready to defend themselves; but if the villagers kept themselves quiet, they would give them no annoyance; and he requested the prisoner might be released. In this affair the Spaniards showed themselves to be dastardly cowards: their intention was to overreach the English, whom they knew to have money; in the circulation of which they derived every advantage.

On the 13th, Captain Vincent was informed that an English squadron, of eight sail of the line, with several frigates, was off the port; supposed to be in search of the French fleet. He this day received a letter from Signior Guillard, Captain of the Portuguese brig formerly mentioned, who acquainted him with having forwarded the letters entrusted to him, from Lisbon; but he did not name the reason of his not having called for the dispatches; which he was, doubtlessly, prevented doing. The 14th, being Sunday, the two Commissaries came from Carthagena to dine with the English, but brought no intelligence of their exchange. They informed them that the English squadron seen off the port, consisted of only five sail of men of war. After dinner they were visited by several Spanish ladies and gentlemen, and joined them to a festa. On the 18th, Captain Vincent drew up a Memorial to the Prince of the Peace, and got it signed by all the officers; intending to send it next day to the Governor of Carthagena, by whom he had been recommended to draw it up. The object of it was, to get the Minister to intercede with the French Ambassador for a release on parole of the

English. It rained very hard this night, by which the party was almost drowned, as no part of the house was properly covered, and there was not a pane of glass in the windows.

On the 20th, the Captain was gratified with receiving a letter from M. Douget, to acquaint him that he had orders to permit the English to embark for Gibraltar. This news afforded the most sincere pleasure to the whole party. In the night there was a storm of thunder, lightning, and rain, which again drenched the inhabitants of the crazy hovel. On the 21st Captain Vincent received a copy of General Bournonville's letter, permitting the departure of the English; also letters from Mr. Vaughan, at Madrid, and Mr. Hunter, at Lisbon. The 25th, he arranged with M. Douget the mode of embarkation, having taken up and begun to victual a vessel for that purpose; but was informed, that the Governor of Carthagena would not permit this to take place, till he had received orders from his Court to that effect. Sunday, the 28th, he heard that the Spanish squadron had sailed on Friday morning from Carthagena to the eastward. He was now become very uneasy at their detention; and all the party were the more anxious to depart, as it was reported that the cordon would soon be removed, and they would then be probably marched into the interior of France, notwithstanding they had the French Ambassador's leave to depart. The 30th, Captain Vincent received letters from Mr. Vaughan, at Madrid, and Mr. Hunter, at Lisbon; the former acquainting him that he had at last effected an exchange: but the Prince of Peace not having given any directions relative to the English, he had sent a Memorial to the Governor of Carthagena, requesting him to allow them to depart according to the permission of the Ambassador. Capt. Vincent heard this day that the Spanish squadron was returned to port; the two three-deckers having received damage by running foul of each other. Friday, May 3d, he was informed that the Governor of Carthagena, in reply to the Memorial, was sorry he could not permit the English to remove from Spain, until he had directions to that purpose from the Prince of the Peace. Saturday, 4th, Capt. Vincent was mortified on receiving information that the courier had



brought no orders to the Governor from Madrid respecting the English; a fortnight having elapsed since they had the French Ambassador's permission to go to Gibraltar: They had now been prisoners three months. Captain Vincent however was awakened at midnight by the Commissary's servant, with a letter from his Master, enclosing one from Commissioner Otway at Gibraltar, sent by a cartel brig, which had arrived about four hours before at Carthagea; which mentioned that the cartel was sent by order of the Commander in Chief, Lord Nelson, expressly for the English. The Commissary added, that the Governor of Carthagea had given his consent that the English should embark in the cartel, and desired that they should be ready to quit the village by the next evening, or Monday morning. This intelligence excited the most lively joy in the whole party, and the next day the house was in great confusion as they were looking for the arrival of the carriages, &c. to fetch them, with vast impatience. They did not fail to pay their respects, and take leave of the Alguazil, and the Spanish ladies, from whom they had received attention.

Poso Estrecho is situated in a beautiful plain, extending near thirty miles in a northern direction; and the farm house, occupied by the English, was built in a pleasant spot. The soil appeared fertile; and had the cultivation been better, the crops would have been abundant. The management of estates is left to agents, who oppress the tenants, and give them little inclination or means to improve the ordinary system of tillage. Wheat and barley are the principal corn, with some patches of beans and lucerne. The barley, which was turning fast in the beginning of April, was very thin, and choked with weeds. The cattle were fed upon barley and lucerne; and beans were generally eaten raw by the people, and considered as a dainty and were often presented to the English as such. The peasants were in extreme poverty, and lived in a very miserable manner; they seldom got meat; and their houses were mere huts. The women employ themselves in spinning cotton, weaving coarse stuffs, and knitting stockings, whilst the men are at work

in the fields. They seldom wear stockings, and sandals made of straw supply the place of shoes. A white flannel mantella, and red, white, and green striped stuff basanio, compose the dress of the women. The Spaniards invariably sleep in the middle of the day; and the shops are shut at noon for two hours. Although it was early in the spring when the English first landed, yet they found it very warm; and towards the end of their stay it began to be very oppressive, and the flies became very troublesome. In the night the dews are heavy and pernicious, and the ground always appeared wet in the morning. The people are very indolent, and in general proud and vindictive. The peasants sometimes amused themselves of an evening dancing the fandango and bellaro dances. There was a carpenter's shop in the village, and also a blacksmith's, but their work was very coarse, and their implements rude. There was also an Apothecary, but his appearance and ignorance bespoke the abject state of the medical art in Spain: his poverty was so great, that he would willingly have sold all the furniture in his house for a few dollars. Money was very scarce, and the presence of the English put it in circulation in a degree they but little experienced before; for the villagers contrived to bring something to sell to them every day. There was a cordon of troops about a mile off, to prevent communication with the interior. The people collected there to purchase provisions, though no communication was allowed with the parties. It is common in this part of the country to rear silk worms, which are regularly fed with mulberry leaves twice a day, with due attention to guarding them from the sun. The consumption of these leaves is very great, which are used fresh from the trees. The worms are equally fond of pomegranate leaves; and these trees are cultivated near the farm houses for this purpose.

On the 6th of May, M. Douget went to the village to acquaint the English that they were to embark in the cartel sent for them: but that she was not permitted to lay at Carthagena, and was ordered round to Porto Cambreras, three leagues to the eastward, because the Governor would not allow them to

enter the city. About noon they left their ruinous dwelling at Poso Estrecho, being accommodated with callises and carts for themselves and their baggage; and reached Santa Lucia, where they were to embark, about six o'clock: but no boats were ready to receive them; and it being six miles over the mountains to the place where the cartel lay, they were obliged to wait further orders. At 7 o'clock the messenger returned, bringing orders to press all the fishing boats, in which they embarked, and by midnight all the officers and baggage were on board. The next day all the men, except some of the wounded, were sent on board. And on the 8th, the wounded from the hospital, except two, whom it was dangerous to remove, were conveyed on board; after which they weighed, and made sail. The English officers were deeply impressed with the great attention they experienced from M. Douget, the French Commissary; who, on their landing, visited them every day to learn their wishes; lending them furniture, and negotiating their bills at his own risk, when they could not get money from others. He also paid great attention to the men in prison, and the wounded in the hospital. He appeared much hurt when he was directed by the Governor to discontinue his visits to them, in consequence of the crew of a French privateer acquainting the Governor, through jealousy, that his attentions were too particular to the English.

On the 14th the cartel arrived at Gibraltar, and was put under quarantine; and on the 17th received pratique.

Whilst at Gibraltar, Captain Vincent was shown the following Address, which the Masters of the vessels of his convoy, who had escaped to this place, had drawn up and published:—

TO THE CAPTAINS VINCENT AND FARQUHAR.

*Gibraltar March 17, 1755.*

WE, the undersigned Masters, which departed from Malta under convoy of His Majesty's sloop Arrow, Captain Vincent, and Acheron bomb, Captain Farquhar, prompted by the truest sense of gratitude, offer them our sincere thanks, for their unremitting and assiduous care of our ships, during a passage of perpetual and tremendous gales; and for their exertion, uniting with their

abilities, which constantly kept the fleet in order, until the unfortunate morning of the 4th of February, when two heavy French frigates attacked the convoy.

The annals of history never yet produced, we conceive, a contest more unequal, skill and activity more exerted, nor magnanimity more displayed, than in that event. Captains Vincent and Farquhar's manner of attack, and drawing the enemy to leeward of the fleet, merit great praise, as the only possible means of saving us. The well directed fire from both the Arrow and Acheron must have done considerable execution to the enemy; whose superior force, after a long and severe battle, compelled Captains Vincent and Farquhar to yield a victory, by the enemy as dearly bought, as by them unwillingly resigned. An engagement thus commenced, and supported for the honour of our country, for the protection and interest of its commerce, cannot fail to merit enthusiastic admiration from their fellow subjects, and become a memorial of their bravery, enrolling their names in the list of **BRITISH HEROES.**

Captain Vincent and his officers embarked in the Camel store-ship for England, on the 28th of May, and arrived at St. Helen's on the 4th of June, 1805.

On the 17th of June a Court Martial assembled on board His Majesty's ship *Gladiator*, in Portsmouth harbour, Captain Oakes Hardy, President; for the purpose of trying Captain Vincent, his officers, and ship's company, for the loss of His Majesty's sloop *Arrow*; and after a minute inquiry into all the circumstances previous to, and during the action, and an impartial hearing of the evidence of the officers and men, the following Sentence was read:—

At a Court Martial assembled on board His Majesty's ship *Gladiator*, in Portsmouth harbour, on the 17th of June, 1805. Present,

**JOHN OAKES HARDY**, Esq., Captain of His Majesty's ship *Zealous*, 2d officer in the command of His Majesty's ships and vessels at Portsmouth and Spithead, President.

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| — Captain G. HOPE. | — Captain Ed. COBRINGTON. |
| — N. D. OLIVER.    | — J. IRVIN.               |
| — J. STILES.       | — A. DRUMMOND.            |
| — R. HALL.         | — H. HILL.                |
| — P. SOMERVILLE.   | — J. DICK.                |
| — J. WAINWRIGHT.   | — B. W. TAYLOR.           |

Pursuant to an order from the Right Honourable Lords Commissioners of the Admiralty, dated the 16th June inst., and directed to the President, setting forth that Captain Sir R. Strachan, Commander of His Majesty's ship *Renown*, had transmitted to their Lordships a letter, dated Carthagena, 26th February last, which he had received from Captain R. B. Vincent, Commander of His Majesty's sloop *Arrow*; acquainting him with the capture of the said sloop on the 4th of the said month, off Cape Caxine, by *P'Hortense* and *P'Incorruptible*, French frigates, after an action of one hour and twenty minutes. And that their Lordships thought fit that Captain Vincent, his officers and ship's company, should be tried by a Court Martial for the loss of the said sloop *Arrow*, and for their conduct on that occasion; the Court proceeded to try the said Captain R. B. Vincent, his officers and ship's company, for their conduct respecting the capture of His Majesty's said sloop *Arrow*: and having heard the evidence produced, and completed the inquiry; and having maturely and deliberately weighed and considered the whole, the Court is of opinion, that the loss of His Majesty's sloop *Arrow* was occasioned by her falling in with a very superior force of the enemy, as before mentioned; and being under the necessity of surrendering her, after a brave, determined, and well-fought action of nearly an hour and a half, soon after which she sunk from the injuries she received in the action. And that the conduct of Captain R. B. Vincent, his officers and ship's company, as well as of the passengers, was highly meritorious and praise-worthy during the action; and particularly that of Captain Vincent, by the judicious arrangements he made for the preservation of the convoy under his charge, both previous to, and during the action; by which nearly the whole of them were prevented from falling into the hands of a superior force: and doth adjudge them to be most honourably acquitted; and the said Captain R. B. Vincent, his officers and ship's company, are hereby most honourably acquitted accordingly.

Signed by all the Members.

After delivering this Sentence, the President, on returning the sword to Captain Vincent, expressed his sentiments in terms as grateful to the feelings, as they were honourable to the character of the gallant Captain: and the second day after his trial, he had an official notice of his having been promoted to the rank of Post Captain.

He also received directions from the Committee for managing the Patriotic Fund, to furnish them with particulars of the late action, and a list of the killed and wounded; and on the 3d of July the following resolutions were communicated to him:—

RESOLVED,

That a sword, of the value of 100*l.*, and a piece of plate of the value of 100*l.*, with an appropriate inscription, or that sum in money, at his option, be presented to Captain R. B. Vincent, acting as Commodore on the occasion, for so nobly supporting the honour of the British flag, and successfully protecting the convoy under his care. That the following sums be given to the officers and men wounded.....

Here followed a list of sums apportioned to the different injuries which the wounded had sustained, to the amount of 545*l.*

The following letter was also transmitted to John Turnbull, Esq., Chairman of the Merchants trading to the South of Europe:—

SIR,

*Lloyd's, July 3, 1805.*

The very gallant conduct of Captains Vincent and Farquhar, and the officers and crews of His Majesty's sloop *Arrow*, and bomb *Acheron*, entitles them to every possible testimony of gratitude from their countrymen at large; but more particularly from the Merchants and Underwriters interested in the convoy under their care; which was so nobly and successfully protected, by the unequal conflict they maintained with the French frigates *l'Hortense* and *l'Incorruptible*, of 44 guns each.

The Committee of the Patriotic Fund have voted honorary rewards to the commanding officers; given donations to the wounded, and made provision for the families of those who fell in thus supporting the honour of the British flag. But the rules of that Institution extend no farther; and it is a tribute still due to those brave men who have lost their own property in so resolutely defending that of others; to provide, that on their return from imprisonment, they should at least be furnished with necessaries to equip them for His Majesty's service.

With this view we address ourselves to you, Sir, as Chairman of the Merchants trading to the Mediterranean, that you may recommend the subject to their consideration. We shall be happy

to learn that it meets their concurrence, and to join them in such measures as shall appear best calculated to carry it into effect.

We have the honour to be, &c.

J. ANGERSTEIN,  
R. SHEDDON,  
J. MARRYAT.

August 26th, 1805, the following communication was made :—

Mr. Turnbull presents his compliments to Captain Vincent, and has the pleasure to enclose him a statement of the proportioned donations which the Committee have been enabled to raise, in order to replace the loss of the clothes and necessaries which the officers and crew of His Majesty's sloop Arrow may have sustained in consequence of their gallant action in the Mediterranean. The amount in all being 477*l.* 10*s.*, Captain Vincent will be pleased to draw for it, at ten days' sight, on Joseph Marriot, Esq., and distribute it according to the list herewith. Exactly the same donations have been made to the officers and crew of the Acheron. And it gives Mr. Turnbull much pleasure to have had the opportunity on this occasion of contributing to establish a precedent, for indemnifying those brave men, who may have lost their little property in the service of their country.

The sums were thus proportioned :— to Captain Vincent, 50*l.* ; to the Lieutenants, Master, and Captain of marines, a passenger, 20*l.* each ; to the Surgeon, Purser, Carpenter, Gunner, Master's Mate, 10*l.* each ; to the Midshipmen, Surgeon's Mate, and Petty Officers, 5*l.* each ; to the Seamen, 2*l.* 10*s.* each.

Since Captain Vincent's return, he was employed in the Brilliant frigate, on the Irish station ; but is at present on half pay : we have no doubt, that when he has again an opportunity, he will manifest the same intrepidity which has so honourably distinguished his professional character.

The information which we have received from the officers of the Arrow, enables us to subjoin the following very honourable testimony to Captain Vincent's professional character :—Captain Vincent is a most pleasant, mild, gentleman-like Commander, yet at the same time a strict officer ; one of the best and ablest

in the British Navy. It is needless to mention his courage; that has already spoken for itself.

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\* \* \* Two beautiful drawings of the gallant action which the Arrow sustained, have been made by N. Pocock, Esq., from sketches furnished by her gallant second Lieutenant, Mr. E. Elers; for W. Tennant, Esq.

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NAVAL ANECDOTES,  
COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN GURGITE VASTO.

CAPTURE OF LE LYNX.

THE following interesting detail of the extraordinary capture of the enemy's brig le Lynx, is taken from a copy of Lieutenant Coombe's log, of the proceedings of the boats of His Majesty's frigate Galatea, from their first setting out, till their arrival with the prize at Antigua:—

*Wednesday, Jan. 21, 1807, two P.M.*

In pursuance of orders from George Sayer, Esq., Captain of His Majesty's ship Galatea, I put off from the ship with the following boats manned and armed, under my command, and in the following order, each boat taking the other in tow: Short gig, long ditto, Green (Master's Mate); green cutter, Lieutenant Gibson; pinnace, Lieutenant Walker: barge, Lieutenant Coombe; and launch, Mr. Sarsfield, Master's Mate. In this order proceeded to chase a suspicious brig to the eastward of Cape Codera, the Cape bearing from us about S.E., 3 or 4 leagues. At three, finding the boats gained very little on the chase, ordered them to separate, to make the best of their way, but no boat to row a-head of the barge: at six, the chase E.S.E. about four leagues; ordered Mr. Green in the long gig to reconnoitre, by all means to keep sight of the brig, and, on the event of its coming dark, to hoist a light; 8. 30. within musket shot of the chase; lay to on our oars, in order to arm, and give the sternmost boats time to come up. The long gig joined with the following intelligence:—Every appearance of an armed enemy's brig, under all sail, and her sweeps out. 8. 40. the sternmost boats having come



up, ordered them to arm, and prepare for boarding in two lines. Lee line—the barge to lead the van; pinnace, Lieutenant Walker; and long gig, Mr. Green, to board on the starboard quarter, steering in close between the sweeps and brig's side. Weather line—green cutter, Lieutenant Gibson; launch, Mr. Sarsfield (short gig separated); pass-word, Sayer, Death or Victory; and to board on the larboard quarter. 8. 50. being within pistol shot, hailed twice; received no answer, but heard her crew jabbering French; gave her three cheers, and at 8. 55. alongside, received the fire of several carronades, and a shower of musketry. Made two attempts to board, but were repulsed, myself wounded by a musket ball passing through the muscular part of my left thigh in the first attack. Being determined to take the brig or die in the attempt, made a third attack; the brave Walker fell in the moment of victory. We gained the deck, when, after a most malicious fight, in about five minutes the French were all driven off the deck. Thus was captured in 15 minutes, after a chase of forty miles in open boats, the Imperial brig le Lynx, of 14 thirty-two pounder carronades, English calibre, and 161 men, from Martinique, bound to la Guira, with dispatches.—Found the Captain wounded; second ditto, wounded; late Captain of the Buonaparté killed, with others of the officers killed and wounded. Having secured some private signals, and the magazine, proceeded to get the wounded off the deck, the dead hove overboard, and to haul down the studding sails; got in the sweeps, and veered the boats astern; a light breeze springing up from the S.W., stood to the northward, in hopes of falling in with the ship; hoisted two lights vertical at the mast head, and fired several blue lights to show where we were; at twelve, standing to the northward, ship not in sight; short gig joined a few minutes after the action.—A.M. January 22d, light breezes from the S.W., still standing to the northward; at two, ship in sight, bearing N.N.W. Showed three blue lights, two vertical at the mast head, one on the sprit-sail-yard; at three, sent Lieutenant Gibson in the green cutter, with private signals, and intelligence of our having captured the brig; at five, joined company with the Galatea.

#### REMARKABLE ESCAPE FROM DROWNING.

THE following extraordinary instance of preservation occurred on the coast of India, in the month of October, 1804:—

A seaman, belonging to His Majesty's ship *Caroline*, was in the

main-chains, endeavouring to set up one of the back-stays, when a tremendous sea washed him clean overboard! The ship was then going between nine and ten knots nearly before the wind, and before she could be hove to, he was not less than three quarters of a mile astern.

He was distinctly seen, however, from the mizen-top on the rise of every sea, swimming very high out of the water, and seemingly with great strength. Four men and two officers jumped into the jolly boat, which was lowered down from the stern, at the imminent risk of all their lives, and they succeeded in unhooking the tackles, and getting clear from the ship without accident. An officer from the mizen-top directed their route, by pointing with a spy-glass towards the man in the water, and in about half an hour they succeeded in finding him! He was swimming with the utmost composure, his face still directed to the ship, which he said he could plainly see from the summit of every wave; and knowing by the sails that she was hove to, he had no doubt but that the boat was coming to pick him up. The greatest difficulty, however, still remained, and that was the getting on board; the ship was plunging and rolling in such a manner, that it was very dangerous to approach her: at length, during a momentary lull, they attempted to hook the tackles, but unfortunately only succeeded with one of them, the consequence of which was, that the ship in plunging forward dragged the jolly boat clean out of the water, with her stern uppermost; of course the men and oars were all thrown out of her into the sea.

Their situation at this moment was truly alarming; no boat could be got off the booms in time, as they had all been firmly lashed during the gale. The tackle being instantly cut that hung the boat, she luckily fell on her bottom, but was as quickly swamped by a sea that rolled into her. The officers and men, however, who were floating about, made shift to get to the boat, which, though full of water, was still sufficient to keep them from sinking; and it was something remarkable, that the seaman who had been so long overboard, was the *first* who regained the boat this time!

By giving the ship stern way, she got so close to them as to be enabled to heave them ropes, by which means they got under the lee quarter and were all saved.

#### NAVAL ARCHITECTURE.

A Mr. Newman, of Dartmouth, has recently obtained a patent for an improvement in the form and construction of ships and

vessels of war, &c. This improvement consists in, and extends to, the following matters:—first, an apparatus or helm, containing two rudders, formed and worked in the direction of the sides, in lieu of one placed in the centre line of the vessel, by which bodies of the great st capacity may be governed, guided, or steered, more and stayed with greater certainty, ease, and safety: secondly, in a concave or hollow form of side and bottom, that will make vessels of a light draught of water keep a better wind, carry more sail and roll less: thirdly, in an inverted reduction of capacity to the stern, commonly called the run, by which the resistance is lessened, without the stability or power of carrying sail being diminished by external destruction.

The Patentee has exhibited in drawings, attached to his specification, the ordinary rudder in its usual situation, where it requires a magnitude that renders it both inconvenient and dangerous, and even inadequate to its purpose; and also one which, if differently placed, might be reduced to one half, or even one fourth part of its present dimensions, with increased effect, its power being not only greater by projecting into more active water, and meeting the current in its undirected course, but also increased by its relative distance from the centre line of the vessel's progress.

The manner of working a helm of this description must depend on the nature, size, and service of the vessel. It may act outwards or either way, be without or enclosed within the stern and side, above or below the deck, and moved by one wheel, winch, or other engine, placed amid-ships, or elsewhere, and connected by chains or ropes, in the ordinary way, with a short iron lever projecting from each rudder, the length of which need not exceed the sixth part of the filler required for the common rudder. "In this manner," says Mr. N., "I found by an experiment tried on a temporary form, of not less than one hundred and fifty tons burthen, constructed by me for the purpose about four years since, that a single man or boy could not only steer with the greatest ease, but manage at the same time the largest sail of the vessel in an open and rough sea." In one of the figures attached to the specification, is a representation of the traverse section of a vessel, whose sides and bottom are an inversion of the ordinary form, curving outwards, and extending down to a level with the under part of her keel, opposing by their extent and shape the greatest resistance to a lee course, with less tendency to roll or upset, and presenting at the same time a stronger surface to the pressure of

the cargo or weight within the ship. Resistance to lee way may also, we are told, be increased, by ribbing or indenting the coat of the sides, with projecting or binding planks, that obstruct in a side direction only, while they strengthen the vessel and protect the caulking.

#### THE SOVEREIGN OF THE SEAS.

BEFORE the breaking out of the Civil War, King Charles the 1st built a ship called the *Sovereign of the Seas*; the following description of which is taken from a publication of that time, by Thomas Heywood, addressed to the King:—

This famous vessel was built at Woolwich in 1637.—She was in length by the keel 128 feet, or thereabout, within some few inches; her main breadth 48 feet; in length, from the fore-end of the beak-head to the after-end of the stern, *à prora ad puppim*, 232 feet; and in height, from the bottom of her keel to the top of her lanthorn, 76 feet: bore five lanthorns, the biggest of which would hold ten persons upright; had three flush decks, a fore-castle, half-deck, quarter-deck, and round-house.—Her lower tier had 30 ports for cannon and demi-cannon; middle tier, 30 for culverines, and demi ditto; third tier, 26 for other ordnance; fore-castle, 12; and two half-decks having 13 or 14 ports more within-board, for murdering pieces, besides ten pieces of chase ordnance forward, and ten right aft, and many loop-holes in the cabins for musket-shot.—She had eleven anchors, one of 4400 pounds weight. She was of the burthen of 1637 tons. She was built by Peter Pett, Esq., under the direction of his father, Captain Phineas Pett, one of the principal officers of the Navy. She hath two gallies besides, and all of most curious carved work, and all the sides of the ship carved with trophies of artillery, and types of honour, as well belonging to sea and land, with symbols appertaining to navigation; also their two sacred Majesties' badges of honour; arms with several angels holding their letters in compartments, all which works are gilded over, and no other colour but gold and black.—One tree, or oak, made four of the principal beams, which was 44 feet, of strong serviceable timber, in length, 3 feet in diameter at the top, and 10 feet at the stub or bottom.

Upon the stern-head a Cupid, or child bridling a lion; upon the bulk-head, right forward, stand six statues, in sundry postures; these figures represent Concilium, Cura, Conamen, Vis, Virtus, Victoria.—Upon the hamers of the water are four figures, Jupiter,

Mars, Neptune, and Eolus; on the stern, Victory, in the midst of a frontispiece; upon the beak-head sitteth King Edgar, on horse-back, trampling on seven Kings.

The Sovereign of the Seas was the largest ship that had ever been built in England, and is said to have been designed only for splendour and magnificence; but, being taken down a deck lower, she became, according to report, one of the best men of war in the world. She was in almost all the great engagements that were fought between England and Holland. She was rebuilt in the year 1684, and called the Royal Sovereign; and, on the 27th of January, 1696, being laid up at Chatham, in order to be re-built a second time, she accidentally took fire, and was totally consumed.

#### FEMALE TOM BOWLING.

AT the Public Office, Queen Square, an old woman, generally known by the name of Tom Bowling, was lately brought before the Magistrate, for sleeping all night in the street; and was committed as a rogue and vagabond, and passed to her parish. She served as Boatswain's Mate on board a man of war for upwards of 20 years, and has a pension from Chatham Chest. When waked at midnight by the watchman in the street, covered with snow, she cried, "*Where the devil would you have me sleep?*" She has generally slept in this way, and dresses like a man; and is so hardy at a very advanced age, that she never catches cold.

#### PLATE CCXXIX.

THIS View of the Faro di Messina is from the accurate pencil of Mr. Pocock, and represents Lord Nelson's fleet, with a correct portrait of his flag-ship, standing through that celebrated Strait.

This passage, which is so named from the Faro, or Light-house on Cape Faro, and its vicinity to Messina, is remarkable for having the tide ebb and flow every six hours with great rapidity, though it is but seven miles over.

The Greeks always called it Messene; the Romans Messana, to distinguish it from Messene of Peloponnesus: and yet the Sicilian coins bear Messanieis, or Messanenses for the people; and

Damagetus, in a Greek Epigram, calls the city Messana.—It was in a still earlier period called Zancle, from King Zancus; or from the Sicilian term Zanclo, denoting a sickle, alluding to the curve of the coast. The Strait was also called Fretum Siculum, and was imagined, by both Pliny and Ovid, to have been formed by an earthquake breaking the Isthmus, which joined Sicily with the main land.

On the side of Italy is the celebrated rock called Scylla, and on the side of Sicily was fixed the dangerous whirlpool Charybdis, respecting the exact situation of which our learned men have not agreed. The ancient Poets represented them as nearly opposite: and hence their proverb, "*Incidit in Scyllam, dum vult vitare Charybdim.*"—"He is driven, or strikes on Scylla, whilst he is endeavouring to avoid Charybdis." It is so difficult to navigate through the entrance of the Faro, that pilots are always ready to put to sea, as soon as a vessel is seen in the offing. Charybdis is supposed by Mr. Swinburne to have been at the Isthmus of Cape Peloro, several miles north of Messina; where it is commonly supposed to have been by Strabo, and where there is still a kind of whirlpool, although no wise answering to the description given of Charybdis by the ancients.

Mr. Clarke, in his laborious and extensive work on Maritime Discovery, informs us, that Scylla was one of the sacred Maritime Temples, or Fire Towers, that were constructed by the Cuthites, or Amonians, as sea marks by day, and light-houses by night; where charts of the coast were deposited, and the votive offerings of mariners were received. The dogs with which the Greeks surrounded Scylla, were its Cahen, or Priests of its Temple. Great cruelties, and the most savage rites, were exercised in these light-houses, which then greatly added to the horror of passing this Faro. The seamen who came to these places for assistance, were often obliged to wrestle in the area before the light-house, as Mr. Clarke informs us, with an athletic Priest, trained to the exercise, and skilled in the work of death. It is believed that human flesh was eaten by the Pagans in those places; and accordingly Ulysses, when entering the dangerous pass of Rhegium, had six of his companions seized by Scylla, and lost the same number in the cavern of the Cyclops. The Furies, or Furiæ, and the Harpies, were originally their Priests of Fire\*.

Its interest, which at present is so deservedly attached to the Island of Sicily, as it induced us to publish this Plate, will also be

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\* See an Engraving of the Temples in Clarke's Progress of Maritime Discovery, Vol. I, Introduction, page xci.

the cause of our paying a greater attention to our account of it, than we should otherwise have done.—It may be of service to many of our naval readers, who are now stationed in the adjacent sea, to be informed, that an excellent *Voyage Pittoresque des Isles de Sicile, Malte, et de Lipari*, was published many years since by M. Houel: the part relative to Messina appeared about the year 1785. The 73d plate of the 13th number gives a view of the Pharos and Straits, and the coast of Calabria. The 74th plate contains a plan of the Straits. In the 14th number are six beautiful views of Messina, as it appeared before the dreadful earthquakes in 1783: and this number is terminated by an account of that remarkable ærial phenomenon, called the Fata Morgana, or Fairy Morgana, which is sometimes observed from the harbour of Messina, and adjacent places, at a certain height in the atmosphere.

“In fine summer days,” says M. Houel, “when the weather is calm, there rises above the great current, a vapour, which acquires a certain density, so as to form in the atmosphere horizontal prisms, whose sides are disposed in such a manner, that when they are come to their proper degree of perfection, they reflect and represent successively, for some time, like a moveable mirror, the objects on the coast, or in the adjacent country: they exhibit by turns the city and suburbs of Messina, trees, animals, men and mountains; they are really beautiful ærial moving pictures. There are, sometimes, two or three prisms, equally perfect, and they continue in this state eight or ten minutes: after this, shining inequalities are observed upon the surfaces of the prism, which render confused to the eye the objects that had been before so accurately represented, and the picture vanishes. The vapour forms other combinations, and is dispersed in air. Different accounts have been given of this singular appearance.”

An engraving of this singular scene, with a further account of the Fata Morgana, was given by Mr. W. Nicholson, in the 5th number of the first volume of his *Journal of Natural Philosophy*, (page 225.) He informs us that the account was taken for Minasi's *Dissertation on the Fata Morgana*, printed at Rome in 1773. This singular appearance is also noticed by Brydone, and Swinburne, and many other writers. Minasi distinguishes three sorts of Fairy Morgana in the Straits of Messina.—First, that which appears on the surface of the sea, which he calls the Marine Morgana; the second, in the air, called Aerial Morgana; and the third, only at the surface of the sea, which he calls, the Morgana fringed with prismatic colours.

## CORRESPONDENCE.

*Journal of the Proceedings of a Squadron\* of His Majesty's Ships, under the Command of Sir JOHN JERVIS, K.B., employed in conjunction with a Body of Troops, under the Command of Sir CHARLES GREY, K.B., to reduce the French Colonies in the Leeward Islands, 1794†, and 1795.*

[From the MSS. of a Naval Officer.]

**A**FTER waiting nearly a month beyond the time expected for the fleet's sailing, we put to sea from St. Helen's, having left several of the ordnance vessels behind, with the Quebec frigate,

|                                 | <i>Ships.</i>                                             | <i>Guns.</i> | <i>Commanders.</i>                                  |
|---------------------------------|-----------------------------------------------------------|--------------|-----------------------------------------------------|
|                                 | * Boyne . . . . .                                         | 98           | { Vice-Admiral Sir John Jervis.<br>Captain G. Grey. |
|                                 | Irresistible . . . . .                                    | 74           | ——— J. Henry.                                       |
|                                 | Veteran . . . . .                                         | 64           | ——— C. E. Nugent.                                   |
|                                 | Roebuck . . . . .                                         | 44           | ——— A. Christie.                                    |
|                                 | Assurance . . . . .                                       | 40           | ——— V. C. Berkley.                                  |
|                                 | Woolwich . . . . .                                        | 40           | ——— J. Parker.                                      |
| Basse Terre.                    | { Blanche . . . . .                                       | 32           | ——— R. Faulknor.                                    |
| Gone to Mariagalante.           | { Winchelsea . . . . .                                    | 32           | ——— Lord Viscount Galries.                          |
|                                 | Terpsichore . . . . .                                     | 32           | ——— S. Edwards.                                     |
|                                 | Rose . . . . .                                            | 28           | ——— W. H. Scott.                                    |
|                                 | Reprisal . . . . .                                        | 18           | ——— Young.                                          |
|                                 | Inspector, sloop . . . . .                                | 18           | ——— Briger.                                         |
|                                 | Bulldog, do. . . . .                                      | 18           | ——— E. Browne.                                      |
|                                 | Vengeance . . . . .                                       | 74           | { Rear-Admiral C. Thompson.<br>Captain C. Sawyer.   |
|                                 | Asia . . . . .                                            | 64           | ——— J. Brown.                                       |
| Fort Royal.                     | { Dromedary . . . . .                                     | 44           | ——— S. Tatham.                                      |
|                                 | Undaunted . . . . .                                       | 28           | ——— J. Carpenter.                                   |
|                                 | Avenger . . . . .                                         | 18           | ——— Griffiths.                                      |
|                                 | Nautilus, sloop. . . . .                                  | 18           | ——— Bowen.                                          |
| Point Petre.                    | { Experiment . . . . .                                    | 40           | ——— S. Miller.                                      |
|                                 | { Beaulieu . . . . .                                      | 40           | ——— E. Riou.                                        |
| With Rochambeau.                | { Vesuvius, bomb. . . . .                                 | 8            | ———                                                 |
| Gun-boats, with one 24-pounder. | { Spiteful.<br>Venom.<br>Spitfire.<br>Teaser.<br>Tickler. |              |                                                     |
| Gone with Expresses to England. | { Blonde . . . . .                                        | 32           | ——— J. Markham.                                     |
|                                 | { Rattlesnake . . . . .                                   | 18           | ——— D. Preston.                                     |
|                                 | { Sea Flower . . . . .                                    | 14           | ——— W. Pierrepoint.                                 |
| To St. Thomas's.                | { Quebec . . . . .                                        | 32           | ——— J. Rogers.                                      |
|                                 | { Ceres . . . . .                                         | 32           | ——— R. Inledon.                                     |

† The squadron sailed from St. Helen's, November 27, 1794; and landed at St. Anne's Bay, February 5. Pidgeon Island surrendered



Captain Rogers, who had orders to bring them out to join the squadron, with all possible dispatch.

One cause, among others, which apparently stopped the early sailing of our squadron, was the expedition then on foot, and at that time ready to sail, under the command of Admiral M<sup>r</sup>Bride and Lord Moira, against the coast of France. Eight regiments, destined for the West India Expedition, were taken from the command of Sir Charles Grey, and sent upon that fruitless enterprise, so contrary to the known interests of our country, according to the opinion of those persons who have known them best; and so constantly deprecated by the worthiest and wisest of the kingdom, who have had sense enough to perceive, that our genius and our situation were not fitted to Continental Wars, where the numbers of the enemy must always carry success with them; and that small expeditions against a country so peopled, and so warlike, must, according to all rational calculation, turn out to our disadvantage.

In our passage down Channel, we met Commodore Paisley in the *Bellerophon*, with two other ships of the line, who gave us intelligence that Lord Howe, with the British fleet, was to the westward; and that they had made an unsuccessful chase after four or five line of battle ships of the enemy, who had got into Brest, notwithstanding all his Lordship's exertions to prevent it, being favoured by the darkness of the night, and the wind.

When off Madeira, having foul winds, blowing very hard; Sir J. Jervis, with the *Boyne*, and several of the forty-gun ships, left us with the convoy under the command of Commodore Thompson, (who then hoisted a broad pendant,) to make our passage, by constantly standing to the westward, whilst he stood to the eastward. On our arrival at Barbadoes, the 10th day of January, 1794, we found Sir J. Jervis had arrived a few days before. Two or three days afterwards came in the *Irresistible*, with transports from Ireland: different frigates were dispatched to Tobago, and the other Islands, to collect all the troops which could be spared. The

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four or five days afterwards; St. Pierre's taken, February 17; took possession of the heights of Soubrine, Feb. 19; Fort Royal stormed, March 20; landed at St. Lucia, April 2; anchored at the Gozier, Guadaloupe, April 10; Fleur d'Épée stormed, April 12; landing of the troops and sailors at the Ance de vieux Habitants, April 15; taking of Morne Huel, April 19; capitulation of Fort Charles, April 22; sailed from Guadaloupe in the *Santa Margareta*, April 24.

Veteran, Captain C. E. Nugent, was ordered to bring up the 9th regiment from Grenada, and St. Kitt's: on their arrival at Grenada, the Ulysses had just landed a part of the 9th, and was going to join Sir J. Jervis, with a part of another regiment, which they had relieved. The Thetis, and another transport, brought down the 56th regiment, very sickly, under convoy of the Veteran, with orders to leave part at Grenada, and part at St. Kitt's. Having embarked that part of the 9th brought by the Ulysses, we returned again to join Sir John Jervis, and looked into Caz Navires Bay, Martinico, and into Gros Islet, St. Lucia, that we might join the squadron as soon as possible, if they were already arrived there; and finding they were in neither of those places, we hauled our wind for Barbadoes.

Next morning, then sixteen leagues to leeward of that island, we spoke a brig, and found that the fleet were already sailed. We then made sail again for Martinico; and, not meeting with the squadron, in the evening made all the sail we could for Barbadoes; and to our great joy, in the night, about 12 o'clock, we saw the Admiral's light, and soon after the fleet: but not being certain that it was our own, as they had been from Barbadoes already two days, we hauled in for St. Anne's Bay until day-light; and then found our fleet standing in for the land. All the next day we were working into the bay; and did not land the troops until late in the night of that day, being the 7th of February.

The 9th, under the command of Major Baillee, were landed earlier, to spike the guns of a battery which was very troublesome; and re-embarked in the Veteran as soon as that service was over. The troops under Sir Charles Grey marched along shore the next morning, to the Bourg de la Rivière Salée, and a large body invested Pidgeon Island, which surrendered two days afterwards. Sir John then went with the Boyne to the Grande Ance d'Arlet, for the sake of keeping up a more certain communication with the army; and the frigates, with the Irresistible, landed a large body of troops at Caz Navires.

Whilst these operations were going on, General Dundas, with Commodore Thompson, went round to \*.....at the back of the island, and landed a large body of troops; which, after taking the posts and ports adjacent, marched and took possession of

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\* Here the MS. cannot be deciphered, but a reference to our map of Martinico, (Vol. XIII. page 474;) points out Gallion Bay as the place where General Dundas landed.

Gros Morne. General Dundas then marched to Port le Martre, to complete the investiture of Fort Bourbon; whilst Sir Charles Grey marched round the bay of Fort Royal, and Sir Charles Gordon from Caz Navires invested it on the other side. The fleet then pushed into Fort Royal Bay, and the seamen were landed, part at Caz Navires, and part at the Gul de Sac de Cohé, to get the cannons and mortars up the heights, meaning to besiege that important post.

Whilst these operations were carrying on, the Veteran, with the transports, &c. from St. Anne's Bay, arrived. Captain Nugent was immediately ordered, with the Rattlesnake, Zebra, and Roebuck, to run down to St. Pierre; and there take into the squadron, the Blonde and Nautilus, for the purpose of co-operating with General Dundas in the reduction of that place: the Vesuvius bomb was also sent with this detachment. The first day we were employed in cruising off the port, to prevent any of the vessels of the enemy from attempting to escape; and the next day passed in the same way. The squadron was soon reinforced by the Asia, Captain Brown; and in the evening Colonel Synms came on board, who was to have the command of the troops, and seamen, intended for an attack to the westward of the town, to assist in drawing off the attention of the enemy from the ports, which were to be forced by General Dundas in his march towards St. Pierre's: another body of men were also expected, under Sir C. Gordon, from the eastward.

The Veteran, on going in to reconnoitre the enemy's batteries, received a fire from two batteries in the town, on the east side; one on the right; the other, called Corbet, was a gun and mortar battery, at some small distance from the town, to the eastward. She also reconnoitred a landing place to the westward, near the bed of a river, defended by a small battery, with two guns only, out of reach of point blank shot from Fort St. Marc, and also from a battery to the westward; and, besides, sufficiently secure for the landing of the troops, as was intended during the night.

On the night of the 16th, the troops having embarked in the flat-bottomed boats, the Vesuvius bomb was ordered in to bombard the town, under cover of the Blonde, and the Santa Margareta; which service was performed by Captain Sawyer, as well as the nature of it would allow: it being impossible to approach the town sufficiently, or to come to an anchor near it, without great danger from the forts and batteries that lined the Bay, whose cross fire

would soon have obliged her to sheer off. The Captain of the *Vesuvius* was thus obliged to direct his fire as well as he could under sail, and as near as possible without the point blank range of their shot.

The three sloops of war, the *Zebra*, *Nautilus*, and *Rattlesnake*, were to cover the landing of the troops, at four o'clock, when the three-gun battery was silenced; but from some delay, they did not land until five. The *Veteran*, Captain Nugent, had silenced this battery early in the night; and soon after, being close off the west end of the town, the batteries ceased their fire, and a flag of truce was sent off for the purpose of capitulation; but the *Veteran* unluckily having fired several shot into the town, from her lower deck, the flag of truce returned, and did not come off again until the morning; when the *Veteran* and *Asia* came to, close within pistol shot of the town. An officer was sent to Fort St. Marc, and *la Boutoile*, to strike the French colours, and hoist English. It was some hours before Colonel Symms got into the town with the troops under his command. General Dundas did not arrive until the evening; and Sir C. Gordon not until next day.

A ludicrous incident occurred on this service.—As I was going from the municipality to visit the town, and the batteries to the westward, a flag of truce from General Dundas came in; and I was much astonished to find that the ships had anchored there five hours before. I forgot to mention, that the flag of truce which was sent off at day-break from the town, brought a letter to the commanding officer of the Navy, desiring to capitulate; which was answered by saying, that they must surrender at discretion.

The *Veteran*, Captain Nugent, after remaining some time at this place, to regulate the business of the prizes, and the prisoners, returned to Fort Royal with the *Blonde*, carrying five hundred men, under General Dundas, to reinforce the besieging army under Sir Charles Grey: or rather to take post on the heights towards Mount Tartenson. It is impossible to do justice to the perseverance, and industry, of the troops and seamen, on this attack of Fort Bourbon, which lasted about six weeks. The seamen under the command of Captains Nugent and Rogers, were of so much use, in all the heavy work of dragging up cannon and mortars, through roads deemed before that event totally impracticable; that it has been frequently owned by the Commander in Chief, that it would have been impossible to succeed without their exertions. But great as those exertions were, it is doubtful what the event of

this siege would have been, but for the change which latterly took place in the mode of attack ; as, during the whole of the siege, notwithstanding the fire constantly kept up from all our batteries, very little impression had been made on the fort. They had lost, it is true, between three and four hundred men, before the storm of Fort Royal ; but as long as they kept up the communication between Fort Bourbon and the town of Fort Royal, they had such constant supplies of arms and ammunition, of men and provisions, added to the advantage of casements, only open to fire from Fort Louis ; that little success could be expected, without first cutting off the supplies which they obtained from this place. The event proves the truth of this conjecture ; for as soon as our seamen got possession of Fort Royal, they sent out a flag of truce to capitulate : though, on marching out, they amounted to nine hundred men, who laid down their arms.

Monsieur de Sansi (a great friend of the Marquis de Bonelli, who had had the merit of superintending the plan formed by that able General in the attack of this island) was the first mover of the detail of this latter attack. A battery was formed under his direction, by the seamen, in which were mounted two 24-pounders ; and another close to it, of one 24, and one eight inch howitzer. These two batteries having dismantled all the guns on this front of attack of Fort Louis, and another battery being raised in Mount Tartenson, of five 24's ; and another close by the Prince's\* quarters, which dismantled all the guns upon the + . . . at Fort Louis, and the upper batteries of that Fort ; the Asia and Zebra were ordered to prepare to enter the harbour, or carenage, close under the walls of the Fort, to cover the boats which were already prepared to storm the place.

[To be continued.]

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\* His Royal Highness Prince Edward, Major-General, since created Duke of Kent, who greatly distinguished himself. The town of Fort Royal was changed to Fort Edward, in honour of this Prince.

† Not made out in the MS.

## CORRECT RELATION OF SHIPWRECKS.

[Continued from page 140.]

## No. XVI.

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

FALCONER.

## LOSS OF THE BLANCHE FRIGATE.

THE following interesting particulars, relating to the loss of the *Blanche*, are extracted from a letter from Sir Thomas Lavie, her late Commander:—

*Brest, March 9, 1807.*

We sailed from Portsmouth on the 3d, as you may remember. At two o'clock the next morning we made Portland Lights, distant about four leagues; we afterwards steered a west course until eight o'clock, then west by south half south. At eight at night it began to blow hard; and, from being under all sail, we reduced to close-reefed fore and main top-sails, and got down top-gallant yards; Ushant at this time, by our reckoning, bore S. S. W. half W. 16 leagues. I left orders in writing to haul to the northward, the wind being E. N. E., when the ship had run ten leagues, which I thought a good position to join Admiral Sir James Saumarez in the morning. At eleven Lieutenant Aprece awoke me, to say that it blew harder, on which I ordered the ship to be brought to the wind on the starboard tack, and the fore-top-sail to be taken in; he had hardly got out of the cabin before she struck: every body was on deck in an instant, sails were clewed up, and the anchors were let go; we rode a little while, until she parted from her anchors, and was driven on the rocks. The night was dreadfully dark and cold, and there was no possibility of discriminating whether the rocks were distant from the land or connected with the shore; however, happily it proved the latter. I immediately ordered the masts to be cut away, and recommended the officers and men to stay by me and the ship to the last; a few hands got into the quarter boats, and they were no sooner on the water than they were dashed to pieces; it was about high water, and while the tide flowed, the ship lay tolerably easy, until it began to fall, when most tremendous breakers covered us. I remained by the wheel until she divided amidships and fell over seaward. The crew were all on the side, and hauled me up to them; it was

pleasing to observe the attention they paid me to the last, and now they caressed me as their father: we lay in this state about three hours, when the water left the wreck sufficient for us to attempt a landing, and, with the exception of a few, got safe on shore, and assembled under a rock, when three cheers were given to the remains of the poor dear *Blanche*. At day-light, not two pieces of wood were left together, and the masts were shattered into shivers. Nothing was saved, and we make a most shabby appearance. A cask of rum was the only thing found on the shore, which, after I was carried to a cottage, some were so imprudent as to broach, by which about fifteen died: it is not possible to ascertain our exact loss, but should think forty-five, twenty of whom were marines. All the officers are saved. Mr. Goodhew, passenger, died through fear. We landed on a shocking coast, but every attention possible was paid to us. We have already been marched about thirty miles, and are now at Brest, which is a heaven to all hands, as they are most comfortably lodged and fed in the Navy Hospital. I am at present at the house of the Commander in Chief, M. Cefforelli, a perfect gentleman. Our destination is fixed for Verdun, and I would not leave my people, were freedom offered me. Gregg is quite well. It is my intention to put all the boys to school, and to secure their maintenance while they continue in France. Excepting a few bruises, my people are quite well.

*The Officers saved are:*—Sir Thomas Lavie, Captain; Robert Basten, first Lieutenant; William Apreece, second ditto; James Alton, third ditto; Roger Taylor, Master; J. T. Wilcock, Purser; James Brenan, Surgeon; James Campbell, Lieutenant of marines; T. J. P. Masters, James Lyall, John Rooks, Henry Stanhope, W. J. Williams, Robert Hay, George Gordon, J. T. Secretan, Thomas Gregg, Charles Street, and F. E. S. Vincent, Midshipmen; Joseph Slingsby, Master's Mate; John Moissey, ditto; J. C. G. Moreatt, Clerk; John Patterson, Assistant Surgeon; John Carr, Gunner; William Loumin, Boatswain; and John Parro, Carpenter.—180 seamen, and 25 marines.

#### LOSS OF THE AJAX.

**I**N the absence of official accounts, respecting the unfortunate loss of His Majesty's ship *Ajax*, by fire, we submit the following extract of a letter from an officer in the squadron

under Sir J. T. Duckworth, as containing some interesting particulars:—

Our force has lately experienced a diminution from an event which I now with grief relate to you. Valentine's day was, indeed, a sad one for the unfortunate Ajax. At half past nine on the evening of that day, the Ajax took fire in the bread-room, and in ten minutes she was in a general blaze from stem to stern; the wind blew fresh from the N. E. which prevented the boats of the ships to leeward from rendering any assistance; but from those to windward, and near her, she was well enough supplied to save upward of 400 of her people! and those may consider themselves as most providentially preserved; as it had blown a gale all the day, and for two or three days before, and fell moderate towards the evening—a continuance of the gale would probably have rendered all assistance impossible. The fire, it appears, had been for some time (comparatively speaking,) alight in the bread room before the alarm was given; for when the first Lieutenant, and many others, broke open the door of the Surgeon's cabin, the after bulk-head was burst down by the accumulated flames and smoke about it, and so rapidly made its progress through the cockpit, that it was with difficulty he could regain the ladder, and most of those who accompanied him were suffocated in the attempt. On reaching the quarter-deck he found the fire had out-run him, and Captain Blackwood agreeing with him that she was past all remedy, they both ran forward where the majority of the people were assembled, calling most piteously on their God for that help they despaired of getting, although many boats were approaching them, so rapidly did the fire work its way forward, and leapt from the sprit-sail-yard, when the Canopus's boat fortunately picked them up. At this time the boats were assembling under the ship's bows, and saved most who still clung to them; though many, naked, benumbed with cold, and pressed on by others, let go their hold and perished, as did every one who imprudently on the first alarm jumped overboard. The boats, however, cleared her bows, though many of them were in imminent danger of swamping, from the number of the poor creatures who were clinging to the gun-wales, and who were obliged to be forced off, and left to perish, for the safety of the rest. The ship burnt all night, and drifted on the island of Tenedos, where she blew up at five next morning, with a most awful explosion.

The unhappy sufferers of her ward-room are, Lieutenant Rowe,



Lieutenant Sibthorpe, Captain Boyd, of the Royal Marines; Mr. Owen, Surgeon; and Mr. Donaldson, Master. The Gunner, unhappy father! had thrown one child overboard, which was saved; but, going down for another, perished in the flames. Of forty-five Midshipmen of every description, about twenty are saved; a son and a nephew of the late Captain Duff, and who were with him in the *Mars* when he gloriously fell in the action off Trafalgar, are among the survivors. Three Merchants of Constantinople were on board, two perished; also a Greek Pilot. One woman, out of three, saved herself by following her husband with a child in his arms down a rope from the jib-boom-end. The Purser's Steward and his Mate, and the Cooper, are missing. The occasion of the accident cannot, indeed, be exactly ascertained; but that there was a light in the bread-room when there ought not to have been one, is certain. Several of the people died after they were got on board the different ships, the rest are distributed among the squadron.



## ACCOUNT OF THE LOSS OF THE BETSEY SCHOONER,

AND OF THE SUBSEQUENT SUFFERINGS OF HER CREW.

ON the 10th of November, 1805, the *Betsey* schooner, burden about 75 tons, left Macoa, bound for New South Wales; the crew consisted of William Brooks, Commander; Edward Luttrell, Mate; one Portuguese sea-cunnie, three Manilla, and four Chinese Lascars. From the 10th of November to the 20th, nothing particular happened; but on the 21st, at half past two A. M., the vessel struck upon a reef, going seven and a half knots; instantly lowered down the boat, and sent a small anchor astern; but, on heaving, parted with the cable; they then began to make a raft of the water-casks, but the swell was so great that it was impossible to effect it; at day-break found the vessel had forged upon the reef four or five miles, not having more than two feet water; the reef extending to the S. nine or ten miles, E. and W. four or five. During three days and nights every exertion was used to get her off, but to no effect; and the crew were so weakened, that they could hardly be persuaded to construct a raft, the vessel at this time being bulged on the starboard side. On the 24th made a raft, and left the vessel, the jolly-boat in company, steering for Balambangan; Captain Brooks, the Mate, Gunner, and two sea-cunnies, were in the jolly-boat, provided only with six bottles of water, and a small bag of biscuit; on the raft were

one Portuguese, four Chinese, and three Malays, much better provided; they parted company the same day, it coming on to blow a brisk gale from the N.W., and the raft was seen no more. As the island of Borneo bore S.E., there is a probability of its having drifted upon it. From the 24th, until the 28th, it continued blowing hard from the N.W. with a mountainous sea, and then fell calm; the water was, by this time, entirely expended, and the remainder of the biscuit wet with salt water. At day-break, on the 29th, saw land, which they supposed to be Balabac, the people nearly exhausted with pulling, it being a perfect calm, and under a burning sun; added to which, they were obliged to drink their own urine. At night it blew so hard from the N.E. that they were obliged to bear up for Banguey, the N.W. point of which they discovered at day-break next morning, and instantly went in search of water, which they soon discovered, and drank to excess. Being in search of fruit rambling in the woods, they were met by two Malays, to whom they made signs that they were in want of food; this being understood, the Malays went away, and in the afternoon returned with two cocoa-nuts and a few sweet potatoes, which they gave in exchange for a silver spoon. At night went on board the boat; next morning five Malays made their appearance, and brought some Indian corn and potatoes, for which they received spoons; these people pointed to Balambangan; gave them to understand that the English had quitted it some time; they then returned on board with their little stock, and attended next morning to receive a promised supply; eleven Malays appeared on the beach; at their landing, and after a little conversation, one of them threw a spear at Captain Brooks, which hit him in the belly; another made a cut at Mr. Luttrell, who being armed with a cutlass, parried it off, and ran to the boat; Capt. Brooks withdrew the pike, and ran to a short distance, but they followed him, and cut off both his legs; the Gunner was likewise severely wounded, and reached the boat covered with blood; at this time they saw the Malays stripping the dead body of Captain Brooks; the Gunner expired in about fifteen minutes.

They immediately made sail, and on examining their stock of provisions, found it consisted of ten cobs of Indian corn, three pumpkins, and two bottles of water; with which, trusting to the mercy of Providence, they determined upon shaping their course for the Straits of Malacca.

From the 4th of December until the 14th, nothing particular occurred; they had been fortunately supplied with water by fre-

quent showers, but were nearly exhausted by constant watching and hunger.

On the 15th they fell in with a group of islands, in lat.  $3^{\circ}$  N., long. about  $100^{\circ}$  E. In approaching the shore they were descried by three Malay prows, which immediately attacked them, and in the pursuit one of the sea-cunnies was speared, and died instantly; the other was wounded. Mr. Luttrell had a very narrow escape, a spear having passed through his hat. Thus overpowered, the Malays took possession of the boat, and immediately deprived them of their property, the sextant, the log-book, some plate, and clothes, keeping them in a prow, exposed to a burning sun, without any covering, and with only a small quantity of sago, during three days; after which they were taken on shore, to the house of a Rajah, on an island named Sabe, where they remained in a state of slavery, entirely naked, and subsisting on sago, until the 20th April, on which day the Rajah sailed in a prow for Rhio, taking with him Mr. Luttrell and the two sea-cunnies. They arrived at that place after a tedious passage of 25 days, nearly famished.

Their distresses, however, were here alleviated by Mr. Koek, of Malacca, who treated them in the kindest manner; and the ship *Kandree*, Captain Williamson, arriving the following day, bound for Malacca, they obtained a passage for that port.

The *Betsy* was lost in lat.  $9.48$  N., long.  $111.14$  E.

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## NAVAL LITERATURE.

*Accounts and Papers, presented to the House of Commons, relating to Ships of War, &c.—Ordered to be printed 28th May, 1805.*

THE series of papers which we are about to notice, is not of a nature to require much comment from us; but, from the important information which it exhibits, the substance thereof will be found interesting, both at the present, and at a future period.

From No. 1, we learn that, between the 1st of January, 1783, and the 31st of December, 1792, 87 ships of the line, and frigates, were launched; of which, 3 of 100 guns, 6 of 98 and 90, 3 of 74, 3 of 50, and 1 of 32, were built in the King's Yards; and 24 of

74 guns, 6 of 64, 13 of 44, 6 of 36, 13 of 32, and 8 of 28, were built in the Merchants' Yards.

By No. 2, we perceive that, on the 1st of January, 1793, there were in commission, and in ordinary, at the several dock-yards, 176 ships of the line, and 201 frigates; making a total of 377; of which 14 were building.

On the 1st of January, 1794, according to No. 3, there were in commission, not including those for harbour service, 83 ships of the line, and 104 frigates.

No. 4 is an account of the number of line of battle ships and frigates of each rate, launched from the King's and Merchants' Yards, between the 1st of January, 1793, and the 18th of February, 1801; showing the number added to the Navy by purchase or capture; also the number that had been sold, taken to pieces, captured by the enemy, or lost out of the service. From this it appears, that, in 1793, 2 ships of the line, and one frigate, were launched in the King's Yards; 1 ship of the line, and 7 frigates, were captured from the enemy; 1 frigate was sold out of the service; 1 was taken to pieces; and 1 was captured by the enemy: in 1794, 2 ships of the line, and 1 frigate, were launched in the King's Yards; 11 frigates were launched in the Merchants' Yards; 6 ships of the line, and 9 frigates, were captured from the enemy; 1 frigate was sold out of the service; 1 ship of the line, and 4 frigates, were taken to pieces; 1 ship of the line, and 1 frigate, were captured by the enemy; and 1 ship of the line, and 1 frigate, were lost: in 1795, 1 ship of the line, and 1 frigate, were launched in the King's Yards; 6 frigates were launched in the Merchants' Yards; 3 ships of the line, and 5 frigates, were captured from the enemy; 5 ships of the line, and 9 frigates, were brought into the service, while building; 1 frigate was sold out of the service; 1 ship of the line was taken to pieces; 1 ship of the line was captured by the enemy; and 2 ships of the line, and 2 frigates, were lost: in 1796, 5 frigates were launched in the King's Yards; 1 frigate was launched in the Merchants' Yards; 4 ships of the line, and 16 frigates, were captured from the enemy; 1 ship of the line, and 1 frigate, were taken to pieces; 1 frigate was captured by the enemy; and 2 ships of the line, and 7 frigates, were lost: in 1797, 2 ships of the line were launched in the King's Yards; 8 frigates were launched in the Merchants' Yards; 14 ships of the line, and 3 frigates, were captured from the enemy; 1 frigate was sold out of the service; 1 ship of the line, and 1 frigate, were taken to pieces; and 5 frigates were

lost : in 1798, 2 ships of the line, and 1 frigate, were launched in the King's Yards ; 7 ships of the line, and 2 frigates, were launched in the Merchants' Yards ; 7 ships of the line, and 8 frigates, were captured from the enemy ; 1 ship of the line, and 1 frigate, were taken to pieces ; 2 frigates were captured by the enemy ; and 1 ship of the line, and 10 frigates, were lost : in 1799, 5 frigates were launched in the King's Yards ; 5 ships of the line, and 11 frigates, were captured from the enemy ; 1 ship of the line, and 1 frigate, were taken to pieces ; and 3 ships of the line, and 7 frigates, were lost : in 1800, 1 ship of the line, and 1 frigate, were launched in the King's Yards ; 1 ship of the line, and 3 frigates, were launched in the Merchants' Yards ; 3 ships of the line, and 6 frigates, were captured from the enemy ; and 3 ships of the line, and 2 frigates, were lost : between the 1st of January, and the 18th of February, 1801, 1 frigate was captured from the enemy ; 1 ship of the line was taken to pieces ; and 1 frigate was captured by the enemy.—Thus, within the stated period, 64 ships and frigates were launched ; 119 were captured from the enemy ; 14 were purchased into the service ; 4 were sold out of the service ; 16 were taken to pieces ; 8 were captured by the enemy ; and 46 were lost ; so that the total number of ships added to the Navy, was 197 ; and the number taken from the Navy, was 71.

No. 5 is a similar account, between the 19th of February, 1801, and the 29th of April, 1802 ; during which period, 2 ships of the line, and 2 frigates, were launched in the King's Yards ; 1 ship of the line, and 5 frigates, were launched in the Merchants' Yards ; 3 ships of the line, and 5 frigates, were captured from the enemy ; 4 frigates were sold out of the service ; 1 ship of the line, and 1 frigate, were taken to pieces ; 2 ships of the line, and 1 frigate, were captured by the enemy ; and 1 ship of the line, and 7 frigates, were lost.

No. 6 is a similar account, between the 30th of April, 1802, and the 8th of March, 1803 ; during which period, 2 frigates were launched in the King's Yards ; 2 ships of the line were launched in the Merchants' Yards ; 7 frigates were sold out of the service ; and 1 was taken to pieces.

No. 7 is a similar account, between the 9th of March, 1803, and the 15th of May, 1804 ; during which period, 1 ship of the line was launched in the King's Yards ; 4 ships of the line, and 3 frigates, were launched in the Merchants' Yards ; 1 ship of the line, and 5 frigates, were captured from the enemy ; 1 ship of the line, and 3 frigates, were taken to pieces ; and 2 ships of the line, and 6 frigates, were lost.

No. 8 is a similar account, between the 16th of May, 1804, and the 30th of April, 1805; during which period, 2 ships of the line, and 5 frigates, were launched in the King's Yards; 1 ship of the line, and 1 frigate, were launched in the Merchants' Yards; 2 frigates were captured from the enemy; 6 frigates were purchased into the service; 1 ship of the line, and 1 frigate, were taken to pieces; and 1 ship of the line, and 2 frigates, were lost.

From No. 9 we derive the following information:—That, on the 31st of December, 1794, there were 210 ships and frigates in commission, exclusive of those for harbour service; on the 31st of December, 1795, 244; on the 31st of December, 1796, 243; on the 31st of December, 1797, 242; on the 31st of December, 1798, 262; on the 18th of February, 1801, 285; on the 29th of April, 1802, 194; on the 8th of March, 1803, 181; on the 15th of May, 1804, 226; and on the 30th of April, 1805, 214.

No. 10 shows, that of 26 ships and frigates, which were building on the 18th of February, 1804, 23 had been launched before the 21st of May, 1805.

No. 11 is a list of ships and frigates building, or ordered to be built, on the 15th of May, 1804; the number of which was 41. Of these, 9 in the King's Yards had not been taken in hand; and only eight had been launched. The reasons why those ships had not been taken in hand, were said to be—"The great want of timber which has been experienced since the ships were ordered:—and nearly the whole strength of the Yards (which is at every port less than it was during the greater part of the last war) being required for the refit and repair of the fleets, and the current works of the port; which always in time of war, particularly at the most important ports, very greatly protract the building of ships in the King's Yards."

No. 12 is an account of the number of building slips in the different Dock Yards, and how they were occupied on the 15th of May, 1804.

No. 13 shows, that on the 21st of May, 1805, there were 112 ships and frigates in commission, built in the Merchants' Yards, and 60 captured from the enemy; besides 11 commissioned for harbour duty.

No. 14 exhibits copies of correspondence between the Admiralty and the Navy Board on the subject of building 74 gun ships, in January, 1803; also copies of tenders for building 74 gun-ships, received at that time. The tenders—none of which, how-

ever, were accepted—varied from £28 to £25 per ton, for a 74 gun ship; and from £25 to £19 per ton, for frigates. The last price which had been given for building a 74 gun-ship, was £21. 10s. per ton; and for a frigate, £16. 10s. per ton.

No. 15 consists of copies of the correspondence between the Admiralty and the Navy Board, on the subject of building 74 gun ships, in 1805; from which it appears, that, owing to the advanced price of materials, &c. £36 per ton was the lowest price at which Government could induce the Merchant Builders to contract for; and, on those terms, ten 74's were ordered to be built.

No. 16 is an account of ships and vessels ordered to be built in the King's and Merchants' Yards, between the 18th of February, 1801, and the 15th of May, 1805; stating the time when ordered; when taken in hand; and when completed, or expected to be completed. The total number is, 8 ships of the line, and 103 frigates, sloops, gun-brigs, &c.

No. 17 is a similar account, between the 15th of May, 1804, and the 30th of April, 1805. The total number is 75; of which 10 are 74's. Two of these are to be launched in August, 1808; and the remaining 8 in the month following. Nine are small frigates, 16 brigs, 36 gun-brigs, 2 mortar vessels, 1 sloop, and 1 armed schooner.

No. 18 relates to the quantity of timber in store in His Majesty's Dock-yards, between March 1803, and May or June 1804.

No. 19 relates to the quality of the timber imported from the Continent in 1802.

No. 20 is an account of the principal articles of naval stores in the King's Yards, in February 1801, March 1803, May 1804, and April 1805.

No. 21, the last of the present series, is an account of the additional naval force ordered to be provided between the 15th and 30th of May 1804, as follows. To be purchased:—6 East India ships, built in India, of teak, to mount from 44 to 60 guns; 10 Merchant ships to serve as sloops of war, to carry 16 carronades, 24-pounders, and 2 guns; 10 vessels, to serve as gun-brigs; 4 vessels, to serve as fire-vessels; 2 packets, in the service of the East India Company, to be employed as sloops of war; six ships, to be purchased by Vice-Admiral Rainier in the East Indies, to carry from 36 to 40 guns. To be built:—6 Fir brig sloops of war; 4 20-gun ships of small draught of water; 2 mortar vessels, of ditto; and 20 gun-brigs.

## Fabal Poetry.

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

FALCONER.

### WILLIAM AND NANCY.

A BALLAD.

Founded upon an interesting incident which took place on the embarkation  
of the 35th regiment for Holland, at Ramsgate, August 10, 1799.

**A**S on the transport's dusky side  
Young William stood with folded arms,  
Silent he watch'd the rising tide,  
The loud wind fill'd him with alarms.

Not for himself he knew to fear,  
But for one dearer far than life ;  
Nancy, in parting doubly dear,  
His tender bride, his faithful wife.

She still had hop'd to share his fate,  
To sooth him in affliction's hour ;  
On all his wand'ring steps to wait,  
And give the comfort in her power.

But chance denied the wish'd-for prize,  
The envied lot another drew ;  
Now sorrow dim'd her sleepless eyes,  
And to despair her sorrow grew.

But when the shouting seamen strove  
To tow the vessel on its way,  
Wak'd from despair by anxious love,  
She rush'd along the crowded quay.

The sails unfurl'd, as gliding round,  
The parting cheers still louder grew,  
She flew, and with a fearful bound,  
Drop'd in her William's arms below.



## A MERMAID SONG.

**N**OW the dancing sunbeams play  
 On the green and glassy sea ;  
 Come and I will lead the way,  
 Where the pearly treasures be.  
 Come with me, and we will go  
 Where the rocks of coral grow ;  
 Follow, follow, follow me.

Come, behold what treasures lie  
 Deep below the rolling waves,  
 Riches hid from human eye  
 Dimly shine in ocean's caves ;  
 Stormy winds are far away,  
 Ebbing tides brook no delay ;  
 Follow, follow, follow me.

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## NAVAL HISTORY OF THE PRESENT YEAR, 1807.

(March—April.)

## RETROSPECTIVE AND MISCELLANEOUS.

**T**HERE is an old proverb in the Spanish language, that Three Changes are equal to a Fire. Another, and a most sudden change, has again taken place at the Admiralty ; and the plans which the cool judgment of Mr. GRENVILLE had begun to mature, must give way to new men, and other projects. We have often lamented the injury which the best interests of the State must sustain, from the uncertain tenure by which the station of the First Lord is held : and anxiously wish, that an equal degree of stability was given to this situation, as appears in the War Department : but every thing belonging to our naval interests does not seem to rest on so secure and fixed a basis as our military.

In our last, we early marked our astonishment at the Bill which Lord HOWICK deemed it right to bring forward : but though we dreaded the consequences of such a measure, little did we expect, that so complete a revolution would thus be brought about in the political world.

The ingenious Mr. BARROW, who is well and universally respected, has been re-appointed to the situation of Second Secretary to the Admiralty.

Lord MULGRAVE, who at present presides at the Board, is the brother of the celebrated Navigator, who, in 1773, sailed to explore the North Polar Seas, (Nav. Chron., Vol. VIII, p. 89,) and who, on the 4th of

December, 1777, was appointed one of the Lords Commissioners of the Admiralty. He was an early and steady patron of the late Lord Nelson. The present Lord, who was Secretary of State for the Foreign Department in 1796, is a Lieutenant-General, and Colonel of the 91st regiment of foot: and particularly distinguished himself at the siege of Toulon. The Right Hon. George Rose, who succeeded Mr. Sheridan as Treasurer of the Navy, has been long known and respected for his abilities and experience, particularly in every thing that relates to the trade and commerce of his country. It is but doing justice to the humanity of Mr. Sheridan to remark, that before he left the situation of Treasurer, the sole request that he made, was a petition to His Majesty, which secured a very old man, who had been fifty-seven years in the Navy Office, a considerable independence for life.

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#### SHIP LAUNCH.

On Thursday, the 23d of April, the *Bulwark*, of 74 guns, was launched at Portsmouth Dock-yard.—This sight is at all times a peculiarly grand and pleasing one; but the fineness of the day, the vast assemblage of the most respectable people, and the strength and decorated beauty of the ship, all contributed to increase this occasion to a supereminent degree of pleasure. Mr. Diddams, the builder, added a wreath to his acknowledged high professional character. She went off in a peculiarly fine stile, at twenty minutes past eleven, being christened by Admiral Montagu. Nothing like an accident or oversight appeared: she went off amidst the shouts, and the mixed feelings of awe and pleasure, of a greater number of persons than was ever known to have attended a similar occasion. The nobility and gentry from all parts of this and the neighbouring counties were there. The Officers of the Ward-room of His Majesty's ship *Dragon* gave an elegant dinner, ball, and supper, on the occasion, on board that ship in the harbour. Upwards of 100 persons sat down to dinner, of which there were nearly 50 ladies. Yesterday she was taken into dock to be coppered, after having taken in her masts.

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### Imperial Parliament.

HOUSE OF LORDS, MONDAY, MARCH 23.

THE Marine Mutiny Bill received the Royal Assent, by Commission; and the Slave Trade Abolition Bill, with the amendments of the Commons, was agreed to.

THURSDAY, APRIL 16.

On the motion of Lord *Mulgrave*, the Thanks of the House were voted to Rear-Admiral Stirling, and to the Officers, Seamen, and Marines, under his command, for their services at the capture of *Monte Video*.

Lord *Auckland*, on this occasion, spoke in warm terms of praise, of the recent capture of the *Lynx* by the boats of the *Galatea*.

TUESDAY, APRIL 21.

Lord *Moira* moved, "That an Address be presented to His Majesty, praying, that he would be pleased to order the proper officer to lay before

the House an account of the quantity of ammunition embarked by order of the Ordnance Office, on board of the vessels which sailed on the Expedition with Sir Samuel Auchmuty, and a comparison of the same with the quantity usually shipped for Expeditions of a similar description."

His Lordship observed, that the production of this paper would do away the effect of a strange misapprehension which had gone forth, respecting a passage in the dispatch of Sir Samuel Auchmuty. It had been supposed that too small a provision of ammunition had been made for the expedition under that officer, whereas the quantity was more than sufficient for the object on which the expedition was sent out, and more than is usually shipped on foreign expeditions of the same sort.—The motion was put and agreed to.

The Bill for regulating the Office of Treasurer of the Navy was read a third time and passed.

#### THURSDAY, APRIL 23.

Lord *Auckland*, in addressing the House, on the Loan Bill, which stood for a Committee, deprecated the narrow principles introduced by His Majesty's present Ministers, with regard to what they emphatically denominated *a consideration of the shipping interest*; and attempted to show, that they defeated the object which they had in view, by the clauses which they had introduced into the Bill.

The Duke of *Montrose* observed, that the petition from the shipping interest stated very strong grievances; and he appealed to their Lordships, whether their solicitations should be disregarded, or whether any set of Ministers could conscientiously hear their complaints, and not attend to them? This His Majesty's present Ministers had done by the clauses which they had introduced into the Bill; and they had done it without affecting, in the smallest degree, the financial welfare of the country.

Lord *Sidmouth*, and Lord *Greville*, spoke in favour of the Bill in its original state.

Lord *Halesbury* contended, that, by the new provisions, the faith of the public was not only preserved, but the shipping interest was maintained and improved; and, above all, the great nursery for our seamen was protected and encouraged.

The Bill was at length committed and reported, without amendment.

#### SATURDAY, APRIL 25.

The Royal Assent was given, by Commission, to the Bill for regulating the Office of Treasurer of His Majesty's Navy, to the Royal Naval Asylum Bill, and to a Bill for regulating and improving the fisheries on the river Tweed.

#### MONDAY, APRIL 27.

The Earl of *Camden*, Lord *Hawkesbury*, and the Lord *Chancellor*, sat as Commissioners; and, the Commons being in attendance at the Bar, a Commission from His Majesty, for proroguing the Parliament, was read; as was His Majesty's most gracious Speech, in the following terms:—

*My Lords and Gentlemen,*

We have it in command from His Majesty to inform you, that His Majesty has thought fit to avail himself of the first moment which would admit of the interruption of the sitting of Parliament, without material inconvenience to the public business, to close the present Session; and that His Majesty has therefore been pleased to cause a Commission to be issued, under the Great Seal, for proroguing Parlia-

We are further commanded to state to you, that His Majesty is anxious to recur to the sense of his People, while the events which have recently taken place are yet fresh in their recollection.

His Majesty feels, that in resorting to this measure, under the present circumstances, he at once demonstrates, in the most unequivocal manner, his own conscientious persuasion of the rectitude of those motives upon which he has acted, and affords to his People the best opportunity of testifying their determination to support him in every exercise of the prerogatives of his Crown, which is conformable to the sacred obligations under which they are held, and conducive to the welfare of his kingdom, and to the security of the Constitution.

His Majesty directs us to express his entire conviction, that after so long a reign, marked by a series of indulgences to his Roman Catholic Subjects, they, in common with every other class of his People, must feel assured of his attachment to the principles of a just and enlightened toleration, and of his anxious desire to protect equally, and promote impartially, the happiness of all descriptions of his subjects.

*Gentlemen of the House of Commons,*

His Majesty has commanded us to thank you, in His Majesty's name, for the Supplies which you have furnished for the public service.

He has seen with great satisfaction that you have been able to find the means of detraying, in the present year, those large but necessary expenses for which you have provided, without imposing upon his People the immediate burthen of additional taxes.

His Majesty has observed with no less satisfaction the inquiries which you have instituted into subjects connected with public economy; and he trusts that the early attention of a new Parliament, which he will forthwith direct to be called, will be applied to the prosecution of these important objects.

*My Lords and Gentlemen,*

His Majesty has directed us most earnestly to recommend to you, that you should cultivate, by all means in your power, a spirit of union, harmony, and good will, amongst all classes and descriptions of his People.

His Majesty trusts that the divisions naturally and unavoidably excited by the late unfortunate and uncalled for agitation of a question so interesting to the feelings and opinions of his People, will speedily pass away; and that the prevailing sense and determination of all his subjects to exert their united efforts in the cause of their Country, will enable His Majesty to conduct to an honourable and secure termination the great contest in which he is engaged.

The Lord Chancellor then, in His Majesty's name, and with the usual formalities, prorogued the Parliament to the 13th of May next.

HOUSE OF COMMONS, TUESDAY, MARCH 3.

A Bill for the better regulation of Pilots, and pilotage of vessels navigating the British Seas, was, according to order, read a second time, and committed to a Committee of the whole House; and the said Bill, as amended, was ordered to be printed. We can only insert the following marginal notes:—

1. Vessels sailing up or down the river Thames and Medway, between Orfordness and London Bridge and Portsmouth, and the South Foreland, shall be conducted by Pilots licensed by the Corporation of the Trinity House.
2. Penalty on Masters of vessels navigating within limits without Pilots.
3. Exemption in cases where no Pilot can be procured.
4. Penalty on persons acting as Pilots without license.
5. Penalty on knowingly employing unlicensed persons, or out of proper limits.
6. Penalties not to extend to persons assisting vessels in distress.

7. Trinity House may appoint persons at the outports to examine Pilots.

8. Authority of the Trinity House not to extend to any ports or places, the pilotage whereof is regulated by any special Acts of Parliament.

9. No person to be licensed as a Pilot in the Thames, who has not commanded vessels, or served apprenticeship.

10. Pilots not having served three years, not to take charge of large vessels.

11. Licensed persons may supersede unlicensed persons.

12. Directions that Pilots keeping public houses, or concerned in practices against Revenue, &c. to forfeit their licenses.

13. No Cinque Port Pilot to be compelled to bring any vessel above Gravesend.

14. Allowing the Trinity House to license proper Pilot vessels.

15. Pilot vessels running before vessels to direct their course, the owners of such vessels entitled to Pilot rates.

16. Corporation of Trinity House to establish rate of pilotage.

17. Allowing an appeal to the Privy Council.

18. Pilots to be subject to the government of the Corporation, who may make bye laws.

19. Copies of bye laws to be put up in the Custom House.

20. Regulating the rates of pilotage at the out-ports.

21. Pilots to execute a bond to conform to bye laws.

22. Quarantine vessels carried to Staudgate Creek to pay the full pilotage to London.

23. Pilot boats to carry distinguishing flags.

24. Penalty on Pilots refusing to take charge of vessels, or exacting fees, or not completing their service.

25. Pilots, or persons assisting vessels, not to have greater sums than settled by Trinity House.

26. Pilots taken to sea entitled to pay and compensation.

27. Owners of foreign ships to pay pilotage, on oath that the Captain has not paid it.

28. For recovery of pilotage money.

29. Penalty on giving false account of draught of water, and on altering watermarks or stern posts.

30. Captains of ships, on entering inwards, or clearing outwards, to give the Pilot's name.

31. Lists and registers of Pilots at out-ports to be transmitted to Trinity House.

32. Lighted vessels to be protected.

33. Penalty of running foul of Trinity House buoys.

34. Certain penalties to be recovered before Justices of the Peace.

35. Other penalties—how to be recovered.

36. Witnesses summoned, and refusing to attend—the punishment.

37. Application of penalties.

38. Persons escaping into other countries may be followed.

39. Distress not unlawful for want of form.

40. Conviction of offenders.

41. Appeal.

42. Limitation of actions.

#### TUESDAY, APRIL 14.

The Royal Naval Asylum Bill was read a third time and passed.

#### THURSDAY, APRIL 16.

On the motion of Lord *Castlereagh*, a Resolution was passed, that this

House does acknowledge and highly approve the diligence and skill manifested by Rear-Admiral Stirling, in landing the troops, &c. at the capture of Monte Video.—Motions of thanks to the Officers, Seamen, and Marines, under the command of Rear-Admiral Stirling, were also passed.

TUESDAY, APRIL 21.

The New Sierra Leone Transfer Bill was read a third time and passed.

The consideration of the report, on the Pilots' Regulation Bill, was postponed till the 28th of April.

WEDNESDAY, APRIL 22.

Colonel Wood moved, that an Address be presented to His Majesty, praying that he would be graciously pleased to direct, that there be laid before the House copies of the letters that passed between the General and other officers commanding in the West Indies, and Government, respecting the appointment of a Governor of the island of Curacoa.—His motive was to know, why Captain Brisbane, who had the temporary command of that island, was not continued therein, and why another was appointed in his room?

Mr. Windham observed, that it had always been customary to give, *pro tempore*, the Government of any conquered place to the officer commanding at such conquest. In due time the sign manual appointed another; for, without prejudice to the conqueror, who might be every way qualified for all military service, he might not be fit to conduct the civil affairs of such a place. This had frequently happened of late, and no person was ever known to complain of it. It frequently happened, that in giving such an appointment to Commanders, they would not think the gift worth acceptance, and many of them would prefer the command of a little Government called a frigate, in preference of that of an island. This might have been Captain Brisbane's case. He certainly deserved well of his country; but allowing him every thing which belonged to courage, and the highest sense of honour, he might not have those qualifications, which rendered him an eligible person to manage and conduct the civil affairs of a new colony.

Colonel Wood, after a few explanatory observations, withdrew his motion.

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## Letters on Service,

*Copied verbatim from the LONDON GAZETTE.*

[Continued from page 261.]

ADMIRALTY OFFICE, MARCH 28, 1807.

*Copy of a Letter from Rear-Admiral Sir Alexander Cochrane, K. B.; Commander in Chief of His Majesty's Ships and Vessels at the Leeward Islands, to William Marsden, Esq.; dated on board the Northumberland, at Barbadoes, the 22d January, 1807.*

SIR,

FOR the information of the Lords Commissioners of the Admiralty, I beg to enclose the copy of a Letter from Captain Matson, of His Majesty's ship *Venus*, acquainting me with the capture of the *Determinée*, \*

fine brig privateer from Guadaloupe, pierced for twenty guns, having fourteen mounted, and one hundred and eight men on board.

I have the honour to be, &c.

ALEX. COCHRANE.

*His Majesty's Ship Venus, Carlisle Bay,  
Barbadoes, January 18, 1807.*

SIR,

With great pleasure I report to you the capture, by His Majesty's ship under my command, of the French privateer brig *Determinée*, from Guadaloupe, mounting fourteen guns, with a complement of one hundred and eight men. We saw her from our mast-head, on the forenoon of the 16th instant, about a hundred leagues east of Barbadoes, and she gave us a chase of sixteen hours. The *Determinée* is nearly new (being on her fourth cruise only), and a remarkable fine vessel, coppered and copper-fastened, out sixteen days, and had not taken any thing.

I have, &c.

HENRY MATSON.

*The Honourable Sir Alex. Cochrane, Rear-  
Admiral of the White, &c. &c. &c.*

*Copy of another Letter from Rear-Admiral Sir Alexander Cochrane, dated  
at Barbadoes, January 22, 1807.*

SIR,

The enclosed copies of letters from Captains Selby and Sayer, of His Majesty's ships *Cerberus* and *Galatea*; from Captain Hodge, of His Majesty's sloop *St. Christopher's*; and from Lieutenant Dean, commanding His Majesty's armed brig *Dominica*, I request you will be pleased to lay before the Lords Commissioners of the Admiralty. They give me an account of the capture of two small privateers, a letter of marque, and two other vessels. Considerable spirit and gallantry were displayed by the officers and men in the boats of the *Galatea* and *Cerberus*; the loss in the latter ship has been rather great, and I am sorry to add, that Lieutenant Coote's wound is of a very severe and dangerous nature.

The Creole privateer schooner, of one gun and twenty-eight men, captured by the *Circe* on the 3d instant, is also arrived in this Bay.

I have the honour to be, &c.

ALEX. COCHRANE.

*His Majesty's Ship Cerberus, off Mar-  
tinique, January 3, 1807.*

SIR,

I beg leave to acquaint you, that in pursuance of your orders to me by Captain Pigot, I reconnoitred the ports of Guadaloupe and the Saints; after having so done, and perceiving no force of any consequence, except a brig, of sixteen guns, lying in the Saints, I left Captain Pigot, of the *Circe*, off that port, and was proceeding to my former station in further pursuance of your directions, when on the 2d instant, as I was beating to windward between Martinique and Dominique, I observed a privateer schooner, with a schooner and a sloop in company, standing for St. Pierre's with French colours flying; I gave chase and prevented them from reaching that port, upon which they all three anchored under a battery to the northward, near to the Pearl Rock, and very close to the shore.

It however appeared to me practicable to cut them out in the night. I consulted Lieutenant Coote on the occasion, who, with Lieutenant Bligh, volunteered the attack; when about eight o'clock, they very gallantly boarded two of the vessels, under a most tremendous fire of cannon and musketry from the shore, and brought them out, notwithstanding the enemy had taken the precaution to unbend their sails.

Our loss, however, upon this occasion, has, I am concerned to say, been

considerable. Lieutenant Coote has received a most desperate wound in the head, which has deprived him of his eye-sight, and I very much apprehend will, eventually, his life. One Midshipman was wounded by a musket-ball in the leg. Two men were killed, and eight more were wounded; a list of which I herewith enclose.

I cannot close this account without expressing in the highest terms my entire satisfaction of the gallant conduct of Lieutenants Coote and Bligh, together with Mr. Hall, Master's Mate, Mr. Sayer, Mr. Carlewis, and Mr. Selby, Midshipmen, whose bravery on this occasion could not be exceeded; and which I feel assured will be the means of procuring them your approbation. Messrs. Horopka and Ratcore, Russian young gentlemen, serving as Midshipmen, and Mr. Collins, Boatswain, are also entitled to my warm praise.

The privateer made her escape with her sweeps under cover of the darkness of the night. I herewith enclose you a list of the vessels captured (one schooner, one sloop, French); and have the honour to be, &c.

W. SELBY.

*The Honourable Sir Alexander Cochrane, K. B., Commander in Chief, &c. &c. &c. Barbadoes.*

*A List of Officers and Men Killed and Wounded on board His Majesty's Ship Cerberus.*

*Killed.*

William Torbuert, ordinary seaman; William Townsend, marine.

*Wounded.*

William Coote, second Lieutenant, dangerous; George Sayer, Midshipman, not bad; Peter Pipon, ordinary, since dead; William Smith, landman, not dangerous; John Burke, Quarter Gunner, ditto; John Tucker, landman, dangerous; John Tesdale, Corporal of marines, ditto; Anthony Marley, ordinary, slightly; Stephen Old, able, ditto.

*His Majesty's Ship Galatea, off Guadalupe, November 12, 1806.*

SIR,

This morning I gave chase to a suspicious schooner in the N. W., and, after a few hours, got near enough to him, when it moderated by degrees to a calm, and our boats were dispatched under Lieutenants Gittens and Walker; in a few minutes after they reached near enough to return his fire with musketry, and were on the point of boarding, when his French colours were struck, and proved to be the *Rennion*, a fine new vessel of ten guns, (pierced for fourteen,) copper bottom, from la Guira, bound to Martinique with a cargo; she obtained some dispatches for the French General in Chief, from the Spanish Government at the Carraccas; not a man of ours was hurt, which I attribute to Lieutenant Gitten's judicious disposition of the boats, while under the enemy's fire. Our men confirmed me in the good opinion I have so frequently had occasion to have of them.

I have the honour to be, &c.

GEO. SAYER.

*Rear-Admiral Sir A. Cochrane, &c.*

*His Majesty's Sloop, St. Christopher's, Basseterre Road, St. Kitt's, January 3, 1807.*

SIR,

I have the honour to inform you, that at day-light, on the morning of the 2d instant, *St. Bartholomew's* bearing N. W., distance about three miles, I fell in with three French privateers, all to leeward of us; I in-



stantly gave chase, but as they separated, we had only the good fortune to capture one of them, the other two having escaped into Great Bay, St. Martin's.

Had they united, I am happy to assure you, from the spirit and alacrity of the officers and ship's company, we should either have taken or destroyed the whole of them.

The vessel I have captured is the *Entreprenante* French sloop, of one small gun and seventeen men.

I have the honour to be, &c.

A. HODGE.

Rear-Admiral the Hon. Sir A. Cochrane,  
K. B., &c. &c. &c.

SIR,

*His Majesty's armed Brig Dominica, off  
Rossau, Nov. 23, 1806.*

I have the honour to inform you, that I yesterday captured, to windward of Mariégaute, the *Basilisk* lugger-rigged French row-boat privateer, armed with one brass three-pounder, and sixteen men; she was returning to Point-à-Pétre, from a three months' cruise, and had made three captures.

I have the honour to be, &c.

W. DEAN.

To the Hon. Sir A. Cochrane, K. B.,  
&c. &c. &c.

*List of Captures made by the Ships of His Majesty's Squadron in the East Indies, under Command of Rear-Admiral Sir Edward Pellew, Bart., since last Return, per Tremendous, February 12, 1806.*

French sloop *Both le Pincon*, of 30 tons, from Madagascar to Port N. W.; taken off St. Dennis, October 11, 1805, by the *Duncan*, Lieutenant Sneyd, Commander, and destroyed at sea.

French brig *la Courier*, of 280 tons, fitted for slaves, from Seychelles; taken off Seychelles, November 9, 1805, by the same ship, and the same Commander.

French brig *la Sirius*, of 80 tons, laden with gun, rosin, and plank, bound to Port N. W.; taken off Seychelles, same date, by the same ship and Commander, and destroyed.

A French brig, (name unknown,) of 90 tons; taken same date, by the same ship and Commander, and set on fire.

French schooner *la Cacotte*, having 4 guns, but pierced for 8, and 70 tons, laden with cocoa nuts; taken off Diego Garcia, November 27, 1805, by the same ship and Commander.

A French brig, (name unknown,) of 80 tons, from Port Louis to Bourbon; taken off the Mauritius, January 14, 1806, by the *Pitt*, W. Bathurst, Commander, and destroyed, having lost goods and military clothing.

French ship privateer *la Henriette*, of 20 guns and 135 men; taken off Friar's Hood, June 15, 1806, by the *Powerful*, R. Plampin, Commander.

French brig privateer *l'Isle de France*, of 8 guns and 71 men: taken at sea, April 2, 1806, by the *Duncan*, Lord G. Stuart, Commander, destroyed.

French ship privateer *la Bellone*, of 30 guns and 194 men; taken off Basses, July 12, 1806, by the *Powerful*, R. Plampin, Commander, and the *Rattlesnake*, J. Bastard, Commander.

French sloop packet *Alexandrine*, from Bourbon to France; taken at sea, March 28, 1806, by the *Psyche*, W. Woodridge, Commander.

French schooner *la Celestine*, laden with plank, corn, and cloves; taken at sea, May 20, 1806, by the same ship and Commander.

A French brig, (name unknown;) taken May 26, 1806, by the same ship and Commander, and run on shore, and wrecked under the batteries of St. Gilles.

French lugger *l'Uranie*, laden with rice; taken at sea, same date, by the same ship and Commander.

French lugger *la Sophie*, laden with rice; taken and burnt at sea, cargo taken out, same date, by the same ship and Commander.

French brig *la Paque Bot*, laden with gum and rice; taken at sea, June 1, 1806, by the same ship and Commander.

French schooner *l'Etoile*, laden with rice; taken at sea and scuttled, cargo taken out, June 2, 1806, by the same ship and Commander.

French brig *la Coquette*, laden with rice; taken at sea, June 10, 1806, by the same ship and Commander.

French lugger *la Grange*, taken and scuttled at sea, same date, by the same ship and Commander.

Spanish brig *Providentia*, laden with sundries, from Manilla to the Mauritius; taken at sea, June 11, 1806, by the Sir Francis Drake, P. B. Pellew, Commander.

French brig *Expedition*, laden with slaves and cotton; taken off the Isle of France, July 3, 1806, by the Pitt, W. Bathurst, Commander.

French brig privateer *Vigilante*, of 2 eighteen-pounders; taken at Muscat, July 21, 1806, by the *Concorde*, J. Cramer, Commander.

French ketch *le Charles*, of 2 guns, 16 men, and 55 tons; taken at Rodrigue, July 15, 1806, by the *Sea Flower*, Lieutenant Owen, Commander.

French ship privateer *l'Emilien*, of 18 guns and 150 men; taken at sea, September 23, 1806, by the *Culloden*, Christopher Cole, Commander.

EDW. PELLEW.

APRIL 4.

*Copy of a Letter from Sir Thomas Troubridge, Bart., Rear-Admiral of the White, &c., to William Marsden, Esq.: dated on board His Majesty's Ship the Bienheim, Port Cornwallis, August 20, 1806.*

SIR,

I enclose to you, for the information of the Lords Commissioners of the Admiralty, the copy of a letter which I have received from Captain Elphinstone, of His Majesty's ship *Greyhound*, in the Java Seas, dated the 27th July last, containing an account of some successful operations against the enemy, performed by that ship, in company with His Majesty's sloop *Harrier*; and of his having, on the 25th of that month, fallen in with the Dutch Republican frigate *Pallas*, of thirty-six guns, and two hundred and seventeen men, and the *William Corvette*, of twenty guns and one hundred and ten men, having under convoy the two large armed ships named in the margin\*, laden with spices, the produce of the Moluccas; that after a smart action of about forty-five minutes, the *Pallas* and her convoy struck to His Majesty's ships. The corvette taking the advantage of the crippled state of the *Greyhound* and *Harrier*, effected her escape.

The encomiums bestowed by Captain Elphinstone on all his officers, petty officers, seamen, and marines, and also upon Captain Troubridge, the officers, and men of the *Harrier*, render any observation I might be induced to make, unnecessary.

I am happy further to acquaint you, that the *Greyhound*, *Harrier*, and prizes, arrived yesterday at Port Cornwallis.

\* Victoria and Battavia.

I enclose Captain Elphinstone's return of the killed and wounded.  
I am, &c.

T. TROUBRIDGE.

*His Majesty's Ship Greyhound, Java  
Sea, 27th July, 1806.*

SIR,

I have the honour to inform you, that His Majesty's ships *Greyhound* and *Harrier*, after destroying, on the 4th of July, under the Fort of Manado, the Dutch Company's brig *Christian Elizabeth*, armed with eight guns, and having a complement of eighty men, stood across the Molucca Sea to the Island of Tidon, when they captured, on the 6th, another of the enemy's cruisers called the *Belgica*, armed with twelve guns, and manned with thirty-two men; from thence proceeding to the westward, on the evening of the 25th of July, four sail of ships were descried passing through the Straits of Salayer; immediate chase was given to them; and, by nine, I had the satisfaction of seeing them lying to between the small Dutch Posts of Bonthear and Balacomba, at about seven miles' distance from the shore. I easily made out one of them to be a frigate, and another a corvette; but a third had so much the appearance of a line of battle ship, that both Captain Troubridge and myself deemed it prudent to wait till daylight before we examined them. We accordingly lay-to during the night, at two miles' distance to windward. As the day broke, I had the pleasure of finding the ship which had forced us on cautionary measures, was a large two-decked ship, resembling an English Indianan.

The enemy (for they proved to be a Dutch squadron) immediately drew out in order of battle on the larboard tack under their topsails; the frigate taking her station in the van, an armed ship astern of her, the large ship in the centre, and the corvette in the rear. Fortunately for us the frigate, by fore-reaching upon her second astern, caused a small opening in their line. It was suggested to me by Mr. Martin, Master of His Majesty's ship *Greyhound*, that if we could close with the enemy whilst in that position, our attack might be made to advantage; accordingly, under French colours, we bore up, as if with an intention to speak the frigate; and when within hail, all further disguise being unnecessary, we shifted our colours, and commenced firing, which was instantly returned with a smartness and spirit that evinced they were fully prepared for the contest. The *Harrier*, who had kept close astern of the *Greyhound*, on seeing her engaged, bore round up, and passing between the frigate and her second astern, raked them both, (the latter with such effect,) that they bore up in succession to return her fire, thus leaving the frigate separated from them. Being resolved to avail myself of this advantage, and being anxious to be in a position for supporting the *Harrier*, now engaged in the centre of the enemy's line, I wore close round the frigate's bows, raking her severely while passing; and when on the starboard bow, by throwing our sails aback, we fell into the desired position. The cannonade from the *Greyhound* was now admirable, while that of the frigate visibly slackened; and at last, after an action of forty minutes, wholly ceased. On hailing to know if they had struck, they answered they had, and Lieutenant Home took immediate possession of her. On directing her fire on the ships astern, they all followed her example, except the corvette, who, from being in the rear, had suffered little from the action, and now made off towards the shore. Captain Troubridge immediately wore in pursuit of her, sending, at the same time, a boat to take possession of the large ship, (whose fire he had nearly silenced early in the action.) Perceiving the corvette sailed remarkably well, and that she could spread more canvass than the *Harrier*, her mast and rigging being entire, I recalled the latter from a chase which was likely to be fruitless.

The prizes proved to be the Dutch Republican frigate *Pallas*, of thirty-six guns, commanded by N. S. Aalbers, a Captain in the Dutch Navy; the *Victoria*, a two-decked ship, of about eight hundred tons, commanded by Klaas Kenkin, senior Captain in the Dutch Company's service; and the *Battavia*, a ship of about five hundred tons, commanded by William Le Val, a Captain in the same service; both the Company's ships are armed for the purpose of war, and richly laden with the produce of the Moluccas.

The ship which escaped, I learn from our prisoners, was the Republican corvette *Willem*, mounting twenty twenty-four pounders, and manned with one hundred and ten men.

The support and assistance I have received from Captain Troubridge on every other occasion, (through a difficult and perilous navigation,) I attribute to the same talents, ability, and zeal, which he so nobly displayed on this one.

I feel happy in an opportunity for recommending Mr. Purvis Home, first Lieutenant of the *Greyhound*, a deserving good officer, who proved that innate courage was to be assisted by experience, and I reaped the benefit of that which he had acquired at Copenhagen, by the advice and assistance which he gave me. The fire from the main decks and the consequences of it is the best encomium on Lieutenants Andoe and Whitehead; but I beg leave to add, that their conduct has been as good and exemplary on every other occasion. I have had cause to speak of Mr. Martin in the body of this letter; I can only add, that he is a credit to the profession to which he belongs. The behaviour of the Warrant Officers and Midshipmen was highly becoming; from among the latter I beg leave to recommend Messrs. Harris, Bray, Grace, and Majoribanks, as young officers deserving of promotion.

The coolness, bravery, and good conduct of the Petty Officers and ship's company, was such as would make it tedious, difficult, and perhaps invidious, to attempt to particularize their individual merits; they have long, by their excellent behaviour, had a claim on my gratitude, and they now have one on my admiration; suffice it then to say, that an enthusiastic courage reigned throughout the ship; such as I fancy belongs to Britons alone.

Captain Troubridge speaks in the highest terms of the *Harrier*; he has requested me to make known the great assistance he received from Mr. Mitchell, the first Lieutenant, and the very exemplary conduct of acting Lieutenant C. Hole, and Mr. R. Quilst, the Master. In expressing his approbation of the conduct of the Warrant and Petty Officers, he mentions Messrs. Coffin and Mitford, Midshipmen, especially: and I take the liberty of adding, that both of them have served their time.

For all other particulars I beg leave to refer you to the enclosed reports, from the perusal of which you will perceive how much His Majesty's ships have suffered in their masts and rigging; but you will participate in the joy which I feel, that our loss has been trifling when compared with that of the enemy.

I have, &c.

E. ELPHINSTONE,

*Sir Thomas Troubridge, Bart., Rear-Admiral  
of the White, &c. &c. &c.*

*List of Killed and Wounded on board His Majesty's Ships, in Action with a  
Dutch Squadron on the 26th of July, 1806, off Macassar.*

*Greyhound*—1 killed and 3 wounded.

*Harrier*—3 wounded.—Total, 1 killed and 11 wounded.

*Officers slightly wounded.*

*Greyhound*—James Wood, Boatswain; George Majoribanks, Master's Mate; and John Bradford, Clerk.

*List of Killed and Wounded on board the Enemy's Ships, in Action on the 26th of July, 1806, off Macassar.*

*Pallas*—8 killed and 32 wounded.—(The Captain, Pilot, and four seamen, since dead.)

*Victoria*—2 killed.

*Battaria*—2 killed and seven wounded.—(The Lieutenant and one seaman, since dead.)—Total, 12 killed, 39 wounded.

*Officers killed.*

*Pallas*—Jan Hendrick Resen, Boatswain.

*Battaria*—P. Hulsenbos, first Lieutenant.

*Officers wounded.*

*Pallas*—N. S. Aalbers, Captain, since dead; W. Stander, second Lieutenant; E. C. Herson, fifth Lieutenant; B. Valk, Pilot, since dead; A. Andrisse, second Pilot; P. Vander Wagtz, third Pilot; A. Edetz, Midshipman; T. Ammban, Clerk.

*Battaria*—F. H. Mammael, Lieutenant; Genit Fredericks, ditto, since dead.

E. ELPHINSTONE.

## LONDON GAZETTE EXTRAORDINARY.

APRIL 12.

Captain Donelly, of His Majesty's ship *Ardent*, arrived this morning with dispatches from Rear-Admiral Stirling, commanding a squadron of His Majesty's ships in the Rio de la Plata, of which the following are copies.

sr,

*Diadem, off Monte Video, 8th Feb. 1807.*

I have peculiar satisfaction in congratulating my Lords Commissioners of the Admiralty on the capture of Monte Video, as well from the importance of the conquest, as from the honour which has thereby been acquired by His Majesty's arms.

Immediately on the arrival of Brigadier-General Sir Samuel Auchmuty, at Maldonado, it was determined to invest this place, and having assembled our force off the Island of Flores, a descent was effected on the 16th ult. near Carreta Point, which is about seven miles to the eastward of the town. The enemy had assembled in considerable numbers, and with several pieces of artillery seemed determined to oppose our progress.

The navigation of the Rio de la Plata, with the strong breezes which we have experienced for several weeks, rendered the landing of troops, and assisting their operations, very difficult, but the place chosen was happily adapted to allow the covering vessels, under the direction of Captain Hardynat, to approach so close as to command the beach, and notwithstanding the weather threatened, and was unfavourable, the soldiers got all on shore without a single accident of any kind, and were in possession of the heights before six o'clock, with such things as the General wanted.

On the 19th the army moved forwards, and as an attempt to harass the rear was expected, I directed boats to proceed close along shore to look out for and bring off any wounded men, whilst the covering vessels were placed to prevent the enemy from giving annoyance, and I had the happiness to hear that all the sufferers were brought off, in despite of well

directed efforts to destroy them. In the evening I dropped, with the fleet, off Chico Bay, near which the army encamped, within two miles of the city.

I had landed about eight hundred seamen and royal marines, under the orders of Captain Donnelly, to act with the troops; and, as I saw no advantage could result from any effort of ships against a strong fortress, well defended at all points, and which, from the shallowness of the water, could not be approached within a distance to allow shot to be of any use, I disposed the squadron so as to prevent any escape from the harbour, as well as to impede a communication between Colonna and Buenos Ayres, and confined my whole attention to give every possible assistance in forwarding the siege, by landing guns from the line of battle ships, with ammunition, stores, provisions, and every thing required by the Commander of the forces.

The distance which the ships lay from the shore, with the almost constant high winds and swell we had, and the great way every thing was to be dragged by the seamen, up a heavy sandy road, made the duty excessively laborious. The squadron had almost daily fourteen hundred men on shore, and this ship was often left with only thirty men on board.

The defence made by the enemy protracted the siege longer than was expected, and reduced our stock of powder so low, that the King's ships, with all the transports, and what a fleet of merchantmen had for sale, could not have furnished a further consumption for more than two days, when a practicable breach was fortunately made, and on the 3d instant, early in the morning, the town and citadel were most gallantly carried by storm.

In a conversation with the General on the preceding day, I had made such disposition of the smaller vessels and armed boats, as appeared most likely to answer a desired purpose; and so soon as Fort Saint Philip was in possession of the British troops, Lieutenant William Milne, with the armed launches, took possession of the island of Ratones, mounting ten guns and garrisoned by seventy men, which surrendered without any resistance, although it is well adapted for defence, and might have given considerable annoyance. A very fine frigate mounting twenty-eight guns was set fire to by her crew, and blew up with an awful explosion; as also three gun-boats, but the other vessels in the harbour were saved by the exertion of our people.

It has been much the custom to speak slightly of the resistance to be expected from the Spaniards in this country; and with confidence of the facility which has been given to naval operations, by a prior knowledge of the river; but the battles lately fought prove the former opinion to be erroneous; and experience evinces that all the information hitherto acquired has not prevented the most formidable difficulties.

The conduct of the Captains, officers, seamen and royal marines of the ships and vessels, which I kept with me for this service, has met with my entire approbation; and I feel persuaded that I should have had occasion to express my satisfaction with the exertions of the officers and crews of the *Dionede* and *Protector*, if I had not been obliged to detach them on other service.

I am much indebted to the able assistance which Captain Warren has afforded me; and I admire the zeal, the patience, and diligence of every individual in the fleet during the incessant fatigue which I have daily witnessed.

Captain Donnelly will have the honour to deliver this dispatch, and is fully able to give their Lordships further particulars.

Enclosed is a list of men belonging to the Navy, who were killed or

wounded in the batteries; and also a list of the enemy's ships and vessels found in the harbour, with a return of ordnance, &c. on the island of Rattones.

I have the honour to be, &c.

CHARLES STIRLING.

*A List of the Seamen and Marines belonging to the Squadron, who were killed and wounded at the Capture of Monte Video, February 3, 1807.*

*Diadem.*—Ralph Blair, seaman, killed; John Francis, seaman, ditto; Thornton Purke, seaman, badly wounded; John Crang, marine, slightly wounded.

*Raisable.*—Michael Miller, seaman, badly wounded; Edward Roach, seaman, slightly wounded.

*Ardent.*—Honourable C. L. Irby, Midshipman, slightly wounded; John Doak, seaman, slightly wounded; Michael Burne, seaman, ditto; John Levan, seaman, ditto; William Jeffs, seaman, dangerously wounded; William Hart, seaman, missing; James Webster, seaman, ditto; Lawrence Plunket, seaman, killed.

*Unicorn.*—John James, ordinary, badly wounded; Henry Smith, Midshipman, ditto.

*Medusa.*—William Garey, able, dangerously wounded.

*Lancaster.*—Josiah Smith, ordinary, slightly wounded; Andrew Sweden, able, ditto.

*Daphne.*—Timothy Conner, landman, slightly wounded.

*Howe.*—William McCromick, landman, missing; William Burges, landman, slightly wounded; George Markham, Captain of the fore-castle, ditto; Edward Hill, ordinary, ditto; Francis Bonifast, able, ditto.

*Charcell.*—Oliver Luke, seaman, killed; John Murphy, missing.

*Pheasant.*—None killed or wounded.

*Encounter.*—Richard Mann, able, badly wounded.

*Staunch.*—George Stewart, Sub-Lieutenant, slightly wounded; Thomas Start, alias Joseph Dickins, landman, killed; John Fryar, Captain of the foretop, slightly wounded; Patrick Mooney, landman, ditto; Thomas H. Olden, able, ditto; Richard Walker, ordinary, killed; Peter Rees, Captain of the fore-castle, slightly wounded; John Morrison, Midshipman, ditto; David Miller, ordinary, ditto; John Moore, landman, ditto.—Total, 6 killed 23 wounded, 4 missing.

CHARLES STIRLING.

*List of Prizes taken at Monte Video, 3d of February, 1807.*

La Paula, a King's ship, of 22 guns, very old, and badly stored.

El Principe de la Paz, an Indiaman, mounting 20 guns, very old, unrigged, has a few stores. Fit for a prison ship. 650 tons.

La Princesa, an Indiaman, of 650 tons, pierced for 20 guns, no rigging over head.

La Fuerte, a King's ship, pierced for 23 guns, about 6 years old, has been hove down on one side, and is ready to be hove down on the other, tolerably well found.

Le Hero, a brig of war, of 20 guns, about 6 years old, well fitted, and in tolerable good condition, her sails and rigging on shore.

Los Dolores, a King's schooner, pierced for 10 guns, is about 5 years old, and tolerably well found.

La Paz, a King's schooner, pierced for 10 guns, about 3 years old, sails on shore, is coppered, and pretty well found.

Name unknown, a merchant snow, about 300 tons.

Name unknown, a merchant brig about 180 tons.

Nelly, a ship of about 400 tons, neatly new.

Jolly Tar, a brig of war, pierced for 14 guns.

- Name unknown, stout built snow, of about 200 tons, laden with salt.  
 Merchant schooner, new, of about 60 tons, laden with spirits and sundry merchandise.  
 Name unknown, ship of 22 guns, new, of about 400 tons.  
 Name unknown, ship of 24 guns, of about 350 tons.  
 Name unknown, ship of about 350 tons, 3 years old, well found.  
 Prince of Manilla, ship of about 1000 tons, very old.  
 La Flor del Mayo, merchant ship, about 270 tons.  
 La Mana Paula, ship of about 280 tons.  
 Name unknown, merchant ship of about 270 tons.  
 Name unknown, ship about 200 tons.  
 Name unknown, a brig of 160 tons, 5 or 6 years old.  
 Ansan Jose de Bilbas, ship of about 240 tons, new, and well found.  
 Name unknown, ship about 300 tons, 5 or 6 years old, well found in sails and rigging.  
 La Reyna Louisa, man of war sloop, pierced for 26 guns, well found, a good ship, with brass 12 pounders.  
 Minerva, ship, 6 years old, about 180 tons.  
 Name unknown, brig, about 180 tons, about 10 years old.  
 A ship sunk.  
 Smack of 120 tons.  
 El Pilar, sunk, of about 120 tons.  
 Name unknown, brig, about 180 tons, very good.  
 Santa Louisa Polana, ship of 150 tons, very good.  
 Name unknown, ship almost new, 350 tons, well found.  
 Name unknown, ship, very good, of 300 tons.  
 Polacca ship, very good, of 130 tons.  
 Name unknown, ship of 350 tons, quite new.  
 Name unknown, a ship of 400 tons.  
 Name unknown, a ship of 350 tons, about 6 years old, a fine ship.  
 Santissima Trinidad, very fine ship, well found, of 240 tons.  
 La Providencia, a ship of 200 tons, in good condition.  
 Name unknown, ship of 180 tons, about 10 years old, with new sails and rigging.  
 Name unknown, ship of about 230 tons, good state.  
 Santa Rosa, a ship of 3 years old, of about 200 tons.  
 Neptuno brig, a brig of 200 tons, good state, well found.  
 Name unknown, brig, quite new, of 150 tons.  
 Name unknown, ship, very old, of 150 tons.  
 La Virgin de la Villa, ship of 170 tons, in good condition, well found.  
 Chamantas, polacca brig of 220 tons, a good vessel.  
 Name unknown, a brig of 150 tons, a good vessel, well found in sails and rigging.  
 La Maria Antouia, a ship of about 200 tons, good vessel.  
 Name unknown, a ship of 300 tons, new and well found.  
 Name unknown, a brig of 150 tons, a good vessel, well found.  
 Name unknown, a ship of 240 tons, well found in rigging, spars on board.  
 Name unknown, ship of 16 guns, almost new, well found in rigging, coppered, about 260 tons.  
 Name unknown, a brig of about 220 tons, good vessel, well found, some hides and tallow on board.  
 Name unknown, a brig, of about 120 tons, coppered and good.  
 Name unknown, polacca brig, of 100 tons, old.—Total, 57.  
 Fifteen sloop-rigged gun-boats.  
 Six row-boats with guns.

CHARLES STIRLING.



*A Return of Ordnance, &c., found on and near the Isle of Ra'tones, February 3, 1807.*

Long guns—4 twenty-four-pounders, 3 eighteen-pounders, 3 twelve-pounders.

- 1 gun-boat long twenty-four-pounder.
- 2 launches with twelve-pounder carronades.
- 1 launch with a long brass six-pounder.
- 1 pinnace fitted for swivel guns.
- 1 large decked launch.
- 5 unarmed launches.
- 25 small boats.
- 50 powder barrels, stove, with side arms, &c. &c.
- 71 prisoners.

CHARLES STIRLING.

APRIL 14.

*Copy of a Letter from Vice-Admiral Dacres, Commander in Chief of His Majesty's Ships and Vessels at Jamaica, to William Marsden, Esq.; dated at Port Royal, January 15, 1807.*

SIR,

I enclose you, for the information of the Lords Commissioners of the Admiralty, the copy of a letter I have received from Captain Briggs, of the Orpheus, acquainting me with the capture of the Spanish man of war schooner Dolores, by the boats of that ship. I am, &c.

J. R. DACRES.

*His Majesty's Ship Orpheus, at Sea,  
November 21, 1806.*

SIR,

I beg to inform you, that Lieutenant George B. Vine did, on the night of the 20th inst., in the barge of His Majesty's ship Orpheus, very gallantly board and carry the Spanish man of war schooner Dolores, mounting one long nine, two four-pounder guns, and four swivels, with a complement of thirty-four men, in Campeachy Bay; which schooner was sent out for the express purpose of attacking the Orpheus's boats.

I have the honour to be, &c.

THOMAS BRIGGS.

*To James Richard Dacres, Esq., Commander  
in Chief, &c.*

*Copy of another Letter from Vice-Admiral Dacres, to William Marsden, Esq.; dated at Port Royal, February 7, 1807.*

SIR,

It gives me much pleasure to enclose you the copy of a letter I have received from Captain Ingletfield, of the Hunter, acquainting me of the capture of a Spanish privateer, fitted out to cruise against the trade of this island. I am, &c.

J. R. DACRES.

*His Majesty's Sloop Hunter, South Negril,  
Jamaica, S. E. ten leagues, 25th of Ja-  
nuary, 1807.*

SIR,

It is with much pleasure I have the honour of informing you, that His Majesty's sloop under my command fell in with this morning and captured, after a chase of eight hours, and much labour at the sweeps, the Isabella

Spanish schooner privateer, Don Juan Antonio Parodi, Captain, manned with sixty-four men, mounting a long nine-pounder on midships, and two four-pounders, with thirty muskets, and otherwise well armed and stored for a long cruise. She is from Carthagea fifteen days; and I am happy to add has not captured any thing, but was on the point of taking a sloop when we fortunately fell in with her.

I have the honour to be, &c.

H. S. INGLEFIELD.

*James Richard Dacres, Esq., Vice-Admiral of the White, Commander in Chief, &c. &c. &c.*

*Copy of a Letter from Rear-Admiral Sir Alexander Cochrane, K. B., Commander in Chief of His Majesty's Ships and Vessels at the Leeward Islands, to William Marsden, Esq.; dated on board the Northumberland, at Sea, the 2d February, 1807.*

SIR,

I have the honour to enclose, for the information of the Lords Commissioners of the Admiralty, the copy of a letter from Captain Sayer, of His Majesty's ship *Galatea*, giving an account of the capture of the French national corvette *Lynx*, (one of those which escaped from Sir Samuel Hood's squadron,) by the boats of that ship, under the command of Lieutenant Coombe.

When it is taken into consideration the fatigue of so long a row as the boats' crews had before they came up with the enemy, their great disparity in numbers, their having to attack a man of war under sail, completely prepared for their reception, and their perseverance in the attack, without a chance of support from the ship, after being twice repulsed, I may safely say that more determined bravery has not been shown during the war. While I admire their gallantry, I must sympathize with the friends of those who fell in the action. In the death of Lieutenant Henry Walker, who was some time ago promoted from this ship, the service has lost a most promising officer. Lieutenant Coombe's conduct speaks for itself; although he had before lost a leg, his activity in the execution of his duty has always been remarked; in this action he received a severe, and I fear a dangerous wound, in the thigh, above the former amputation; I therefore feel assured their Lordships will judge him deserving their protection.

I have the honour to be, &c.

ALEX. COCHRANE.

*His Majesty's Ship Galatea, Coast of Caraccus, January 22, 1807.*

SIR,

Yesterday morning we discovered, from the mast-head, a sail in the S. E., steering for la Guira, and soon compelled her to another course for Barcelona; about noon it was mostly calm, when she appeared to be a man of war, and, by her manœuvre, an enemy; she had now the advantage of us by a breeze, and with her lofty flying sails, and sweeps, was leaving us fast. At two o'clock her top-gallant-sails were scarcely above the horizon, but in a situation between the ship and the coast that still afforded me hopes of her, by co-operation of the boats; they pushed off, under the direction of the first Lieutenant William Coombe, manned with five officers, fifty seamen, and twenty marines; and, after rowing about twelve leagues in eight hours, (part of the time under a burning sun,) they came up with her, going, with a light land breeze, about two knots; having first hailed her, our brave fellows instantly attempted to board on both quarters, but by the fire of her

guns, which had been all trained aft in readiness, and having to combat, under every disadvantage, with more than double their numbers, were twice repulsed by them. The boats now dropped, and poured through her stern and quarter-ports a destructive fire of musketoons and small arms, that cleared the deck of many of the enemy, who were all crowded aft; when, after an arduous struggle, (*a third time,*) for a footing, our men rushed a-board, and in a few minutes drove all before them; the bowsprit and jib-boom were covered; some flew aloft, and others below; the Captain and most of his officers were lying wounded on the decks, leaving the remainder of this handful of men in proud possession of the French Imperial corvette, *le Lynx*, of fourteen twenty-four pounders, carronades, and two long nine-pounders, chasers, pierced for eighteen guns, and manned with one hundred and sixty-one men, commanded by Monsieur Jean M. Yarquast, with dispatches from Guadaloupe for the Caraccas; she is two years old, and a well-equipped fine vessel, in all respects, for His Majesty's service.

At the head of our invaluable men's names, who fell in this quarter of an hour's sharp contest, stands that of the second Lieutenant Harry Walker, of his third wound; of the officers commanding our five boats, only Lieutenant Gibson was unhurt. It may be unnecessary to add Lieutenant Coombe's report, that every man did his duty—I am satisfied they did.

I am, Sir, &c.

GEO. SAYER.

*To Rear-Admiral the Hon. Sir Alexander  
Cochrane, K. B., Commander in Chief.  
&c. &c. &c.*

*A List of killed and wounded Officers, Seamen, and Marines, on board the  
Galatea and le Lynx.*

*Killed on board the Galatea.*

Harry Walker, second Lieutenant; George Vincent, seaman; John Mil-dron, ditto; Thomas Wheteridge, ditto Robert M'Cann, ditto; Frederick Plank, ditto; James Mason, Sergeant of marines; William Cooper, private of marines; David Nicholls, ditto.

*Severely wounded on board the Galatea.*

William Coombe, first Lieutenant; Barry Sarsfield, Master's Mate; Robert Jobbin, Petty Officer; William Cock, seaman; John Fox, ditto; William West, ditto; Robert Haynes, ditto; William Mills, ditto; Richard Bartlein, private of marines; Henry Thompson, ditto; David Jones, ditto.

*Slightly wounded on board the Galatea.*

John Green, Master's Mate; R. Berry, Petty Officer; Robert Bailey, seaman; Thomas Whitaker, ditto; George Griffiths, ditto; Thomas Jones, ditto; James Bog, ditto; John Chapman, ditto; John Norris, ditto; John Lewis, ditto; Thomas Gordon, private of marines.—Total, 9 killed and 22 wounded—31.

*Killed on board le Lynx.*

The third Lieutenant, 13 Petty Officers, seamen, and soldiers.

*Wounded on board le Lynx.*

The Commander, Mons. M. Yarquast, and the first Lieutenant, (both badly,) 4 officers, and 14 seamen and soldiers.—Total, 14 killed and 20 wounded (most of them badly)—34.

GEO. SAYER.

*Copy of another Letter from Rear-Admiral Sir Alexander Cochrane, K. B., to William Marsden, Esq.; dated on board the Northumberland, Carlisle Bay, Barbadoes, February 5, 1807.*

SIR,

I have great pleasure in acquainting you, for the information of the Lords Commissioners of the Admiralty, with our having again possession of His Majesty's late sloop Favourite. She was captured by the Jason on the coast of Guayana; and I enclose a copy of Captain Cochrane's letter, giving an account thereof.

I am in great hopes he will also fall in with her consort, from having discovered her orders and rendezvous.

I have the honour to be, &c.

ALEX. COCHRANE.

*His Majesty's Ship Jason, at Sea,  
January 28, 1807.*

SIR,

Having received your orders by His Majesty's sloop Osprey, I proceeded towards Maroney river, and yesterday morning at day-light, Soramine river bearing south by east twenty-six miles, discovered a ship and brig nearly six miles on the weather beam, apparently men of war; and from the information I received a few days before, conceived them to be the vessels of which we were in search; and about a quarter before ten, succeeded in bringing the ship to action within pistol-shot, who shortly after struck, and proved to be la Favorite, (formerly in His Majesty's service,) mounting sixteen long sixes and thirteen twelve-pounder carronades, having on board one hundred and fifty men, and commanded by Mons. Le Marant Daniel, Lieutenant de Vaisseau. The brig, from her sailing superior to the Favorite, and in consequence of signals from her, kept above gun-shot to windward, and I am sorry to say, from the time it took to exchange the prisoners, and being favoured by the wind, she has made her escape; she mounts fourteen brass eight-pounders, (English nines,) and one hundred and twenty men.

I am happy to add, we had only one man wounded; the Favorite had one killed and one wounded, and was very much cut up in her sails and rigging.

I cannot conclude without returning thanks to Lieutenant Pringle, first of this ship, for his active conduct on this, as well as every occasion, and am only sorry that this affair did not afford him a greater opportunity of distinguishing himself.

I have the honour to be, &c.

T. COCHRANE.

*Rear-Admiral Cochrane, K. B., &c.*

APRIL 25.

*Copy of a Letter from the Earl of St. Vincent, K. B., Admiral and Commander in Chief of His Majesty's Fleet employed in the Channel, Soundings, &c., to William Marsden, Esq.; dated in Town, the 24th Instant.*

SIR,

I enclose, for the information of the Lords Commissioners of the Admiralty, a letter which I have received from Captain Maitland, of His Majesty's ship Emerald, giving an account of the capture of the Austerlitz French privateer.

I am, &c.

ST. VINCENT.

MY LORD,

*Emerald at Sea, April 4, 1807.*

I beg to inform you that His Majesty's ship under my command, yesterday captured a Spanish polacca ship from la Guira, loaded with cocoa.

bark, indigo, &c., which I was conveying as far as the limits of my station, when a report being made of a sail on the weather bow this morning at daylight, I gave chase, and after a very hard run of ten hours, had the good fortune to capture the Austerlitz of Nantes, a privateer brig, carrying fourteen nine-pounders, and ninety-six men. She is quite new, appears to sail extremely fast, and is in my opinion perfectly adapted for His Majesty's service. The Austerlitz was fitted for a five months' cruise, and had been out eight days from Nantes without making any capture.

I have the honour to be, &c.

F. Z. MAITLAND.

*The Earl of St. Vincent, K. B., &c. &c. &c.*

*Copy of a Letter from Vice-Admiral Dacres, Commander in Chief of His Majesty's Ships and Vessels at Jamaica, to William Marsden, Esq.; dated on board His Majesty's Ship Veteran, at Port Royal, March 12, 1807.*

SIR,

It is with much satisfaction I enclose you, for the information of the Lords Commissioners of the Admiralty, the copies of two letters I have received from Captain Dacres, of the Bacchaute, acquainting me of the capture of the French national schooner Dauphin, and of the destruction of the fort, &c. at Samana, the nest from whence the privateers are fitted out that are constantly cruising about St. Domingo and Porto Rico, by that ship and the Mediator.

I trust their Lordships will approve of the enterprize, which has been so completely successful.

I am, &c.

J. R. DACRES.

*His Majesty's Ship Bacchaute, at Sea,  
February 16, 1807.*

SIR,

I have the honour to inform you of His Majesty's ship Bacchaute under my command (Mediator in company) having captured, on the 14th inst., off Cape Raphael, the French national schooner Dauphin, after a chase of ten hours. She mounted one long twelve and two four pounders, but the two latter she hove overboard in the chase; and had on board seventy-one men.

I am extremely happy in having captured this vessel, as she has done much mischief to our trade, and was returning from a successful cruise to St. Domingo.

I have the honour to be, &c.

J. R. DACRES, jun.

*To J. R. Dacres, Esq., Vice-Admiral  
of the White, Commander in Chief,  
&c. &c. &c.*

*His Majesty's Ship Bacchaute, at Sea,  
February 25, 1807.*

SIR,

Having captured the French national schooner as mentioned in my letter of the 16th instant, which I found was well known in Samana, (that nest for privateers,) and having consulted with Captain Wise, of the Mediator, whom I fell in with off the Mona, under similar orders to myself, cruising for the annoyance of the enemy, (whose vessels are principally privateers in these seas,) I took him under my orders, and arrived at a determination to send the captured vessel in, under her former colours, to disguise this ship as a prize, and the Mediator as a neutral; which stratagem so completely deceived them, that we got through the intricate navigation of the harbour, and anchored within half a mile of the fort, before the enemy discovered their mistake, and opened their fire upon us from the fort, which

I have the pleasure to acquaint you, Sir, after a heavy cannonade of four hours from the ships, was carried by storm, by the seamen and marines of both ships, landed under the command of Captain Wise, assisted by Lieutenants Baker, Norton, and Shaw. We found in the harbour an American ship, and an English schooner, prizes to the vessels aforementioned, and two French schooners then fitting for sea as cruisers. I am concerned to say, the Mediator suffered considerably; the fire of the enemy being chiefly directed against her, but not so much as might be expected from the commanding situation of the fort, which was manned principally by the crews of the privateers. The behaviour of the officers and men of both ships was such as always distinguishes British seamen, and great credit is due to the Masters for carrying the ships through so difficult a navigation, which caused this enterprise to be so completely successful.

The fort and cannon were destroyed by Lieutenant Gould, when we evacuated the place on the 21st instant. The enemy's loss must have been considerable, though we could not ascertain the number, from their retreating to the woods.

Enclosed is the return of killed and wounded.

I am, &c.

J. R. DACRES, jun.

To Vice-Admiral Dacres, &c. &c. &c.

*A List of Killed and Wounded.*

*Bacchante*.—Mr. T. H. M'Kenzie, Master's Mate, slightly wounded; William Acton, seaman, wounded; William Snow, seaman, ditto; James Reid, seaman, ditto.

*Mediator*.—William Barker, seaman, killed; M. Wilson, seaman, ditto; Jasper Hanson, seaman, wounded; William French, seaman, ditto; F. Nash, seaman, ditto; William Jewson, seaman, ditto; William Gordon, seaman, ditto; James Simpson, seaman, ditto; Edward Faulkner, seaman, ditto; Edward Collins, seaman, ditto; Edward Wilkins, seaman, ditto; John Lewis, seaman, ditto; T. Forster, seaman, ditto; Samuel Deer, marine, ditto.—Total, 2 killed, 16 wounded.

J. R. DACRES, jun.

*Copy of a Letter from the Honourable Rear-Admiral Sir Alexander Cochrane, K. B., Commander in Chief of His Majesty's Ships and Vessels at the Leeward Islands, to William Marsden, Esq.; dated on board His Majesty's Ship Northumberland, Carlisle Bay, Barbadoes, Feb. 22, 1807.*

SIR,

The enclosed copy of a letter from Captain Matson, of His Majesty's ship Venus, acquainting me with the capture of a French privateer, I request you to lay before the Lords Commissioners of the Admiralty for their Lordships' information.

I have the honour to be, &c.

A. COCHRANE.

*His Majesty's Ship Venus, Carlisle Bay,  
Barbadoes, February 22, 1807.*

SIR,

I have the satisfaction of making you acquainted with my having captured in His Majesty's ship under my command, on the 20th instant, about eight leagues east of Barbadoes, the French privateer schooner l'Etoile, of six guns, (two of which were thrown overboard,) and fifty-four men, belonging to Guadaloupe, but last from Cayenne, which she left on the 17th instant; during our chase after this vessel, the Cygnat bore in sight to windward, which made her bear up, and greatly shortened the pursuit.

The Merchant brig, Volunteer, from Cork to Barbadoes, was taken by her on the 1st of this month.

I have the honour to be, &c.

HENRY MATSON.

*The Hon. Sir A. Cochrane, K.B., Rear-Admiral of the White, &c.*

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Promotions and Appointments.

WHITEHALL, APRIL 4, 1807.

The King has been pleased to constitute and appoint the Right Honourable Henry Baron Mulgrave, James Gambier, Esq., Admiral of the Blue Squadron of His Majesty's fleet; Sir Richard Bickerton, Bart., Vice-Admiral of the White Squadron of His Majesty's fleet; William Johnstone Hope, and Robert Ward, Esqrs.; the Right Honourable Henry John Viscount Palmerston, and James Buller, Esq., to be His Majesty's Commissioners for executing the Office of High Admiral of the United Kingdom of Great Britain and Ireland, and the dominions, islands, and territories thereunto belonging.

The Lords of the Admiralty have appointed Sir Home Popham to the command of a small squadron, to cruise off the Continent, in the Rivers, &c., with a Roving Commission.

Mr. Smith is appointed by Mr. Rose Paymaster of the Navy, *vice* Henry Scott, Esq.

Captain Sir C. Hamilton, Bart., to the *Temeraire*, 93.

———— Hon. C. Elphinstone Heming, to the *Bulwark*, 74.

———— Hon. T. Colville, to the *Hercule*, 74.

———— E. D. King, to the *Monmouth*, 64.

———— G. R. Collier, to the *Surveillante*, 32.

———— C. Shipley, to the *Nymph*, 36.

———— Hon. H. Duncan, to the *Poicupine*, 24.

———— Edward Hawkins, from the half-pay list, to the command of the *Minerva*.

Lieutenant Samuel John Pechell, of the *Foudroyant*, to the command of the *Ferret* sloop of war, with the rank of Master and Commander.

Vice-Admiral Holloway, to the *Newfoundland*; Vice-Admiral Rowley, to the *Downs*, *vice* Admiral Holloway; Vice-Admiral Stanhope, to *Sheerness*, *vice* Rowley; Rear-Admiral T. Wells, to *Woolwich*, *vice* Stanhope; Captain Freemantle, to the *William and Mary* yacht; Captain Maxwell, to the *Alceste*, of 38 guns; Captain Wallis, to the *Sea Fencibles* at *Harwich*; Captain Digby, to the *Cossack* frigate.

Captain J. Bligh is appointed to the *Alfred*; Captain Duff to the *Muros*; Captain J. Evans to the *Valorous*; Captain Davis to the *Sapphire*; Captain Hollingsworth to the *Minstrel*.

Lieutenant Bowker, of the *San Joseph*, is promoted to a Commander, and appointed to the *Epervier*; Lieutenant Ramage, of the *Hibernia*, is promoted to a Commander; Mr. Munro, Purser of the *Emulous*, to the *Frauchise*.

Captain James Young, to the Valiant; Captain Halliday, to the Gibraltar; Captain Austen, to the St. Albans; Captain Wolley, to the Sea Fencibles at Lynn; Captain Cracraft, to the Sea Fencibles at Margate; Captain R. Lloyd, to the Hussar; Captain Lye, to the Bombay frigate; Captain Bastain, to the Bellona frigate; Captain F. Pellew, to the Rattlesnake; Captain Troubridge, to the Macassar (late Pallas); Captain Green, to the Foxhound; Captain Symonds, to the Tweed (at Portsmouth); Captain Hickey, to the Atalante; Lieutenant Wilbraham, to be a Commander, and to command the Harrier; Captain Hyde Parker, to the Prometheus, at Portsmouth; Captain C. Claridge, to the Daiver.

Captain G. Harris is appointed to the Prospero; Lieutenant J. Browne is appointed Agent for transports at Jamaica.

Lord Gardner is appointed to the command of the Channel fleet; Admiral Whitshed succeeds Lord Gardner as Commander in Chief at Cork; and Vice-Admiral G. Bowen is to superintend the Sea Fencible service in Ireland, in the room of Admiral Whitshed.

Captain Beresford is appointed to the Illustrious, of 74 guns, off Cadiz.

Lieutenant Coombe, for his great gallantry in the boats of the Galatea, is promoted to be a Commander.

Mr. Ireland is appointed Boatswain of Plymouth Dock-yard, in the room of the late Mr. Marr.

OBITUARY.

On the 19th of July last, when on a cruise in the East Indies, Captain J. B. Bogue, of His Majesty's ship *Terpsichore*; he was a good and active officer, was of a generous mind, and much respected.

On the 4th March, on board His Majesty's ship *Diamond*, off Havre-de-Grace, aged 25, by the consequences of a cold, Percy Currer Dodgson, second Lieutenant of that ship, son of the late Bishop Dodgson. He was an amiable young man, and a good officer. He was interred with military honours, off that port, with the sincere regret of Captain Argles, and his brother officers.

Lately, at Catisfield, after a lingering illness, which she bore with exemplary fortitude and resignation, Mrs. O'Bryen, the lady of Edward O'Bryen, Esq., Rear-Admiral of the Blue.

A few months since, Mr. Thomas Ross, eldest son of Mr. Charles Ross, Purser of His Majesty's ship *Maida*, a prisoner on the Island of Cuba, where he had been a long time; he was Sub-Lieutenant of the *Baracoetta* schooner, wrecked off that Island on the morning of the 2d October, 1805, and taken prisoner with the rest of the crew.

BIRTH.

At Plymouth Dock, the wife of Captain H. Garrett, of the Navy, of a son.

MARRIAGES.

April 4, at Alverstoke, by the Rev. F. Clifton, Mr. W. Slade, of the Royal Navy, to Miss S. White, daughter of the late Captain R. White, of Arundel.

22. At Kingston, Lieutenant Collier, of the Royal Navy, to Miss F. Pinhorn, of Portsea.



Engraved by J. Fisher A.R.A.

CAPTAIN JOHN COOKE



*Published as the Act directs May 1796.
By J. Field 103 Shoe Lane*

BIOGRAPHICAL MEMOIR
OF THE LATE
CAPTAIN JOHN COOKE,
WHO FELL IN THE ACTION OFF TRAFALGAR.

“ WEEPING PITY BADE HER SORROWS TELL
HOW GALLANT COOKE AND DUFF IN BATTLE FELL!
LAMENTED CHIEFS! WHOSE FATE TOO EARLY PROV'D,
THEY DIED REGRETTE'D, AS THY LIV'D BELOV'D!”

DR HALLORAN'S *Battle of Trafalgar*.

TO the distinguished names of Nelson and Duff, heroes who fought and fell in the ever-memorable Battle of Trafalgar, we now add that of Cooke, another of those lamented officers, whose fame will be cherished and revered, “ while memory shall hold her seat on this distracted globe.”

Captain John Cooke was the second son of Francis Cooke, Esq., Cashier of His Majesty's Navy. At the early age of eleven years he embarked on board the Greyhound cutter, commanded by Lieutenant (now Admiral) Bazely*. From this first introduction into his profession, he, however, soon returned to Mr. Braken's celebrated naval academy at Greenwich, that no time might be lost for acquiring thoroughly the first elements of nautical science and military tactics.

It was during his residence at this seminary, that he first received that patronage from Sir Alexander Hood, (now Lord Bridport,) which was never withdrawn through life. By his favour and kindness, he was borne on one of the King's yachts' books, and thus obtained the double advantage of prosecuting his naval studies, and reckoning his time as though in actual service.

He was placed in a more active situation at the age of thirteen, by accompanying Lord Howe to America, in the Eagle, of 64

* A portrait and biographical memoir of this officer are given in the XIVth Volume of our Chronicle, page 177. Captain Cooke's entrance into the naval service must have been about the year 1774.

guns*. His exertions and activity at the attack of Rhode Island, where he particularly distinguished himself, and was one of the first who entered the Fort, procured him the favour and approbation of his Commander; as a proof of which, it may be mentioned that, on his return home in the *Eagle*, whilst busily employed in the discharge of his duty, his juvenile modesty was startled by Lord Howe's clapping him on the back, in his abrupt manner, and saying to him in the presence of many persons, "Why, young man, you wish to become a Lieutenant before you are of sufficient age."

During the station of the *Eagle* on the American coast, in order to see more active service than in a flag-ship, he served as a supernumerary Midshipman on board the Liverpool frigate, under Captains Bellew and Christian. On the arrival of the *Eagle* in England†, he was made a Lieutenant, and appointed to the *Worcester*.

In this ship he went to the East Indies with Sir Edward Hughes‡, whose fortunes he followed, until his active services at Trincomale and Seringapatam so much affected his health, that he was under the necessity of returning home in the *Nymph* sloop, Captain Sutton. This step, however indispensable at the time, lost him his promotion for some years, being the next on Sir E. Hughes's list, who was his sincere friend upon all occasions, and never evinced it more than by sending him back to his native country at that period.

His stay in England was about two years, during which time his health was fully re-established, though all hope of promotion at home was next to impossible, as even to get employed in a profound peace required the greatest interest. At this time, for the purpose of improving in the French language, so useful in his profession, he went to France. His stay was nearly a year,

* The *Eagle* arrived off Halifax on the 1st of July, 1776. *Vide* biographical memoir of Lord Howe, NAVAL CHRONICLE, Vol. I, page 15.

† The *Eagle* arrived in England in the winter of 1778.

‡ For a detailed account of the services of Sir Edward Hughes in the East Indies, see the biographical memoir of that officer, NAVAL CHRONICLE, Vol. IX, page 58, *et seq.*

when he was unexpectedly appointed to go with Admiral (now Lord) Gardner to the West Indies*. He soon became his first Lieutenant; and fortune, during three years, seemed to promise certain promotion. His conduct as an individual, and as an officer, soon gained him the hearts and good opinion of his superiors, as well as of those under his authority, who have always admitted, that although he strictly exacted of every man, ever whom he had power, the performance of his duty, he never was known in the most trivial instance to omit discharging his own with the most scrupulous attention.

At the expiration of nearly three years, he had a severe fall while employed in the active performance of his duty on board the flag-ship, *Europa*, by which accident he was wholly confined to his bed, and the Surgeons declared that a longer continuance in the West Indies would bring on complaints the most dangerous. He was therefore immediately sent home by his Commodore, with a certificate to the Admiralty, stating that his return to that climate must at any future period prove fatal to him. In England his natural strength of constitution prevailed, and he recovered his usual health in the course of a year.

About this time an armament took place, and he was appointed, by his respected friend and patron, Lord Bredport, his third Lieutenant, on board the *London*†. Before he joined his ship, however, he married the 4th daughter of Mr. Hardy, His Majesty's Consul at Cadiz, and niece to the late Sir Charles Hardy, who died when commanding the Channel fleet. In about seven months this armament was dispersed, and he returned to his cottage in Essex, to enjoy the comforts of domestic life.

After fifteen months' residence in this place, he was again

* Captain Gardner was appointed to the *Duke*, of 98 guns, at the latter end of the year 1781; and he joined the fleet of Sir George Rodney, in the West Indies, previously to the 12th of April, 1782. Consequently Mr. Cooke had the satisfaction of sharing in the perils and glories of that memorable day. *Vide NAVAL CHRONICLE*, Vol. VIII, page 191; and Vol. I, page 528.

† About the month of May, 1790.

called from his retreat by the breaking out of the French Revolution. His character and abilities procured him an immediate appointment. Lord Bridport nominated him one of the first to his own ship, as first Lieutenant of the *Royal George* *. He now enjoyed every flattering mark of approbation from his Admiral, and also his Captain, (Domett,) † an officer of great professional ability, as well as amiable character.

At the end of the year, through the good offices of Lord Bridport, he was made a Commander, and appointed to the *Incendiary* fire-ship. Whilst she was fitting at Plymouth, an accident happened to the Captain of the *Monarch*, which obliged him to come on shore, and Captain Cooke was appointed to supersede him. Here Lord Bridport again interposed his kind services, and got this appointment confirmed, by which he was at once made a Post Captain, without ever going to sea as a Commander. The *Monarch* was appointed to carry the flag of Sir James Wallace to Newfoundland; and, after the summer spent on that station, returned to England ‡, when he being too young a Captain to keep a 74 at home, resigned his command. He put in his claim however for a frigate, and after some months was appointed to the *Tourterelle*. She was fitted at Plymouth, and then ordered to the West Indies; but upon proper representation to the Board, Lord Gardener's certificate was proved to have full weight, and Lord Spencer, with his usual candour, superseded him with a promise of another early appointment. This was punctually fulfilled, by his being named the spring following to the *la Nymphé* frigate, of 36 guns. By the month of August following, she was ready for sea, and ordered to attend the King at Weymouth, together with the *St. Fiorenzo*, commanded by his particular friend, Sir Harry Burrard Neale. After the usual period at Weymouth, they were ordered together to join the Channel fleet, at that time under the command of

* In February, 1793.

† A biographical memoir of this officer is given at the commencement of our XVth Volume.

‡ In 1795.

Lord Bridport; who, always ready to compliment Captain Cooke by particular marks of his favour, sent him, together with Sir H. B. Neale, on some particular observation close in on the coast of France; after which, on their return to the fleet, they fell in with two French frigates, on their way from the Welsh coast, where they had succeeded in disembarking the troops with whom they had been freighted. After a smart action they were both taken and brought into Plymouth*.

La Nymphé, after this, had a choice cruise given her, as a mark of the approbation of the Board of Admiralty; but although thrown into fortune's way, she returned after many weeks without bringing with her a single prize.

During the unfortunate mutiny in the Navy, which broke out about this time, Captain Cooke was one of the greatest sufferers. The complaints preferred against him, like those against other officers, were without foundation, and frivolous. He treated them therefore with the contempt which they deserved, and resolutely determined never to give up his ship till compelled to do it. He remained for some days under circumstances the most painful and distressing to a British officer, till sent on shore by the mutineers; but his cool steadiness and dignified behaviour always commanded personal civility. A few days after this,

* This capture was made on the 9th of August, 1797. The two French frigates, when discovered by the *St. Fiorenzo* and *la Nymphé*, were standing in for the land. The wind being at this time off shore, and the French fleet in sight, in Brest Road, it was necessary to make as decided and prompt an attack as possible; for which purpose Captain Cooke and Sir H. B. Neale bore down on the largest and headmost of the French ships, which they attacked so warily, that, after a short resistance, she struck. By this time the smaller frigate came up, and being instantly attacked in the same manner, soon also surrendered. The former proved to be *la Resistance*, of 48 guns, 18-pounders on her main deck, commanded by M. Montagne, and manned with 345 men, 10 of whom were killed, and the first Lieutenant and 8 men wounded: the latter was *la Constance*, commanded by M. Desauney, of 24 nine-pounders, and 129 men; of whom 8 were killed, and 6 wounded. Neither *la Nymphé*, nor the *St. Fiorenzo*, sustained any loss.—*La Resistance*, and *la Constance*, were taken into the service; and, in consequence of their having been two of the French squadron which had landed the troops in Fisgard Bay, the former had her name changed to the *Fisgard*.

they requested his return to the ship, which he thought it right to comply with. But when the violent measures were pursued against Admiral Sir John Colpoys, la Nymphe, as she lay next ship to the London, supported as long as her Captain had power, those on board that ship who were on the side of Government*. For this proper conduct, however, with many other officers under similar circumstances, he was sent on shore, and of course returned no more to that ship †.

Being again, after a little time, a candidate for employment, he was appointed to the Amethyst frigate. His first voyage in her was to carry the Duke of York and his suite to Holland, when His Royal Highness commanded the expedition in October, 1799‡. He was some time after employed in the North Seas, and from thence was ordered to join the Channel fleet, in which he continued two years. Whilst Lord Bridport commanded the fleet he had two or three successful cruises §, his zealous and respected friend and patron always selecting him for the post of honour or profit; nor were such distinguished marks of favour and attention ever forgotten by Captain Cooke, who through life gloried in asserting, that whatever credit or success he had

* *Vide* biographical memoir of Sir John Colpoys, NAVAL CHRONICLE, Vol. XI, page 269.

† Amongst these officers were the Captains, Griffiths, Holloway, A. Hood, Wells, Campbell, and Bligh.

‡ For the particulars of this Expedition, *vide* Letters on Service, NAVAL CHRONICLE, Vol. III; and biographical memoir of Sir Andrew Mitchell, Vol. XVI, page 98.

§ Amongst the captures which he made, was that of l'Aventure, French brig privateer, of 14 guns, and 75 men, belonging to l'Orient, on the 29th of December, 1799; le Vaillant French cutter privateer, of Bourdeaux, carrying one long 18-pounder, two long 12-pounders, and twelve six-pounders, and manned with 131 men, on the 15th of February, 1800; and the Mars, French ship privateer, of Bourdeaux, mounting twenty 12-pounders, and two 36-pound carrouades, and manned with 130 men, on the 31st of March, 1800. *Vide* NAVAL CHRONICLE, Vol. III, pages 312, 318, and 404.—On the 26th of January, 1801, the Amethyst was in company with l'Oiseau, Captain Linzee, when that ship captured the Spanish letter of marque Charlotta, from Ferrol to Curaçoa: but, from unfavourable winds, she was unable to get up before the Charlotta had struck. *Vide* NAVAL CHRONICLE, Vol. V, page 168.

attained in the service, he owed it all to the example and predilection of his noble friend, whose picture, given him by Lord Bridport himself, was ever after the proudest ornament of his house in Wiltshire.

At the peace of 1802, Captain Cooke of course gave up his ship, to the sincere regret of every one on board, and by none more than the young men he had taken under his care. He was not only their Commander, but their real friend and adviser; he was most rigidly attentive to their morals, and whilst they feared they loved him. A due sense of religion, to him, as to many others of his profession, a primary object, he ever inculcated in them. The boys on Sundays read their bibles to him in his own cabin; and when the weather permitted, having no Chaplain, he himself performed the service.

With the assistance of Bath and Harrowgate, his health, which had suffered much during the last winter on the coast of France, was, after a little time, perfectly restored; and, in the course of the year, he attained his long wished for object, a settled home, in a desirable sporting country. An estate left him by an uncle, added to some success in his profession, enabled him to make a purchase in the south* of Wiltshire, agreeable to his utmost wishes. Here, in a country peculiarly romantic and beautiful, he was agreeably employed in laying out the land around him; an amusement particularly suited to his taste and inclinations. Captain Cooke lived in this happy retreat the most enviable of human beings; esteemed and respected by a new neighbourhood; the acknowledged friend of the poor around him; and enjoying a perfect state of domestic happiness.

At the end of sixteen months, while residing at Donhead, in October, 1804, Admiral Young, who commanded at Plymouth, long an acquaintance and friend of Captain Cooke, wrote to offer him the command of his ship. It was a situation of some emolument; he was to live on shore, and of course his family could be with him; but it was a sinecure little suited to his

* Lower Donhead.

active mind ; and, although he accepted the proffered honour from the hand of friendship, he fully determined to resign it; whenever he might be able to make an exchange adequate to his rank in more active service. The command of a guard-ship ill accorded with the noble feelings of him who had been long held up as superior in his profession, and whose gallant spirit ever recoiled at any thoughts of selfish considerations, when his country called. It was not likely therefore that Captain Cook should remain a spectator only of the busy scenes before him. In about six months after, being at Plymouth, an opportunity offered for an exchange ; he applied to the Board of Admiralty, and was appointed to the *Bellerophon*. She was immediately ordered to fit for foreign service, and Captain Cooke prepared for his new station with all that energy and promptitude which marked his character ; never lukewarm in what he had undertaken from principle, few circumstances could induce him to relinquish his purpose.

In the beginning of October, 1805, the *Bellerophon* joined the blockading squadron off Cadiz. It is singular, that it had ever been Captain Cooke's strongest wish, even when he had no thought of employment, to be once under the command of Lord Nelson : to be in a general engagement with Lord Nelson, would, he used to say, crown all his military ambition. By the concurrence of events, this actually happened, and they were both doomed to fall at the same moment, and almost in the same manner.

His letters from this station expressed the general opinion of the fleet ; anxiously hoping the enemy might face them, certain if they did, they would soon receive, to use his own words, their "*final blow*." Lord Nelson, whose universal attention and civility to his officers, gained him the esteem of all hearts, soon distinguished the character of Captain Cooke, and selected him as one in whom he could safely place his most secret confidence. He was often summoned to attend his Lordship, during the three weeks previous to the action ; and was, together with the friend of his earliest youth, Captain Duff, chosen as part of that

division which were to commence the attack *. The undaunted manner in which the *Bellerophon* bore down upon and broke the enemy's line, which was deemed almost impregnable, is well known to a grateful public; and the fall of these mutual friends must bear ample testimony to the danger of the enterprize †.

Immediately previous to the Battle off Trafalgar, Captain Cooke went down below, and exhorted his men on every deck, most earnestly entreating them to remember the words of their gallant Admiral just communicated by signal—“*England expects that every Man will do his Duty.*” He was cheered on his return upward by the whole ship's company, who wrote on their guns in chalk, “*Bellerophon! Death or Glory!*” He had appointed his orders to be given by the sound of a bugle horn; but unfortunately, just as the *Bellerophon* was bearing down, an unforeseen accident happened, which afterwards materially affected her. In the bustle of preparation, one of the Midshipmen inadvertently trod upon a rope, which, communicating with the lock of a gun, let it off. The enemy immediately took this for a signal, and conceived that she was the flag-ship; a circumstance which, in a great measure, accounts for the *Bellerophon's* being so much overpowered by numbers afterwards. Having broken the line, and taken the *Monarcha*, of 74 guns, she was immediately surrounded by four line of battle ships, *L'Aigle*, *Swiftsure*, *Bahama*, and another.

L'Aigle's main-mast and the *Bellerophon's* fore-mast came in close contact: and the former being a lofty ship, her men stationed aloft fired into the latter to great advantage. The men on the poop fell so fast, that Captain Cooke was obliged to call them down on his quarter-deck. The Master's leg was taken off, and another man wounded, as he was speaking to them; till at last only his first Lieutenant and a Midshipman were left

* *Vide* biographical memoir of Captain Duff, NAVAL CHRONICLE, Vol. XV, page 271.

† For the official dispatches relating to the Battle off Trafalgar, the reader is referred to the XIVth Volume of the NAVAL CHRONICLE, pages 422, 429.

on deck. It was now noticed by his Lieutenant to Captain Cooke, that he had his epaulets on, and that he was marked out by the men in the tops. His reply was, "*It is now too late to take them off, I see my situation. But I will die like a man.*" His last orders to his first Lieutenant were, to go down and order the coims to be taken out of the guns to raise them, in order to force the decks of P'Aigle. This had the desired effect, for she disengaged herself immediately, and went off, receiving under her counter three broadsides from the Bellerophon. It was during the Lieutenant's absence that Captain Cooke fell. He had discharged his pistols very frequently at the enemy, who as often attempted to board, and he had killed a French officer on his own quarter-deck. He was in the act of re-loading his pistols, (and upon the very same plank where Captain Pasley lost his leg on the 1st of June,) when he received two musket balls in his breast. He immediately fell; and upon the Quarter-master's going up, and asking him if he should take him down below, his answer was, "*No, let me lie quietly one minute, tell Lieutenant Cunby never to strike.*"

Thus falling in the glorious cause of his King and Country, died Captain John Cooke, in the 43d year of his age. To his professional talents, and personal conduct as an officer, the foregoing particulars will bear ample testimony. It is almost superfluous to say, that, in the more contracted sphere of private life, the same strong mind and striking good sense were as eminently conspicuous. To the polished manners of a perfect gentleman, he added a sort of generous frankness, and open hearted honest candour, which peculiarly distinguished him. He always fairly gave his real opinion on whatever subject, without that cautious reserve, which is so often observable in less ingenuous minds. To these qualities, perhaps, added to a noble elevation of sentiment, and the strongest regard to principle, may be attributed that universal predilection for his company, which was expressed in all societies. Naturally of a social temper himself, his cheerful good humour was communicated to all around him; nor perhaps was any stranger courted

in a more marked and flattering manner by each new neighbourhood where he happened to reside.

But it is in the more tender and dearer relations of husband, father, and friend, that the good qualities of Captain Cooke were more eminently conspicuous. To his only daughter, about eight years of age, he was attached with more than parental fondness. In a letter addressed to his unhappy wife, six days before his death, he expressed himself more than usually anxious that the education of his darling child should tend to "the one thing needful;" and that all other elegant accomplishments should always be subservient and secondary to this consideration. Early impressed himself with the true value of religious sentiments, by the best of fathers, he never lost sight of them through life. Amidst the active duties of his profession, or the calm retirement of private life, they equally formed his ruling principle. Carrying with him into his retreat those ideas of good order so peculiar to military men, he was ever most scrupulous in enforcing an observance of the outward forms of religion, as far as his influence extended. His exact observance of the Sabbath, and attendance at Divine Worship, were regular and exemplary; nor would he ever suffer sacred subjects in the course of conversation to be lightly spoken of, without a good humoured, though impressive reproof, which startled and silenced the thoughtless or ignorant. It was under the influence of such principles, acting on a humane and generous disposition, that he was taught to pity and relieve the necessities of those around him, in an inferior condition of life. It was ever one of his most anxious wishes to enlarge his sphere of doing good. The beneficial effects which his liberality produced amongst the poor at Douhead, and their unfeigned sorrow at the death of their benefactor and friend, bore honourable testimony to his Christian Benevolence*. To his afflicted widow and orphan his loss is indeed irreparable. To his widow, it is the dissolution of all earthly comfort. Sacred be then her sorrows, and

* Although Captain Cooke had lived only sixteen months amongst them, all the parish, to the best of their ability, put on mourning.

may the gradual lapse of time, and the soothing dictates of religion, afford her that relief which no human consolation can ever supply.

Certain it is, that never did a single individual fall more deeply lamented by all who knew him, than Captain Cooke. Amongst the extraordinary exertions recorded of him, on that eventful day which was his last, and the praises which they have drawn forth from those who witnessed them, a very young officer has said, "No man could be a coward on board the *Bellerophon*, for words want force to express the noble and manly example Captain Cooke set us, and which at once infused through the whole ship's company a confidence in his superior abilities."

The following Epitaph, written by the Rev. William Lisle Bowles, is placed in the Church at Donhead, over the family pew:—

Sacred
 To the Memory of
JOHN COOKE, Esq.
 Late Captain of His Majesty's Ship
BELLEROPHON;
 Who,
 In the most eventful Battle
 off *Trafalgar*,
 On the 21st October, 1805,
 Having evinced the most consummate Skill
 and Bravery
 in the Conflict of that Day,
FELL,
 In a moment glorious indeed
 to his Country,
 But marked by the individual Tears
 of all who knew him.
 His disconsolate Widow,
 Who most deeply feels her loss,
 Places this Tablet to record
 His Virtues,
 And his Fate,

Near the Spot which he had chosen
 as his favourite retirement;
 And to which,
 Having left it at the call of his Country,
 He returned no more.

Be merciful to her, O God! who bends
 And mourns the best of Husbands, Fathers, Friends,
 O when "she wakes at midnight," but to shed
 Fresh tears of anguish on her lonely bed,
 Thinking on him "who is not," then sustain
 Her spirit, and her better thoughts restrain.
Father of Mercies! she remembers still
 Thy chastening Hand, and to thy Sovereign Will
 Bows silent; but not hopeless, for her eye
 She fixes on a bright futurity,
 And trusts in better Worlds thou wilt restore
 The happiness she here can meet no more.

The following Lines, written by a young Friend, on the death
 of Captain Cooke, have been thought worthy of insertion:—

*On the Death of CAPTAIN COOKE, of the Bellerophon, who was
 killed in the memorable Battle of Trafalgar.*

As 'mid the splendour of the noon-day beams,
 The star unheeded darts its beauteous gleams;
 So when a Nation mourns her Hero dead,
 Few public tears for others' fate are shed.

NELSON, to thy transcendant worth is due,
 All that a Nation's gratitude can shew,
 For to thy conquests o'er thy Country's foes,
 She, under God, her brightest laurels owes.
 Thy mighty deeds to time's remotest age
 Shall grace the records of her History's page;
 To thee her Bards shall tune their sweetest lay,
 And thy fair fame in fairest form display.

But when Britannia's triumphs are proclaim'd,
 When the great day of Trafalgar is nam'd;

Let not to Cooke some tribute be denied,
 Who fought, so bravely fought, so nobly died.
 Firm on thy deck, Bellerophon, he stood ;
 When first his eye the hostile squadrons view'd,
 High beat with patriot fire his manly breast,
 Full on his brow true courage stood confest.
 When with a voice, that link'd all hearts in one,
 He urg'd the Fame thy former feats had won ;*
 And with thy gallant crew exchange'd the vow,
 To die, or add fresh honours to thy brow.
 Dauntless he dar'd the hottest of the fight,
 When every ship appear'd one blaze of light :
 And what from skill or valour could proceed,
 Shone forth conspicuous in his every deed.
 But, ere the meed of Victory crown'd the day,
 Through his brave heart the death-shot wing'd its way ;
 Prostrate he fell, and in a copious flood
 Pour'd forth in Britain's cause his gallant blood.
 Eager as filial love would rush to save,
 Heroes around, their tenderest succour gave ;
 But ah ! in vain—soon did life's current cease,
 He only utter'd—“ *Let me die in peace.*”
 Approving conscience bless'd his latest breath,
 And bade him smile within the arms of death.
 Grief at his loss fill'd every generous mind,
 When to the deep his body was consign'd.
 There shall it wait the summons of its God,
 To join his Spirit in its blest abode ;
 For with a patriot's zeal, a warrior's fire,
 He had the virtues Christian truths inspire,

To thee, fair mourner, relict of his choice,
 Who would not offer consolation's voice ?
 But who can hope to hush thy woe to rest,
 Or still the throbbings of thy sorrowing breast ?
 Thy pious Soul instructs thee, whence alone
 Can all the comfort that thou need'st be drawn.

* The Bellerophon was in Lord Howe's engagement, and in the Battle of the Nile, in both of which she greatly distinguished herself.

NAVAL ANECDOTES,
COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN GURGITĒ VASTO.

HUMANITY OF ADMIRAL VINCENT.

A remarkable Instance of the Lives of four Men being providentially saved.

ON the 7th of March, 1778, between five and six o'clock in the afternoon, His Majesty's ship Yarmouth, Captain (now Admiral) Vincent, being on a cruise in the latitude of the island of Barbadoes, and about sixty leagues to the eastward of it, the man at the mast-head called out that he saw several sail to leeward, near each other. Soon after, there were discovered from the quarter-deck six sail—two ships, three brigs, and a schooner, on the starboard tack, all sails set, and close to the wind, then about N.E. The Captain and the officers of the Yarmouth had not the least doubt of their being American privateers: for even a single merchant ship, which had not a letter of marque, was, perhaps, never seen upon a wind in the latitude of Barbadoes, and forty or fifty leagues to the eastward of it, and the wind easterly. The Yarmouth accordingly bore down upon them, and about nine o'clock got very near to the largest of the two ships, which began to fire on the Yarmouth, before the Yarmouth did on her. In about a quarter of an hour she blew up; being then on the Yarmouth's lee beam, and not above three or four ships' length distant. The rest of their squadron immediately dispersed. The damage the Yarmouth received in her masts, sails, and rigging, was prodigious, and she had five men killed, and twelve wounded. A great variety of articles were thrown into her—one an entire American ensign, which was not even singed or torn.

This happened between nine and ten o'clock on Saturday night. On the Thursday following, the Yarmouth being in chase of a ship, steering about west (the wind in the N.E. quarter), the man at the mast-head called down to the officer on the quarter-deck, that he saw something on the water, abaft the beam (the starboard), but could not tell what to make of it. A question immediately arose, what was to be done? If the Yarmouth hauled up to see what it was, there would be little or no chance of coming up with the chase before dark. Humanity, however, pleaded for it, and prevailed. Accordingly she hauled her wind, and by the

help of a spy-glass, discovered four men, that seemed to be standing on the water; for what supported them was not at first visible. In two or three hours she got up to the little float on which they stood, and brought them on board. The Captain and officers were greatly surprised to find they belonged to the ship that was blown up the preceding Saturday. So that they had been five whole nights, and nearly as many days, floating on the waves, and buried alive, as it were, under the vault of heaven. Being young and hardy, they did not appear much discomposed when they came upon the quarter-deck. They said they were not hungry, although they had not eaten any thing, but thirsty and very sleepy. A bason of tea, however, and a hammock to each, perfectly restored them in some hours. When they arose, the only complaint they had, was that of their feet being greatly swoln, by having been so long in the water.

The account they gave of themselves was only this—that they were quartered in the Captain's cabin, and thrown into the water without receiving any hurt. But they could give no account by what accident the ship blew up.

Being good swimmers, they got hold of some spars and rope, with which they made the raft on which they were found. And, providentially for them, they picked up a blanket, which served them as a reservoir of water; for during the time they were on the raft, there fell a few showers of rain, of which they saved as much as they could in their blanket, sucking it from time to time; which, no doubt, preserved all their lives.

On the arrival of the Yarmouth two days after, at Barbadoes, proper officers came on board, in order to take the depositions of those four men, respecting the blowing up of the ship, &c., and particularly as to the number of men on board her when the action began. For without a certificate to this purpose, the Treasurer of the Navy has no authority to pay the head-money allowed by Government, which is five pounds a head; and which, on this occasion, came to fifteen hundred and seventy-five pounds. Thus this little act of humanity seems to have been rewarded*.

They deposed, that the ship which blew up was called the Randolph, of 36 guns, twenty-six of which were twelve-pounders, and

* No prize was lost. The ship the Yarmouth hauled off from was a West India merchantman, bound to Barbadoes. The Master of her came on board the Yarmouth after her arrival there; she had a letter of marque, and was upon a wind when the Yarmouth first saw her.

her complement of men three hundred and fifteen. The other ship was called the General Montray; but the number of her guns, or her complement of men, or of the force of the three brigs, Admiral Vincent told the writer of this account, he could not precisely ascertain. The schooner was a prize.

The Captain of the Randolph was the Commodore of this little squadron, which had sailed just a month from Charles-town, South Carolina, where it was fitted out, with the design of attacking the island of Tobago, for which they were steering when they first saw the Yarmouth.

CAPTURES AND RECAPTURES.

FROM the year 1793 to 1800, both inclusive, it appears, from Lloyd's Lists, that 4344 British ships were captured by the enemy; out of which, 705 were recaptured; so that the total loss sustained by the shipping interest within that period, from capture, was 3639 ships.

LOSSES BY SEA.

FROM the same source we learn, that from 1793 to 1800, both years inclusive, 2385 ships were lost; and 652 were driven on shore; out of which 70 were got off: so that the total loss, by perils of the sea, was 2967.

DISCOVERY OF A COMMUNICATION BETWEEN THE MISSISSIPPI AND THE PACIFIC OCEAN.

IN the year 1805, after the cession of Louisiana to America, an expedition was fitted out by the American Government, for exploring the countries west of the Mississippi, and endeavouring to discover a passage by the Missouri, and some of the streams, which it was conjectured might be found running westward, near the source of that river, into the Pacific Ocean. The command of the expedition was entrusted to Captain Lewis; and it will be seen by the following interesting letter from Captain Clark (who was second in command,) to his brother General Clark, that they completely succeeded in penetrating through that vast continent; and after wintering on the shores of the Pacific Ocean, returned in safety to the Mississippi.

St. Louis, September 23, 1806.

We arrived at this place at twelve o'clock to-day, from the Pacific Ocean, where we remained during the last winter, near the entrance of the Columbia River. This station we left on the 27th of March last, and should have reached St. Louis early in August, had we not been detained by the snow, which barred our passage across the Rocky Mountains until the 24th of June. In returning through those mountains, we divided ourselves into several parties, digressing from the route by which we went out, in order the more effectually to explore the country, and discover the most practicable route which does exist across the Continent by the way of the Missouri and Columbia rivers. In this we were completely successful, and have therefore no hesitation in declaring, that such as nature has permitted, we have discovered the best route which does exist across the Continent of North America in that direction. Such is that by way of the Missouri to the rapids below the great falls of that river, a distance of 2575 miles; thence by land, passing by the Rocky Mountains, to a navigable part of the Kooskooske, 310; and with the Kooskooske 73 miles; Lewis's River 154 miles; and the Columbia 413 miles, to the Pacific Ocean; making the total distance from the confluence of the Missouri and Mississippi, to the discharge of the Columbia into the Pacific Ocean, 3554 miles. The navigation of the Missouri may be deemed good—its difficulties arise from its falling banks, timber embedded in the mud of its channels, its sand-bars, and steady rapidity of its current; all which may be overcome with a great degree of certainty, by using the necessary precautions. The passage by land of 310 miles from the falls of the Missouri to the Kooskooske, is the most formidable part of the tract proposed across the Continent. Of this distance, 200 miles is along a good road, and 140 miles over tremendous mountains, which for 60 miles are covered with eternal snows. A passage over these mountains is, however, practicable from the latter part of June to the last of September; and the cheap rate at which horses are to be obtained from the Indians of the Rocky Mountains, and west of them, reduces the expenses of transportation over this portage to a mere trifle. The navigation of the Kooskooske, Lewis's River, and the Columbia, is safe and good from the 1st of April to the middle of August, by making three portages on the latter river; the first of which, in descending, is 1200 paces at the falls of Columbia, 261 miles up that river; the second of two miles, at the long narrows six miles below the falls; and a third, also of two miles, at the great rapids,

85 miles still lower down. The tide flows up the Columbia 183 miles, and within seven miles of the great rapids. Large sloops may with safety ascend as high as tide water; and vessels, of 300 tons burthen, reach the entrance of the Multnomah river, a large southern branch of the Columbia, which takes its rise on the confines of New Mexico, with the Callorado and Apostle's rivers, discharging itself into the Columbia, 125 miles from its entrance into the Pacific Ocean. I consider this tract across the Continent of immense advantage to the fur trade, as all the furs collected in nine-tenths of the most valuable fur country in America, may be conveyed to the mouth of the Columbia, and shipped from thence to the East Indies, by the 1st of August in each year; and will of course reach Canton earlier than the furs which are annually exported from Montreal, and arrive in Great Britain.

In our outward-bound voyage, we ascended to the foot of the rapids below the great falls of the Missouri, where we arrived on the 14th of June, 1805. Not having met with any of the natives of the Rocky Mountains, we were, of course, ignorant of the passes by land which existed through these mountains to the Columbia river; and had we even known the route, we were destitute of horses, which would have been indispensably necessary to enable us to transport the requisite quantity of ammunition and other stores to ensure the remaining part of our voyage down the Columbia; we therefore determined to navigate the Missouri as far as it was practicable, or unless we met with some of the natives from whom we could obtain horses, and information of the country. Accordingly we took a most laborious portage at the fall of Missouri, of 18 miles, which we effected with our canoes and baggage by the 3d of July. From thence, ascending the Missouri, we penetrated the Rocky Mountains at the distance of 71 miles above the upper part of the portage, and penetrated as far as the three forks of that river, a distance of 180 miles farther. Here the Missouri divides into three nearly equal branches at the same point; the two largest branches are so nearly of the same dignity, that we did not conceive that either of them could, with propriety, retain the name of the Missouri; and therefore called these streams Jefferson's, Maddison's, and Gallatin's rivers. The confluence of these rivers is 3848 miles from the mouth of the Missouri by the meanders of that river. We arrived at the three forks of the Missouri the 27th of July. Not having yet been so fortunate as to meet with the natives, although I had previously made several exertions for that purpose, we were compelled to continue our route by water.

The most northerly of the three forks, that to which we have given the name of Jefferson's river, was deemed the most proper for our purposes, and we accordingly ascended it 248 miles, to the upper forks, and its extreme navigable point. On the morning of the 17th of August, 1805, I arrived at the forks of Jefferson's river, where I met Captain Lewis, who had previously penetrated with a party of three men to the waters of the Columbia, discovered a band of the Shoshone nation, and found means to induce 35 of their chiefs and warriors to accompany him to that place. From these people we learned, that the river on which they resided was not navigable, and that a passage through the mountains in that direction was impracticable. Being unwilling to confide in this unfavourable account of the natives, it was concerted between Captain Lewis and myself, that one of us should go forward immediately with a small party, and explore the river; while the other, in the interim, would lay up the canoes at that place, and engage the natives with their horses to assist in transporting our stores and baggage to their camp. Accordingly I set out the next day, passed the dividing mountains between the waters of the Missouri and Columbia, and descended the river, which I have since called the East Fork of Louis's river, about 70 miles. Finding that the Indian's account of the country in the direction of that river was correct, I returned and joined Captain Lewis, on August 29th, at the Shoshone camp, excessively fatigued, as you may suppose; having passed mountains almost inaccessible, and being compelled to subsist on berries during the greater part of my route. We now purchased seventeen horses of the Indians, and hired a guide, who assured us that he could in fifteen days take us to a large river, in an open country, west of these mountains, by a route some distance to the north of the river on which they lived, and that by which the natives west of the mountains visit the plain of the Missouri, for the purpose of hunting the buffalo. Every preparation being made, we set forward with our guide on the 31st of August, through these tremendous mountains, in which we continued until the 22d of September, before we reached the lower country beyond them. On our way we met with the Oelachshook, a band of the Tutchapaks, from whom we obtained an accession of seven horses, and exchanged eight or ten others: this proved of infinite service to us, as we were compelled to subsist on horse beef about eight days before we reached the Kooskooske. During our passage over these mountains, we suffered every thing which hunger, cold, and fatigue, could impose; nor did our difficulties

terminate on our arrival at the Kooskooske; for although the Pollotepallors, a numerous nation inhabiting that country, were extremely hospitable, and, for a few trifling articles furnished us with an abundance of roots and dried salmon, the food to which they were accustomed, we found that we could not subsist on these articles, and almost all of us grew sick on eating them; we were obliged therefore to have recourse to the flesh of horses and dogs, as food to supply the deficiency of our muskets, which produced but little meat, as game was scarce in the vicinity of our camp on the Kooskooske, where we were compelled to remain in order to construct our perogues to descend the river. At this season the salmon are meagre, and form but indifferent food. While we remained here, I was myself sick for several days, and my friend Captain Lewis suffered a severe indisposition.

Having completed four perogues and a small canoe, we gave our horses in charge to the Poilotepallors until we returned, and on the 7th of October re-embarked for the Pacific Ocean. We descended by the route I have already mentioned. The water of the river being low at this season, we experienced much difficulty in descending: we found it obstructed by a great number of difficult and dangerous rapids, in passing of which our perogues several times filled, and the men escaped narrowly with their lives. However, this difficulty does not exist in high water, which happens within the period which I have previously mentioned. We found the natives extremely numerous, and generally friendly, though we have on several occasions owed our lives and the fate of the expedition to our number, which consisted of thirty-one men. On the 17th of November we reached the ocean, where various considerations induced us to spend the winter; we therefore searched for an eligible situation for that purpose; and selected a spot on the south side of a little river, called by the natives Netat, which discharges itself at a small bar on the south side of the Columbia, and 14 miles within point Adams. Here we constructed some log-houses, and defended them with a common stockade work: this place we called Fort Clatsop, after a nation of that name who were our nearest neighbours. In this country we found an abundance of elk, on which we subsisted principally during the last winter. We left Fort Clatsop on the 27th of March. On our homeward-bound voyage, being much better acquainted with the country, we were enabled to take such precautions as in a great measure secured us from the want of provision at any time, and greatly lessened our fatigues, when compared with those to which

we were compelled to submit in our outward-bound journey. We have not lost a man since we left the Mandians, a circumstance which I assure you is a pleasing consideration to me. As I shall shortly be with you, and the post is now waiting, I deem it unnecessary here to attempt minutely to detail the occurrences of the last eighteen months.

ESTABLISHMENT OF DOCK-YARDS.

WOOLWICH Dock-yard, called by Camden the mother dock, was established early in the reign of Henry the VIIIth; Deptford, and Portsmouth, also early in the reign of Henry the VIIIth. As late as 1650, there was no mast-house, or dry dock, at Portsmouth, nor above one hundred shipwrights. There was no dry dock until Jamaica was taken, in 1655. The first Commissioner's house was begun in 1664, and finished in 1666.—**Chatham** dock-yard was founded by Queen Elizabeth, where the gun-wharf now is. It was then only a small dock; and the spot being too confined, the present dock was constructed about the year 1622. **Sheerness** dock was founded in the reign of Charles the IIId, the fort having been built by that Monarch; and **Plymouth** dock was founded in 1691; previously to which period, the master shipwright and artificers were borne on board one of His Majesty's ships, fitted for their reception. In 1693, money was voted by the House of Commons for completing the dock.

MERCHANTS' SERVICE AND COASTING TRADE.

BY an account recently published, of the number of ships and vessels building for the Merchants' Service and Coasting Trade, at the different ports of Great Britain, in the months of April and May, 1806, it appears that there were 50, comprising 8961 tons, on contract; and 124, comprising 21,337 tons, on speculation; added to which, there were 22 new ships, comprising 4725 tons, which had been launched, for sale.—In May 1806, there were 77 ships, comprising 17,969 tons, broomed for sale in the port of London.

MONUMENT TO THE MEMORY OF LORD NELSON.

A **SPLENDID** Naval Monument, to the memory of the late Lord Nelson, will shortly be erected at Liverpool, by public subscription. It is to be executed by Mr. George Bullock, Sculptor, of that place, for 8000*l.*, in artificial stone, (a composition of different

vitri-fied substances,) which unites the beauty of marble with the durability of bronze. Mr. Bullock has published the following description of the model, which has been approved of by the committee:—"In the statue of Lord Nelson, I have endeavoured to express that calm and dignified composure for which he was so pre-eminently distinguished in the hour of danger; his effigy is, therefore, plain and simple, placed in a firm and decided attitude; the union flag and anchor are introduced as the distinguishing marks of his professional rank, at the same time pointing out the means by which his fame and glory were obtained. The pedestal on which the Hero stands, is encircled with a double coil of British cable resting on the plinth, and enriched by the representation of his four principal engagements, viz. St. Vincent, the Nile, Copenhagen, and Trafalgar; four figures of Victory, whose hands are united by crowns of laurel, suspended over each battle, are the supporters of this column, representing an unbroken chain of splendid victories. The cornice of the column is composed of leaves of British oak. On the sub-plinth are seated four nautical figures, emblematical of the four great battles fought; the figures do not convey any idea of captivity more than is absolutely necessary to show defeat: the body of the sub-plinth is enriched with the heads of the four ships in which these brilliant exploits were achieved, at once perpetuating the glory of the British Navy, and the ships by which his glory was confirmed. The heads of the men of war are to be fac-similies of the respective ships as in action, conveying to posterity the identity of the individual vessels which contributed to fix its fame on an immutable base. The whole is erected on a mural base, guarded by four lions couchant, emblematical of the indigenous and naval valour of Great Britain, forming the grand bulwark to the whole, and intimating, that courage is the surest guide to naval glory.

"On the projecting sides of the mural base, in raised bronze letters, appears a description of each battle, and of every ship engaged, together with that of its opponent, and on the front the sum total of the vessels taken and destroyed, by which each Captain's name becomes enrolled with that of his ship, and is handed down to future ages, together with his beloved and lamented Chief. This monument, the grateful effusion of liberality to British valour and departed excellence, rises from an encircled quadrangle, containing 1500 feet of water, to be supplied with the pipes already fixed, and which can easily be brought to feed the reservoir, appearing to issue from four heads placed in the intermediate spaces of the

mural base, representing the four great and principal rivers of England, Ireland, Scotland, and Wales, as contributing to commerce, and promoting that naval exertion, the cultivation of which has so firmly cemented the maritime interest and power of this proud and happy island. The circle is encompassed by a correct imitation of boarding nets, illuminated by ship-lanterns, the whole forming an enriched naval pillar, of an order almost new, strictly conforming to the rules of Corinthian architecture in all its dimensions, and possessing the peculiar recommendation of being indebted to no *foreign or adventitious ornament* for its support: no *heathen mythology* is here introduced, nor any foreign attribute; as it has been my principal ambition to erect such a nautical monument with *British materials*, as shall at once tell the history of that Hero, whom Britons still lament, and convey to posterity the plain unvarnished tale of *British courage, fortitude, and glory.*"

COMMERCIAL IMPORTANCE OF SHIP BUILDING.

THE following sketch of the numerous classes of His Majesty's subjects, whose trades are connected with, and in some degree dependant on, the building, equipment, and employment of British shipping, will not prove uninteresting:—

A ship-owner, in order to build a ship, must necessarily employ the ship-builder, who derives his knowledge from the arts and sciences, and who, in the construction of the ship, gives employment to the shipwright, the sawyer, the caulker, the joiner, and the blacksmith; to the Baltic merchant, for tar, pitch, iron, and other stores imported from abroad; to the Canada merchant, for timber, &c.; to the copper merchant, and copper smith, for copper, bolts, &c.; to the iron master, for iron knees, &c.; to the dealers in old rope, for oakum, (which is generally made by infirm and old persons who are incapable of laborious employment;) and to the lauded interest, for timber, &c.

The mast and block-maker gives employment to the Baltic merchant, for masts, &c.; to the West India merchant, for *lignum vitæ*, &c.; to the landed interest, for elm for pumps, &c.; to the manufacturers of varnish, &c.; and to the journeymen block-makers.

The sail-maker gives employment to the sail-cloth manufactories, for cauvass; to the rope-maker, for bolt-rope; to the

twine-spinner, for twine, lines, &c.; to the Baltic merchant, for tar, flax, hemp, &c.; and to the journeymen sail-makers.

The rope-maker gives employment to the Baltic merchant, for hemp, tar, &c.; to the blacksmith, for iron implements; to the iron wheel-maker, for wheels; to the carpenter, for sledges; and to the journeymen rope-makers.

The ship-chandler gives employment to the manufacturers of ivory black, white lead, &c.; to the brush-maker, for brushes, &c.; to the turner, for bowls, platters, spoons, &c.; to the broom-maker, for brooms; to the manufacturers of horn, &c.; to the hardwareman, for shovels, &c.; to the twine-spinner; to the needle-maker; to the wire-maker; to the potter; to the scale-maker, for scales, and steel-yards; to the lead-merchants, for sounding leads, sheet lead, &c.; to the lamp-maker, to the time-glass maker; to the tinman, for lanthorns, speaking trumpets, copper pumps, &c.; to the iron-founder, for cannon and shot; to the gunpowder-maker; to the gunsmith, for muskets, pistols, &c.; to the locksmith; to the sword-cutler; to the mathematical instrument maker, for compasses, quadrants, telescopes, sextants, &c.; to the manufacturer of bunting colours, &c.; to the ironmonger, for fish-hooks, nails, pump-tacks, &c.; to the lead-shot maker, for bullets; to the leather-seller, for sheep-skins, hides, &c.; to the ironmonger and hardwareman, for marline-spikes, &c.; and to the Baltic merchant, for pitch, tar, rosin, &c.

The boat-builder gives employment to the Baltic merchant, for wainscot, tar, and pitch; and to the land-holder, for oak, elm, &c.

The plumber, glazier, and painter, give employment to the lead merchant, for lead; to the glass-manufacturer, for glass; to the oil-manufacturer, for oil; and to the colour-maker, for colours, &c.

The cooper gives employment to the Baltic merchant, for staves and iron; to the Canada merchant, for wood; and to the hoop-bender, for wood, hoops, &c.

The tallow-chandler gives employment to the Baltic merchant, for tallow; to the tallow-melter, for melting; and to the West India merchant, for cotton.

The grocer gives employment to the sugar-baker; and to the West India, Mediterranean, and Portuguese merchants.

The coal merchant gives employment to the proprietors of coal mines; and to lightermen, bargemen, &c.

The butcher gives employment to the farmer, grazier, and husbandman.

The baker gives employment to the miller, for flour, &c.; and to the farmer, for peas, &c.

The cheesemonger gives employment to the farmer, for butter and cheese.

The brewer gives employment to the malster, to the hop-merchant, to the back-maker, to the cooper, and to the coppersmith, &c.; and

The brazier gives employment to the coppersmith, for copper, &c.

CAPTAIN BLACKWOOD, AND LOSS OF THE AJAX*.

THE Proceedings of a Board of Inquiry, held on board His Majesty's ship *Canopus*, by order of Vice-Admiral Sir John Thomas Duckworth, K.B., and a Court Martial held on board His Majesty's ship *Royal Sovereign*, per order of the Right Honourable Lord Collingwood.

At a Court Martial held on board His Majesty's ship *Canopus*, by order of Vice-Admiral Sir John Thomas Duckworth, K.B., dated 16th February, 1807, and directed to Rear-Admiral Sir T. Louis, Bart., for inquiring into the cause, and strictly investigating into the circumstances of the fire by which His Majesty's ship *Ajax* was entirely destroyed, on the night of the 14th inst.

Present,

Rear-Admiral THOMAS LOUIS, Bart., President.

Rear-Adm. Sir W. Sidney Smith,		Hon. Captain A. K. Legge,
Captain Charles Boyles,		Captain Richard Daeres.

Read the order of Vice-Admiral Sir J. T. Duckworth, for the inquiry.

The Hon. Captain Blackwood, of His Majesty's late ship *Ajax*, appeared before the Court, and addressed them as follows:—

“ I beg leave to state to the Court, that from an earnest desire to have the fullest and earliest possible information of the cause of the loss of His Majesty's late ship *Ajax*, under my command, as well as the means used to save her, and that evidence should be heard on oath, and as conclusive a sentence given as possible, so that in the event (which I trust would be the case) of myself, officers, and crew, being acquitted. I might again be placed in

* See page 319.

active service, from which, at present, we are necessarily withdrawn, I have earnestly solicited Vice-Admiral Sir John Thomas Duckworth, K.B., to order a Court Martial; and finding from the Right Honourable Lord Collingwood's orders to him, that he is not authorized to direct a Court Martial to be held on the officers and crews of ships lost, but to send them to join the squadron with the said Commander in Chief for trial, which I consider so contrary to the custom of the service and the Act of Parliament, that for the following reasons I consider myself, my officers, and my ship's company, most severely aggrieved, as it deprives us utterly of the advantage which we should otherwise have derived from the full effect in the clause of the Act of Parliament 22d of Geo. II. as follows:—'And it is hereby further enacted, that from and after the 25th of December, 1749, in case any Commander in Chief of any fleet or squadron of His Majesty's ships or vessels of war in foreign parts shall detach any part of such fleet or squadron, every Commander in Chief shall, and is hereby authorized and required, by writing under his hand, to empower the chief Commander of the squadron or detachment so ordered on separate service, and in case of his death or removal, the officer to whom the command of such separate squadron or detachment shall belong, to hold a Court Martial during the time of such separate service, or until the Commander of the said squadron or detachment for the time being shall come under the command of any of his superior officers, or return to Great Britain or Ireland.'

“ 1st. Because it is an open and direct violation of the foregoing Act of Parliament.

“ 2dly. Because, from the service the Commander in Chief is upon, watching the enemy's squadron, it is probable he may not be found off Cadiz; consequently the service is much protracted, and myself, officers, and ship's company, thrown out of it for an indefinite period.

“ 3dly. Because the Commander of the squadron, Vice-Admiral Sir John Thomas Duckworth, has the fullest means, by a sufficiency of ships, to comply with the Act of Parliament, departing from which becomes a most cruel hardship to individuals, and extremely injurious to the service.

“ 4thly. That were it not for the sense that Vice-Admiral Sir John Thomas Duckworth has of the peculiarity of the case, being kindly pleased to adopt a middle course, by ordering a Court to inquire into the cause of the loss of His Majesty's late ship Ajax,

it would be impossible for us to volunteer our services on the expedition before us, which I do now for myself and officers, hoping that the service at large, from the inquiry that has taken place this day before five such highly distinguished and respectable members, will, in the event of our falling in battle, consider the opinion given as conclusive, that not only the fire was such as it was scarcely possible to guard against, but also that it was more rapid than any ever witnessed, and that every exertion was used to extinguish it, though without effect.

“ At nine o'clock P.M. on the 14th Feb. 1807, at anchor off the mouth of the Dardanelles, in company with the squadron under Vice-Admiral Sir J. T. Duckworth, K.B., just as I had gone to bed, the officer of the watch ran into my cabin, and acquainted me there was a great alarm of fire in the after part of the ship : I immediately ordered the drummer to beat to quarters, which was effected; and instantly, as I came out of my cabin, I directed the signal No. 12 to be made; which was made, and repeatedly enforced by guns at intervals; I called some of the senior officers of the ship, who went down with me to the after cock-pit, and the lower deck, from whence the smoke issued; I immediately ordered as much water as possible to be thrown down, and the cock to be turned, which I found had been previously done. When I made the signal No. 12, I ordered a boat, with Lieutenant Wood, a Midshipman, and a boat's crew, to go and inform all the ships near us of the unfortunate situation of the Ajax, I had scarcely been three minutes on the lower deck, when I found the impossibility of any officer or man remaining in the cock-pit, to endeavour to extinguish the fire; perceiving, from the quantity and thickness of the smoke, that several men fell down with buckets in their hands, from suffocation.

“ To obviate this, I desired the lower-deck ports to be hauled up to give air; but very soon finding the harm it produced, I directed them to be lowered down, and the after-hatchway to be covered up, in order to gain time, by stopping the vent of the smoke, for the boats to be hoisted; which measure I was induced to adopt, finding that the fire was of that nature that the ship must soon be in flames. Owing to there not being any cock leading to the after magazine, I ordered the Carpenter with his screw to scuttle the after part of the ship; but by this time (a period from the commencement of not more than ten minutes, as near as I can judge) the smoke, though endeavoured to be stifled, had gained so much, that, though it was bright moonlight, we could only dis-

tinguish each other, even on deck, by speaking or feeling, consequently all attempts to hoist the boats out were ineffectual, except in the case of the jolly boat, which began to take up the men who had jumped overboard. Immediately as the flames burst up the main hatchway, which divided the fore from the after part of the ship, I called to every body to go to the foremost part of the ship, as all hopes were at an end of saving her; I desired every one to save himself as fast as he could. I had scarcely reached the forecastle, when I saw all parts, from the centre of the booms aft in a raging flame. When the fire had reached the other part of the forecastle, after exhorting the officers and ship's company, to the amount of 100, who were on the forecastle, and about the bowsprit, to be cool, and depend on the boats; and also seeing all hopes of saving the ship were in vain, I jumped overboard, from the sprit-sail-yard, and being about half an hour in the water, I was picked up by one of the boats of the *Canopus*, and taken on board that ship much exhausted.

“ In the execution of the duty which devolved on me, as Captain of the ship, in such a situation, I derived much assistance from all the officers, but particularly from Lieutenants Proctor, Brown, Mitchell, and Sibthorp, and also the Master and Captain of Marines; and with respect to the ship's company, under such circumstances of fire, (more rapid than I believe was ever before known,) with hammocks below—under the impression of terror, which fire at any time creates, but particularly when men are just out of their beds—no people could have behaved with more coolness or perseverance than they did.

“ In pursuance of the standing orders, I had received the report from the first Lieutenant of his having visited all parts of the ship, with the Warrant Officers and Master at Arms, which he had found clear and safe; I had also received the particular report of the Master at Arms, but not that of the Lieutenant of the Marine Guard, who was accustomed to visit all below, and report to me at nine o'clock, at which hour this unfortunate event took place.”

Captain Blackwood's narrative here closed, and several evidences being called into Court, were examined: the Court having deliberated on the same, formed their opinion accordingly, which was, unanimously acquitting Captain Blackwood, his officers, and crew.

A similar honourable acquittal was pronounced by the Members of a Court Martial held off Cadiz, by order of Lord Collingwood.

LORD RODNEY.

MONDAY (the 12th of April being on Sunday) the Jamaica Planters and Merchants held their usual Annual Dinner at the British Coffee-house, in commemoration of the glorious victory obtained by the late Lord Rodney, the saviour of Jamaica, over the French fleet, commanded by le Comte de Grasse, on the 12th of April, 1782; and what contributed much to the pleasure of the meeting, arose from the introduction, by Mr. Dwarris, of the Hon. Captain Rodney, of the Navy, one of the sons of their late favourite gallant Admiral.

BRITISH GENEROSITY.

IN an hour after the reduction of Monte Video, *by storm*, a naval officer of rank happened to be passing a grocer's shop, in which he observed a British soldier, of the 40th regiment. Fearing that so immediately after an *assault*, the soldier might be about to commit some exaction from the grocer, curiosity induced him to wait, *unperceived*, until he should ascertain the man's intentions; when, to his great astonishment and satisfaction, he saw the grocer deliver a quantity of sugar to the soldier, who, taking out a dollar, desired him to pay himself, and on receiving the change, put it into his pocket, with this remark only:—"Well, dear enough too."

How would a foreign force, and particularly French soldiers, have acted on such an occasion?—*Mirabile dictu!*

CORRESPONDENCE.

MR. EDITOR,

SOME months since I transmitted you a Paper on Nautical Improvement, which you did me the favour to insert in your CHRONICLE, among other valuable documents on the same subject, that so highly merit being preserved and transmitted to posterity*. I now beg leave to transmit to you a second proposal, from the same ingenious Correspondent, (Mr. Charles C. Crooke,) which I think no less interesting than the former.

I have the honour to be, &c.

J. C.

* See NAVAL CHRONICLE, Vol. XVI, page 53, *et seq.*

*An Abstract Copy of a Letter to Lord ST. VINCENT, dated the
21st of September, 1803.*

MY LORD,

THOUGH we have had so many instances of ships foundering after having been dismasted in storms of wind, and their crews too frequently perishing; yet, when any of the crew have been providentially saved, we have never heard of any effort being made to avert the calamity, except throwing a few guns overboard; but that the crews have resigned themselves to the mercy of ruthless waves, and to share the fate of the wreck; a resignation in consequence of a torpor, produced by that generally received opinion which I am about to explode, of all human exertions being useless in such hapless situations.

I will therefore offer conviction to your Lordship, and to every intelligent seaman, that effectual means can be, though never yet have been, used for the preservation of dismasted ships and their crews: and also, that every ship, which shall go to sea prepared for the disaster, may, in a few hours after it happens, be laid quietly bowing the sea, and the crew in perfect safety, if they have but sea room when the masts are lost.

Nor is this idea new to me; but my thoughts were always confined to such means of preservation, as the pull would most probably supply; therefore, the occurrence of preparation against the calamity of foundering, fortunately removes the uncertainty of materials for preservation; nor will the preparatory expense, for a ship of the line, exceed one hundred pounds; but if the materials are not used, and returned into store, the expense will scarcely be one hundred shillings.

For a ship of the line, I propose to have a piece of made timber, in two parts, thirty feet long and two feet square, which can be separated, and hung up over the capstan under the half-deck, or put down between the decks, and which I shall call a drag; and the drag must be fitted with five iron span shackles, easily taken off and put on, with ring-bolts through the end and the middle shackles, that the three legs of a span, each of six inch hawser, and fifteen fathoms long, may be clenched to those ring-bolts, which are to be well secured with nut-screws and forelocks; the shackles between the end and middle shackles, are to be simply bolted, as they are for the greater security of the two parts of timber, when the drag is to be used, and through which there must be man-ropes fixed for conveniency, as for use: and

On the bight of the span must be formed an eye, to which the stream cable, of one hundred and fifty fathoms long, will occasionally be bent: then from the span, at four fathoms' distance from each other, must be lashed to the stream cable, twenty-five empty slung butts, tight bunged, to buoy up the cable; and to each of the span legs, at one fathom's distance from each other, must be lashed empty slung butts with their bungs out, to fill and to create weight and resistance; also to the man-ropes on each side of the drag, must be lashed empty slung butts, chime to chime, with the bungs out, to fill and to create weight and resistance.

And as every butt will be slung with prepared slings, they must be lashed to the stream cable, and to the span legs, with the running part of the slings, and with two cross turns, over the cable or span leg, and under the bight of the slings, to prevent the butts slewing, being short slung, and to keep them at right angles athwart, and under the cable or span legs, that the greatest possible resistance may be preserved.

But the whole extraordinaries for this most important service, will only be a piece of made timber, thirty feet long and two feet square, for a drag; also forty fathoms of cable, to lengthen the ordinary stream cable; also forty-five fathoms of six-inch hawser, for span legs; and also one hundred pair of stout butt slings, of cast rope, with a thimble fixed at one end: and thus prepared with fitted slings, a butt will be lashed to the cable in five minutes; and as more than one butt will be slinging and lashing to the cable at the same time, I may be justified in supposing, my drag will be launched for service, in almost as short time as usually taken to reef and to set the courses.

For instance, my Lord, our masts are all gone by the board, and the forecastle is a clear stage; turn to, and get the parts of the drag on the forecastle, and let the Carpenters fix the span shackles, and the forecastlemen pass and fix the man-ropes through the drag; then place and secure it on the gunwale next to the sea, between the par-buckles for the drag; as there must be four eye-bolts fixed, two without and two within the gunwale, on each side of the forecastle, for the use of par-buckles on these perilous occasions: then hand up the span, the coils of slings, and the end of the stream cable, and begin to whip up empty casks out of the after hold, as the other hatchways are battened down; but if the casks in the hold are not empty, start them and set the pumps to work: then

Pass the end of the stream cable over the forecastle, abaft, and under the cathead next to the sea, and in at the head door; then rouse round the stump of the foremast twenty fathoms of cable with three turns, for occasionally veering away, or freshening the nip in the head door, where there should always be fixed perpendicular rollers; and then coil away the cable athwart the forecastle, or in the waist, unshipping the gang-boards; and at thirty fathoms' distance of cable from the head door, begin to lash on casks, for many must now be on the forecastle; the span legs will be clenched to the ring-bolts of the drag, and supplied with casks, also the man-ropes will be supplied on each side of the drag, and the cable must have been supplied almost as fast as it was roused up; then, whilst the last casks are lashing to the cable, bring its wagging end to the eye of the span and bend it, then par-buckle the drag down the bow, and pay away cable and casks, for what cannot seamen on board of a man of war do, when they have the means of doing it, particularly for self-preservation, which must ever be a spur to exertion, and give execution to what many may suppose a dreaming theory.

And now, my Lord, my life to a post ship, the pull will bow the sea in safety; for, including the span, we shall have out one hundred and forty-five fathoms of cable, to a drag thirty feet long, and two feet square, which, with the span, will contain thirty tons weight, besides the resistance of the bodies containing that weight, to hold the pull drifting, and safely bowing the sea; and by keeping the helm a-weather, which many would put a-lee, the back of the rudder will assist in keeping the pull to, and ease the strain on the cable, which will form an angle, with the pull, of $136\frac{1}{2}$ degrees, or more, if the pull is brought within less than three points of the wind; but the drifting of the pull will be so very easy and quiet, that the erection of jury-masts may be set about.

But now let seamen, for they only can well conceive what a change here would be; now walking on dry decks, and every thing round them safe and quiet; fire in the galley; hatchways fore and aft open; a dry 'tween decks; and even the lee quarter ports hauled up for fresh air: or, wallowing in the trough of a heavy raging sea; decks full of water; hatchways fore and aft battened down; suffocating below from the want of air, and poisoned with a stench from putrid moisture; and perhaps the bodies of drowned men, and the carcasses of sheep, and of pigs, floating all together in the waist; pull straining and opening at every seam, at every joint, and at every roll approaching to disso-

lution! tremendous situation! thus to war against the elements! but, under Providence, the drag will now be the seaman's hope.

And though my mode of preservation of ships, and of lives, is a certainty, in these much to be pitied cases, and which seamen may, from experience and conviction, hereafter acknowledge; yet, experiment must appportion such like means as I have used, and adapt them to every class of ships, which can easily be done; experiment will also enable us better to judge, when and on what occasions the drag may be resorted to; for

In my mind's eye, there are some material and dangerous situations, when it may be used with the masts standing, and the sails furled, with the best possible effect; particularly when the service may have hurried ships to sea, with new and unstretched rigging, then encountering sudden gales of wind, the rigging becomes so very slack, that the masts must inevitably go over the side, if a pull cannot be taken at the shrouds; or, should it fall little wind, with a high or chopping sea running, and the rigging slack; in such cases the drag would be a happy resort, as it will keep the ship so near the wind, and bowing the sea, that even the catbarring legs, if still in use, may be cast off to get a thorough good pull at the shrouds; and sure I am, experience will confirm this opinion.

But under the circumstance of being hurried out of port, with new unstretched rigging; in 1759 I twice witnessed the *Hero*, Captain Edgcombe, a wreck, without mast or bowsprit standing; and had not the *Hero* been perfectly a new ship, and the summer storms of short duration, the ship must certainly have foundered, and probably every soul must have perished.

And should it be found, but which I hardly think possible, that my powers of resistance are not sufficient to keep the pull bowing the sea, we have then only to splice a bower cable to the stream cable, and veer away round the foremast, to lay the pull at pleasure: but, as the pull will drift easier, with the wind a point or two upon the bow, than with it right a-head, and should the resisting power of the drag bring the wind a-head, a spring then passed through the bow port, and clapped on the cable without the head door, then veer away round the foremast, until the spring bears, and lay the pull as you wish.

Though I am more inclined to think, that in dragging, the powers of resistance will be found so great, as to admit of a reduction in all the parts constituting those powers; and that a ten-inch kawsar, with proportionable span legs, will be sufficient for a ship

of the line to drag by; and if so, the use of the smaller rope will accelerate the process of bringing the pull's bow to the sea: besides,

By the swell of the sea, the drag must continually set home to the pull, therefore the cable must be so perfectly elastic, that it can never be made a strait cable, and never will part; the casks also may admit of a reduction in number, and to be placed at greater distances from each other, which will shorten much the process of bringing the hull's bow to the sea; but this, experiment must also determine.

Therefore, in every point of view, the resort here offered, for the preservation of dismasted ships, and of their crews, will be found a certainty to be relied on; but I am firmly of opinion, after an experiment has been made, of dragging with the masts standing, and the sails furled, it will be found easier and safer to drag, in hard gales of wind, than to lay to, as the ship will be brought a point or two nearer the wind, and bowing the sea steadily, without any falling off, therefore less lee way will be made, and the crew devoid of all solicitude, for the safety of the masts, or splitting of sails; and when no sail can be carried, to clew off a lee shore, the drag will be a resort of some comfort, to procrastinate the danger apprehended, and thereby bettering the chance of the weather moderating; and should it then be wanted, a good pull may be taken of the shrouds.

But if there were not sea room, when the masts were lost, the drifting of the pull will be so much retarded by the drag, as to enlarge the hope of a change in the weather, before the pull drifts into shoal water, when it may be brought up by its anchors: but, should the pull drift on shore, the drag will do the same, and nearer the high water mark; so that those who could not swim, might be saved, as sailors on a buoyed up rope will go hand over hand.

And when once our trading ships, particularly East Indiamen, of which class of ships no less than twenty-three perished between 1763 and 1783, have got the idea of the drag, which is all seamen want to improve upon, they will devise the means to effect it, either with a spare topmast, yard, davit, or even an old anchor stock for a drag, with some gang-casks lashed to a span, and perhaps a five, or a three-inch hawser to drag by; and small vessels dragging by a towline, with handspikes, oars, &c. seized on here and there to create some resistance, as a slight check in the drifting of any vessel will bring its bow to the sea.

But by such simple means, what has been thought almost a moral impossibility, may be brought into general use, and dismasted ships will be preserved from foundering, and probably thousands of souls from watery graves; besides, the immense amounts of property which will be saved, for the benefit of merchants, ship-owners, and underwriters.

Therefore, considering the little expense, the little trouble, but the great consequence of ships, men of war particularly, being always prepared against the dire calamity of foundering, after being dismasted, should such a disaster ever more be heard of, it will be a most melancholy reflection :

I have the honour to be,
My Lord,
Your Lordship's
Most obedient and very humble Servant,
CHARLES C. CROOKE.

Journal of the Proceedings of a Squadron of His Majesty's Ships, under the Command of Sir JOHN JERVIS, K.B., employed in conjunction with a Body of Troops, under the Command of Sir CHARLES GREY, K.B., to reduce the French Colonies in the Leeward Islands, 1794, and 1795.

[From the MSS. of a Naval Officer.]

[Continued from page 317.]

COMMODORE THOMPSON had the direction of this attack. The *Asia**, from unaccountable accidents, could not get in : but the *Zebra* performed her part of the plan with great gallantry and judgment : and having placed herself under the wall, within pistol-shot ; having first borne the fire from two or three guns before she went in ; she covered the landing of the boats, commanded by Captains Nugent and Riou ; which having for some time received the fire of grape, and round shot, from the Fort, before the *Zebra* † got in, pushed across the Careenage, stormed

* According to Schomberg, the *Asia* failed of success, owing to the *ci-devant* Lieutenant of the Port, M. de Tourelles, who had undertaken to pilot her in. See also our memoir of Captain Faulknor.—*Editor*.

† Sir John Jervis, in his public Letter, mentions Captain Faulknor having taken possession of Fort Royal. It is true his sloop was the first which ran into the harbour, and served as a cover to the boats ; but Captains Nugent

the Fort, and took possession: Captain Nugent, with the Veteran's people, hauled down the French colours, and hoisted the English. The Admiral did Captain Nugent the honour to appoint him, with the consent of the General, to the command of the Fort; and Captain Nugent employed himself in preparing two mortar batteries, of three thirteen-inch mortars each, in case the General should not agree to the terms of capitulation, to play into their casements, which were only open to that point of attack.—Three or four days after the capture of Fort Royal, the capitulation being signed, which gave the garrison the honours of war, and a passage to Europe; and to Rochambeau a passage to Rhode Island in America; the garrison marched out between a file of the troops, and seamen, which lined all the way from the Fort to the Parade, at Fort Royal. Captain Nugent had the honour of hoisting the English colours at Fort Bourbon, with General Whyte; as he had that of hoisting them himself at Fort Royal, or Fort Louis. The Veteran's seamen were placed next to the gate, and had the honour of taking possession of the Fort, with the sixth regiment: this Fort was taken possession of three days after the capture of Fort Royal, which was on the 20th day of March, 1794.

The prisoners being embarked in three transports, and sent off for Old France; and Rochambeau being sent off in the Vesuvius bomb, which had landed her mortars; and the light infantry and grenadiers being embarked in the ships of war, the transports not being thought capable of getting to windward sufficiently to fetch Gros Islet, opposite which was meant to make the first landing; (General Prescott being left with the chief command of the island of Martinique, and a sufficient garrison for the defence of the chief forts of that island;) we set sail on the first of April, and on the second made several landings on St. Lucia: one under General Dundas near Gros Islet; another near the Islet du Choc, to wind-

and Riou stormed the Fort with nearly twelve hundred men in boats, and they took possession of the Fort.—This is directly contrary to received opinion. Captain Schouberg, in his Chronology, says, “that Captain Faulkner took the Fort at the head of his ship's company, before the boats could get on shore, though they rowed with all the force and animation, which characterize British seamen in the face of an enemy.”—We, however, feel it our duty not to deviate from the MS., or to omit this passage; owing to the very respectable quarter whence it came to us. In the memoir of Admiral Nugent (Vol. X, page 464) it is affirmed, that Captain Faulkner was the first person on the walls, and Captain Nugent the second, and that the Lieutenant of the cutter hauled down the colours.—*Editor.*

ward of the Careenage ; and another under the Prince, at the Cul de Sac des Roseaux. The same night another landing took place under Colonel Coote, at the Grand Cul de Sac ; into which harbour the ships anchored next day. The next night Colonel Coote attacked a Redoubt close to the Fort ; and having spiked the guns, and put all the guard, to the amount of forty men, to the bayonet, retired to the post which he had occupied near the Grand Cul de Sac. A summons was then sent to General Ricard, saying that it was meant to storm Mount Fortuné that night, and to desire him to deliver up the Fort. The General, as Governor of the Island, refused this ; and answered, *That he was determined to die in the defence of his Post, and that all his Garrison was equally determined.* The seamen were then ordered to be landed from the fleet, with the scaling ladders, which had been brought in the Veteran from Martinique : but the old General sent a flag of truce in the evening, to say, that his garrison had deserted him ; and to demand what terms the Commanders in Chief would give to an old man, who had served his King faithfully nearly forty years : whose troops had deserted him, and who then lay at their mercy. As this old respectable man had an universal good character, had been a *Marchal du Camp* in the ancient Government ; and was respected by every class, to whom he had taken every opportunity of being kind ; as he had prevented all sorts of licentious conduct whilst he had been Governor, and had equally protected all parties ; had borne himself with uncommon moderation in every particular ; the Commanders in Chief were melted by his message, and gave him, and the small remnant of his garrison which had remained with him, all the honours of war ; and leave for him to remain in the island, and even to go to England, if he chose ; where the General promised to recommend him to the protection of the ministry.

Sir Charles Gordon being left with the 6th and 9th, as Governor of St. Lucia ; the Admiral embarked the troops, and returned to Martinique, to put them into the transports, and to take with him, for the attack of Guadaloupe, some howitzers, and other light artillery, which probably might be found useful in the attack. Here the Commodore remained with the *Vengeance* and the *Asia* ; and the rest of the fleet, transports, &c. sailed for Guadaloupe. The *Quebec*, *Winchelsea*, and *Blanche*, were set to attack the *Saints** ; and in the morning, as we passed, we found they had got possession. On these islands were two forts commanding the

* Isle des Saintes. See Map of Guadaloupe, Vol. XV, page 136.

anchorage, which is very good under the lee of them; and which was essential to possess, to shelter any transports, that in the passage from Martinique might not be able to fetch to windward of them, as the currents run very strong at times here; and they would in such cases, without that anchorage, be drawn totally to leeward of the Island of Guadaloupe.

The Boyne and Veteran fetched into an anchor, with some others, chiefly forty-fours, very near the Gozier; where was a small Fort of two guns. The Winchelsea being ordered to bring-to before this Fort, to cover the landing, Lord Garlies performed this service in a most masterly manner: under the cover of whose fire, we landed the troops upon a small piece of sand, on which there was such a surf, that it was with some difficulty we could preserve the boats from being stove to pieces. The Veteran's pinnace, or barge, was totally lost: and a long boat and several of the flat boats were much damaged; but the landing was effected without any other loss. The enemy had spiked the guns in the Gozier battery before we got into it; and the principal inhabitants of the village had got off into the country. Our people were quartered in the town the whole of that night and the next day; and on the night following we marched against Fleur d'Épée.

But before I enter into a detail of this, I must make some remarks on the utility of the flannel clothing to the troops, and the sailors, on this expedition; so contrary to the ideas of most, who have not been much acquainted with a warm climate. It preserves from cold, and fever, and is the most beneficial clothing that can be provided for troops intended for expeditions against any places situated in a warm climate. The flux is kept off by it, and the rains are not so prejudicial, as they otherwise would be to the constitution. I must also make another remark before I go on; which is with respect to the very pernicious way of dealing out medicine to the seamen of His Majesty's fleet*. The Surgeon of the ship pays for his medicines, and deals them out in scanty proportions to the sick under his care. We had fifty sick on board of the Veteran in fevers, and had it not been that the Captain had luckily made a large provision of bark before he set off from England, many of these poor fellows would have died for want of medicine. Often has an application been made, for a small proportion of that bark bought by Government, to be dealt out to the sick of the Veteran, but no attention was paid to our wishes on

* This is altered at present, as the Surgeons are allowed medicines by Government.

that point. Another subject of complaint is, that the officers who serve on shore have not the same advantages which the officers of the army have on such occasions. Beer or forage money, always given to the army on these occasions, has been refused to the Navy; only because no precedent could be pointed out for it.

 This is also a service which occasions an additional expense to the sailor: his shoes are worn out in a few days, which otherwise would last him many months: the fatigue is great, and the service is new; and as he performs it with cheerfulness, some little additional gratification should be given to him on such occasions, that he might not have reason to repine.

About twelve o'clock that night, being, as far as I remember, the 11th of April, General Dundas with the light infantry, joined by Captain Neville's fifty marines, and two hundred seamen from the Veteran and the Winchelsea, marched off in one column by the road which leads through the post, under which we had reconnoitred the preceding day, in order by day-light to get under the Fleur d'Épée; with two other columns, one under Colonel Symms, and the other under the Prince: the former marching by a road nearer to the sea coast, and the latter taking partly the road of one column, and turning off midway by another road between the two. On approaching the first post, the sentinel alarmed the guard, and they were ready to receive us, as we advanced. The men had all the flints out of their muskets, and most of our seamen having nothing but pikes, there was no fear of giving too early an alarm; and they were soon upon the enemy, and in possession of their post; advancing in silence dead as the night, amidst a shower of musketry, into the battery. We lost fourteen or fifteen men, killed and wounded; but the enemy making off in good time, only three were taken. The order, discipline, silence, and perfect obedience of the men, never were more exemplified than in this little attack. Not a whisper was heard along the line of march: but every man watched his second, in order to keep close up; that they might, in case of need, be ready to succour those who, from their situation in the column, were naturally the first in the attack. I never passed through such defiles; such a country so capable of defence: in which all owned, that fifty good and true men might have destroyed our little army on its march, long before they could have reached this post. Lieutenant Whitlock was left with the marines, and one company of seamen, to guard this post; and we pushed on with the General, and the

rest of the column, to our destination under Fleur d'Epée. Just as we arrived there, and the day dawned, the storm began, amidst a most tremendous shower of musketry; some parts were more easy of ascent than others, but the part allotted to the seamen was scarcely practicable.

About one hundred and fifty men were killed and wounded, in the storm; most of them killed; their retreat being cut off by the fort's having been attacked in so many quarters: one man, apparently an officer, I shall ever remember; he seemed to have smiled as he died; to have had an infinite satisfaction in dying for his country, and his principles; 'twas dreadful that such bravery, and resolution, were not employed in a better cause. Strange as it may appear, all the features of this corpse had a smile upon them. I was mentioning this circumstance to Sansi; and Grand Prè, who was with us the whole of this campaign ever since the taking of Fort Royal, told me he had remarked the same thing of a corpse, and that it had fixed him to the spot some time as it were with admiration: this effect it had very strongly. I was lost in amazement for some minutes.

This was perhaps a very necessary piece of severity, with a view to the future conduct of the enemy which we had to encounter, in the other part of this double island: as they had, knowing the natural clemency and mildness of the English, defended themselves always to the last, with the hope of being able to save their lives at the very last extremity. We had thus a probability, by this example, of intimidating them, and preventing them from holding out; as the shortening of a business of this nature, prevents our own people from dropping off by sickness, which a much longer continuance of this campaign would have endangered. The ships' crews and troops were falling even at this time, the healthiest part of the year: and this may show what they had reason to expect in a later season of the rains.

[To be continued.]

PLATE CCXXXI.

EVERY nautical reader is aware, that the Sound, or, as the Dutch call it, *Ore Sunn*, is a strait, or narrow sea, between Denmark and Sweden, through which vessels pass out of the North Sea into the Baltic, and return by the same channel. This strait stretches fifty miles, from north-west to south-east; is about fifteen miles over at its greatest breadth; but, between Elsinour and Cronenburg, it is not above a league in width. On passing the

Sound, all ships, of whatever nation or description, pay a toll to the King of Denmark*.

In the distance of the annexed plate appears the town of Elsinœur, (by the Danes termed Helsingør,) situated on the east coast of the Island of Zealand, near the mouth of the Sound, and opposite to the Swedish town of Helsingborg. Elsinœur, in the year 1311, was laid waste and plundered by the inhabitants of Rostock and Wismar; and, in 1552, it was sacked by the combined fleet of the Hanse Towns. Christian the Second would have given it up to the Dutch, but the inhabitants opposed it; on which account they incurred that Monarch's displeasure, and the toll, or custom-house, was removed to Copenhagen; where, however, it did not long remain. Elsinœur commands a safe and excellent road; and, from an humble village, inhabited by only a few fishermen, it has become the second town of Denmark †.

Towards the front of the picture is a portrait of a large Dutch merchantman.

The centre object of the view is Cronenburgh Castle; a plate, and descriptive account of which, we have already given, with sailing directions for passing the Sound, &c. ‡—This castle, or fortress, in which the unfortunate Queen Matilda was imprisoned, before her removal to Zell, was built by Frederick the Second, King of Denmark, in 1577, on piles of oak, strengthened by stone. It is situated on a point of land a little to the east of Elsinœur.—Cronenburgh Castle was taken by the King of Sweden, in 1658, after a siege of a month, but restored to Denmark in 1660.

Until the Baltic expedition of 1801, when Lord Nelson dissolved the Northern Confederacy before the walls of Copenhagen§, it had been a received opinion in Europe, that the possession of Cronenburgh Castle gave to the Danes an untroubled command of the passage of the Sound. That opinion has, of course, ceased to prevail.

* A Chart of the Sound, Copenhagen, &c. appears in the Fifth Volume of *The NAVAL CHRONICLE*, page 312.—A view of the city of Copenhagen, by Francis Gibson, Esq., to whom we are indebted for the annexed design, is also given in the Eighth Volume of *The NAVAL CHRONICLE*, page 209; accompanied by an historical and descriptive account of that city, with sailing directions, &c.

† Some farther particulars respecting Elsinœur are given in the Fifth Volume of *The NAVAL CHRONICLE*, page 308.

‡ *Vide* Vol. V, page 308.—The view of Cronenburgh Castle, there given, is from the opposite shore.

§ *Vide* NAVAL CHRONICLE, Vol. VI, page 117, and several other parts of the same Volume.

The fortress of which we are speaking is thus described by Kuttner, a modern traveller of deserved celebrity :—

“ The finest object at Elsinour is the fortress called Cronenburgh, which is, in fact, nothing more than a royal palace strongly fortified. They have, indeed, given it the appearance of a fort, guarding the entrance of the Sound, and defending Elsinour. This seems to me extremely ridiculous ; for the castle is built in such a manner, that a few men of war would, in a short time, level it with the ground, in spite of its fortifications and batteries toward the sea. It is very lofty, and every where presents level surfaces, which would make little resistance to bombs, or even to cannon-balls. It is constructed entirely of free stone ; and is one of the finest and most magnificent Gothic buildings that I have any where seen. It was erected in the sixteenth century ; and yet the ornaments, though they bear the stamp of their style and age, are elegant, and by no means overloaded, as is generally the case in this species of architecture. The whole is kept in good repair, and has a more agreeable and cleanly appearance than any structure of the kind that I have seen in Denmark. Besides the royal apartments, which are insignificant, it contains the residence of the commandant, a church, a corn magazine, and the other accompaniments of a small fortress.—In one part of the castle is a platform. This and the court of the castle, which is completely enclosed by the four sides of the principal structure, were the only places where Queen Matilda was permitted to take the air. The walk round the castle, within the fortifications, is very pleasant ; but from that indulgence she was debarred. The view from the platform is delightful. The eye follows the Swedish coast towards the north for many miles, perhaps forty or fifty ; while, towards the south, it can discern the steeples of Copenhagen. The liveliness of this scene is greatly augmented by the numerous vessels which are almost always lying in the Sound, waiting for a favourable wind ; for the wind with which some sail in, detains those which are going out, and so *vice versa*.”

It is deserving of remark, that, adjoining to the new royal palace of Marienlust, about half a mile from the castle, is a garden, called *Hamlet's Garden*, supposed to be the spot where the murder of that Prince's father was committed.

The only remaining object of importance, in the present View, is an English frigate ; which, having come to an anchor off the Castle of Cronenburgh, is in the act of lowering her sails, and firing a salute, agreeably to the usual practice on passing that fortress.

CORRECT RELATION OF SHIPWRECKS.

[Continued from page 323.]

No. XVII.

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

FALCONER.

NARRATIVE OF THE VOYAGE AND LOSS

OF

THE DUKE WILLIAM, TRANSPORT,

WHICH FOUNDERED AT SEA, WITH UPWARDS OF THREE HUNDRED FRENCH PRISONERS ON BOARD, IN THE YEAR 1758; AND OF THE ESCAPE OF HER CREW, IN OPEN BOATS.

Now first published,

*From the original Manuscript of Captain Nicholls, her
Commander*.*

IN 1758 I fitted out the Duke William with all expedition; took in King's stores, and lay at Spithead, to wait for orders. At length I was ordered to Cork, under convoy of the York man of war, Captain Hugh Pigott, to take in soldiers for America. Just before we came near the Irish coast, it came on a thick fog, by which we lost the man of war and the other ships. I stood in as near as prudence would let me. As the man of war had shortened sail in the fog, he was the longer in standing in, and just as he came near the land it cleared up, and the wind blew off the land, so that I was a long way to leeward. In the morning, as soon as I saw the man of war and the fleet to windward, I made all the sail the ship could carry; and, as she went very fast, just as the man of war had got his Pilot on board, we had gained so much, that the pilot boat came directly to me, and put a Pilot on board; but the flood tide being come away, I could not weather Powerhead, the entrance of the harbour. It came to blow in the night at —, so that we were driven as far as Bellerotten island. The next day, it blowing very hard, I was obliged to bear away for Waterford. When we came off Credenhead, I fired

* Captain Nicholls afterwards commanded one of the foreign packets, from Falmouth.

several guns for a Pilot; but none coming off, and not being acquainted with the harbour, we brought the ship up, though the sea was very high. At last a pilot boat came off, and we took an old man out of her. The boat went on shore immediately. We went to work to get the anchor, and got just a peak when the vial broke, and she ran away, with all the cable, before we could prevent it; and, by the time we could heave it in again, and get the ship under sail, it was almost dark. The Pilot said, if I would mind the ship, and do as he should tell me, he would carry her in in safety. I ran under the fore-top-sail treble reefed, and got a range of the sheet cable overhauled. We ran for some time, and could just see the land. I asked him several times, if I should bring the ship up: he said, no, till I found the water shoaling very fast. I then made all clear to bring up; but at the same time asked him which side was the deepest water. He confessed he did not know, and I then brought up; and, when day-light appeared, to my great surprise, I found high rocks astern of us, and very near; so that for our lives we could not veer away a cable. We had let the sheet anchor go in the night, and as we had wore away upon the best bower, that it might bear likewise, it was, thank God, the means of our preservation. We got down yards and top-masts, hoisted the signal of distress, and fired a great many guns. At last we saw a large boat coming from the windward. As soon as he came near enough, we hove him a rope, and wore the boat clear of the counter. A man in the boat said, if I would give him fifty pounds, he would come on board. I told him I would give it. He then came up the stern ladder; but, as soon as he found that we were so near the rocks, he declared, that, for all the ship was worth, he would not stay on board. I told him he came off as a Pilot, acquainted with the harbour, and he should stay. I then called to the people in the boat, to hoist their sails, for I was going to cut the boat adrift, which I did immediately. The Pilot was in the greatest confusion. I said it was in vain to complain, and if by cutting or slipping the cables he could carry the ship into a place of safety, I was ready to do it. He said he could not take charge of her, nor could venture to carry her in, for he was afraid that she would be on shore, and all to pieces against the rocks, before she would veer; and if she did veer, there had been a large French East Indiaman lost upon the Bar, which made the Channel very narrow, and he did not know the marks to carry her clear of the wreck. The ship rode very hard; and, it being Sunday, there was a great number of people ready

to plunder her, should she strike. As she pitched so much, I was greatly afraid that at low water she would strike. There were two English frigates in the harbour, which, as soon as the weather came more moderate, sent their boats to assist us. The Custom-house smack also came to our assistance, and put his Mate on board as a Pilot, and being a man well acquainted with the harbour, he confessed it was a very narrow escape.

We lay there three weeks before we could get out to proceed for Cork; during which time I had several threatening letters from Captain Pigott, that he would write to the Navy Board against me, and would put another Master on board to command the Duke William, as soon as I should arrive at Cork. He several times declared that he would fight me the first opportunity. Some of the Masters wrote to me of this, that I might be upon my guard. I had certificates signed, by the two Masters of the man of war, of our distress; likewise by the Captain of the Custom-house smack, and by several Pilots, that the whole time I had lain there it had been impossible to get out of the harbour. At last Captain Pigott sent Captain Adam Drake (who commanded a tender at Cork) to see what I was doing. He told me that Captain Pigott had ordered him to acquaint me, that I must not go into Cork harbour, but if possible cruise off and on till he came out, and he would put all the soldiers on board the other transports, that I was to carry to America, and they were to put them on board of me. I got off Cork in the evening, and it being fine weather, came to an anchor. In the morning, the York, with the transports, came out and put the soldiers on board me.

Dissatisfied with Captain Pigott's message, I dressed myself, and went on board his ship. He, seeing me coming, ordered his men not to man the side, nor to put any ropes over, as is customary. Not paying any regard to this, I sprang up the ship's side. Coming on the quarter-deck, I asked for Captain Pigott, and was told that that was him walking on the larboard side, with Lord Howe, (who was going out to America Colonel of the Black Cuffs, General Anstruther's regiment). I immediately went up to him, and told him I had taken the liberty of waiting on him, to know what were his commands. He asked me if I commanded the Duke William? and, upon my replying in the affirmative, he flew into a violent passion, called me several names, assured me that he had written to the Navy Board against me, and that he would put a better and a more capable man in my room. I replied, that I had waited on him, thinking it my duty so to do; but his

threatenings I despised, as I was conscious that I had behaved as I ought; that I had commanded some years, and was esteemed a capable man; and that I was greatly of the opinion, without vanity, that he had not a better seaman on board: if he had, I should be glad to see him; but he should put no man over me in my own property. He had a rattan in his hand, which he shook over me, and trembled with extreme passion. I told him, that if he struck me, let the consequence be what it would, I should return it. I then went towards the side, to go into the boat, when he ordered an officer to call the rascally fellow back. I replied, that I was an honest man, and he certainly could not mean me. Seeing me still advancing towards the boat, he desired the same officer to call the Master back; at which I returned for his commands. He asked me, whether I had an inventory of my provisions? I said, no: upon which he told me to go on board and get one, and immediately ordered the side to be manned. As soon as I got an account of my provisions, I returned on board the York. When the Lieutenant informed Captain Pigott that I was come, he desired me very civilly to walk into the cabin, and behaved quite genteelly.

We sailed the day after, and saw two ships, the America, of 64 guns, and a frigate, cruising off Cape Clear. Upon the York's making signal for them to come between us, they stood directly towards us; but, through a mistake of the helm, the York ran on board the America, his sprit-sail taking her main-shrouds, and his bowsprit carrying all her weather shrouds away. Before she could get clear, she had her main-mast pulled away, with the fore-top-mast and mizen-top-mast, having nothing left but the fore-sail, though the moment before she had three top-gallant-sails set, and every stay-sail. The York got a little damage in her head.

We proceeded to Halifax, where we arrived safe; and from thence went to besiege Louisbourg. After we had landed the troops, the transports and some of the men of war went into Gabarus Bay. Our people falling sickly, we petitioned Admiral Boscawen to let us have a small Peninsula, to put them on shore, and we would defend it, which he granted. Accordingly all the Masters of the transports armed themselves, and people, and went on shore together, where Captain James Wilson was appointed our General; C. Price, Ben. Sugget, Samuel Hurry, and myself, Captains; each having a Lieutenant under him. We had two small woods of trees between us and the main wood, which it was agreed to cut and burn down, to prevent the Indians from lying in

ambush there. We then drew lots, which was to have the first guard. It fell to me; and, with Captain George Hurry, who was my Lieutenant, and a party of forty sailors, all armed, I posted myself between the large wood and the small ones, where the sailors were cutting down the trees. We staid two hours, when I was relieved by Captain S. Hurry and another party of sailors. At night, having completed our work, we returned on board, having met with no obstruction from the Indians, who we were certain were in some parts of the wood, as they had taken Captain Golden, of London, Mr. Hutchins, his Mate, and three or four others, a day or two before, and carried them off. In the morning, by a signal from General Wilson's ship, we manned our boats, arming ourselves and people. We carried iron crows, shovels, axes, &c. I believe between four and five hundred of us went to work, and cut a ditch, six feet wide and four feet deep, from one part of the Peninsula to the other, as a guard against the Indians. By having cleared away the two small woods, we had a prospect of about a mile, from our trench to the main wood. We planted cannon, and several swivels, which we put upon the stumps of trees cut down for that purpose. At our head quarters we hoisted the English flag.

Admiral Boscawen, and some Captains of men of war, came down with our Agent, to see what we had done for our defence. He was much pleased with our performance, and made us an offer of some pignets, and cheveaux de frise, which were accepted. He then gave our Agent orders to send on board the *Anna Maria*, Captain Rodorick Wilson, for as much as was necessary. In a short time we got them driven; placed cheveaux de frise to hinder any surprize; and got our sick men on shore. The next day the Admiral ordered a Lieutenant of marines, and thirty men, to remain constantly as a guard to protect us; which we thought very kind, as the sailors were in general sickly.

Walking about the island, I saw a convenient place for an harbour to shelter myself and people. I sent on board for a dozen men, and a Carpenter, who brought with him a saw, axe, &c. With shovels and crows we cleared away the rubbish and briars; and having cut down several small spruce trees, of which there was a prodigious quantity, I marked out with them, fronting my harbour, a large space of ground as my property. The other Masters, seeing what I had done, followed my example; so that, in a short time, the whole island was converted into harbours. The Captains, Collins and Spry, sent their gardeners, with seeds, &c.

I made my arbour very complete, having set it round thick with spruce trees; and, driving down stakes in the middle, and lashing pieces to them, I wove all the top over with spruce boughs. I had a table, and half a dozen seats, made after the same manner. I made likewise a fine walk from the arbour to the gate, with small pebbles, which the people got from the beach; and planted a row of trees on each side of the walk, which was upwards of twenty yards in length, and the breadth as wide as the garden. I stuck trees in the manner of a little shrubbery; and, as it was allowed to be very pretty, and the first ever attempted to be made on that island, it was called the Garden of Eden. There were several Yarmouth Captains there; and, being all in a mess, we built another house, pretty large, to dine in, which we called Munsley Barn, after a large barn near Cromer, on the Norfolk coast. Our people recovered surprisingly: some of them by a ground sweat; which is by digging a hole in the ground, as high as their chins, and after stripping them, and putting them in, throwing the earth over them for a few minutes. For a little while the earth seems very cold; but it soon brings them into a gentle perspiration, which carries off the disorder. There was not one died that was served in that manner.

[To be continued.]

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 NARRATIVE OF THE WRECK

OF

HIS MAJESTY'S SHIP PORPOISE,

LIEUTENANT ROBERT FOWLER, COMMANDER,

ON A REEF OF CORAL IN THE PACIFIC OCEAN, AUGUST 17TH, 1803,

*And the subsequent Proceedings till the Arrival of the Crew at Canton; with a little extraneous Matter relative to the Colony of New South Wales.*

BY ONE OF THE CREW.

Ille salutiferam porrexit ab æthere dextram,  
 Et me de rapidis per euntem sustulit undis.

A PSALMIS BUCHAN.

[Continued from page 140.]

**T**HE features and colour of the American, and New Hollander, are the same, or nearly so, in every part of these continents, which certainly comprise every range of latitude; and they both seem a pure and unmixed race. With a view, however, to con-

futing the absurdity of the sun being the cause of colour, it may be just worth while to remark, that the natives of Van Dieman's land, close upon the 44th degree of south lat., are darker than those about Port Jackson; while the people of New Guinea, and the adjacent islands, in the vicinity of the Equator, have their complexions of a bright copper. We thus see the fallacy of laying down rules to account for the diversity of colour, feature, and shape, in the human species; and are equally at a loss to comprehend the cause of this variety, as to adjudge where the standard of originality belongs.

About noon on the 17th we came in sight of Tinian, Saypan, and the other islands; betwixt the former of which we passed in the evening, deeply regretting the impracticability of visiting Tinian.—Lunar observation on the 21st, in lat.  $18^{\circ} 37'$  N., made the longitude  $136^{\circ} 51'$  E., and  $29'$  to the westward of the reckoning; and on the 24th, by distances with Aldebaran, in lat.  $20^{\circ} 59'$  N.;  $131^{\circ} 14'$  E. long. was deduced, or  $3'$  to the westward of that, by account: subsequent observations showed a current westerly, in compliance with the impulse of the strong trade wind; but it was much smaller than we could have expected, for it averaged not more than  $5'$  per day, in the run between Tinian and Formosa. This island we passed on the 30th, with a strong N.E. gale, after a very narrow brush from a water spout. On the preceding evening, we had distances with Alhazetis west, and Regulus east, of the moon, which, brought forward to noon, gave the long. of  $120^{\circ} 59'$  E.; when we had, bearing north of us, the southern extreme of Formosa. On the 3d of December we saw Pedro Blanco, and on the following day anchored in Macao Roads. Here we tarried till matters were arranged at Canton for our passing the Becca Tigris, or entrance of the river Canton, and making Whampoa; where, on our arrival, the men were put on board the different Indiamen, and the officers invited to the English Factory. Nothing could surpass the very kind and polite attention of Mr. Drummond, chief of the Company's affairs in that quarter, and the rest of the gentlemen of the establishment: suffice it to say, that it was far beyond the limits of our expectations, and equal to our most sanguine hopes, and wishes. The hospitality and kindness we experienced, have made a lasting impression on all of us, which will never be forgotten. You have heard so much of the Chinese, that I shall trouble you with very little on that score; I have only to remark, that I think they have been maligned more than they deserve. At Canton we have to

deal with the Popellus alone, and we draw all our inferences therefrom, which is unfair: were we to take the inhabitants of St. Giles's, and Billingsgate, for a sample of the English nation, we should have a caricature, and by no means a favourable one, of John Bull. Instead of that independence of mind, that open sincerity, and generous spirit, for which he is so conspicuous, we should have a substitution of intolerable insolence, scurrilous abuse, vile rapacity, and what we have no term for without a solecism in language, but, what they call—up to every thing. We are only permitted the range of the suburbs of Canton, and, as yet, know not enough of the Chinese, to pronounce on their general character. Their acuteness, and industry, are above all praise, and they imitate, with surprising facility, the various articles of European manufacture. Their roguery seems to me to be European, merely vamped in the Chinese fashion; for where you treat a man as a scoundrel, he has an undeniable right to reciprocate; and it must be acknowledged they have, greatly to their credit, practised with consummate address, those arts they have learned from ourselves. But the season was now far advanced for leaving China, and though there was no convoy to protect us from the French squadron cruising in the China seas, it was determined to sail early in February; and we left Macao accordingly, on the 6th of that month, 1804. The fleet weighing in the night, the *Rolla*, in which I happened to be, with the *Cumberland*, *Warren Hastings*, and *Carron*, country ship, owing to mistaking the signal to weigh, were left behind. In the morning we made sail, and stood to sea with a gentle breeze, but the wind increasing in the night, and we sailing very heavy, found ourselves alone the following morning. Nothing material occurred till the 9th, when a little before noon we saw land; which, by the dead reckoning, we took to be the *Paracells*; for we had unfortunately no time-keeper on board, and the weather was unfavourable for lunar observation. Resolving to comply with our instructions, which ordered us to keep the coast of *Cochin China* on board, by way of evading *Linois*, we stood to the N.W., but still found obstruction from islands. In this way were we bandied about till the 16th, when, by observation, we found ourselves in  $106^{\circ} 37'$  E., and to have been in a short run of three days, upwards of two degrees ahead of our reckoning. Aware that we were now, and had always been, on the coast of *Cochin China*, it became evident that the islands we had seen were the *Chan Calao's*, and *Pulo Canton*; and we shaped our course along the coast, making *Cape Nord*, or, as it is some-

times called, Turon, the following day. Light breezes retarded our progress, and prevented us from getting abreast of the land first made by us, before the 20th. On the day following we had distances of the sun and moon, which, carried back to Pulo Canton, gave its longitude  $108^{\circ} 48'$  E. : the latitude of its centre from cross bearings we made  $15^{\circ} 28'$  N. On the 23d, when a little to the northward of Cape Varella, the wind came away from the southward in heavy squalls, and continued so till the 1st of March; but was then followed by the regular trade. While we were beating about off this Cape, we sometimes stood a long way to the eastward, in hopes of seeing the Paracells; but in vain. If they do exist, they are in all charts erroneously laid down; for we have been in the Rolla where they are usually placed, and we saw no indications of them. On the 3d, we passed Pulo Cecir de Mere, a small low island, with a remarkable insulated rock on its western side. This small island seemed steril, and by no means inviting; we could just discern, at noon of the 5th, bearing N.W., the high tops of Pulo Condore; our latitude then was  $8^{\circ} 7'$  N., which made its distance at least 15 or 16 leagues; and lunar observation, while in sight of it, made the longitude of this island  $107^{\circ} 20'$  E., or nearly a degree farther east than it is always laid down. We were at first disposed to doubt our observations, but a succession of them for three days following, in the most favourable weather, inclined us to believe, that the position of this island may be farther to the eastward than is commonly supposed, though not so much as shown by our observations.

The high and curious shaped land of Pulo Timsan, was visible on the 9th, which accorded exactly with our reckoning. We passed Pulo Aone on the day following, and on the 11th entered the Straits of Sincapore. Our passage down the China seas, along the coast of Cochín China, though tedious, was never attended with any danger: we were deceived by the immense current, and unable to extricate ourselves till our exact situation was ascertained. The idea of the Paracells, with the numerous islands laid down in charts towards their northern extreme, is truly ridiculous; our track happened to be directly over them, and we saw nothing to create even any suspicion that we were even in shoal water. I should think that in point of safety, for ships bound to, and from China, this track is greatly preferable to keeping the middle of the sea, which is full of shoals; whereas here we have no dangers but what seem perfectly known; for though the latitude and longitude of the coast are far from correct, yet the bearings and

distances of the most remarkable headlands, with the line of trending, are accurate. We anchored at Malacca on the 14th, and learned with satisfaction, that Admiral Linois had been foiled in an attack on one of the richest convoys of merchantmen that ever left China. People are apt to censure the Admiral for what I conceive an act of the highest magnanimity since the days of Alexander the Great: the Macedonian refused to run, leap, box, wrestle, and drive carts, at the Olympic games, because he had not Kings to contend with; and might not, in like manner, the high minded Frenchman disdain to enter the lists with a parcel of merchantmen? We have so many proofs daily, of their honour, justice, moderation, lenity, candour, and generosity, that we are warranted in this suggestion.

On the 16th of March we weighed, and stood up the Straits of Malacca, with a beating wind, which did not cease to blow in our teeth till the 18th of April, when, by observation, we found ourselves in  $5^{\circ} 55' N.$ , and  $91^{\circ} 20' E.$

[To be concluded in our next ]

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## PHILOSOPHICAL PAPERS.

### ANTIQUITY OF THE MARINER'S COMPASS.

IT is stated, in a preceding part of this Volume\*, that M. Azune, a French author, has published a dissertation on the origin of the compass, in order to prove that the French were the first who made use of it. We find that, in 1795, M. Azune published, at Florence, a dissertation on the same subject, in Italian; of which the present is an enlargement, in consequence of new researches. The greater part of modern writers acknowledge Flavio Gioia, otherwise called Flavio of Amalfi, a Neapolitan, as the inventor; and they fix the epoch of its use to the year 1302. Others think, that Marcus Paulus, the Venetian, who travelled into China, brought this invention with him in 1260. The latter supposition seems to be confirmed by the manner in which the compass was at first used in Italy; which was exactly that of the Chinese, who let it float at liberty in a small basin of water wherein it is kept buoyant by a piece of cork. The Chinese also divide their compass into twenty-four points; so that they do not

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\* *I*vide page 200.

appear to have received it from the Europeans, who divide their instrument into thirty-two points. The Chinese affirm that it was known to their Emperor Chiningus 1120 years *ante anno Domini*. M. Azune does not forget to quote the poem of Guyot de Provence about A.D. 1200, which seems to describe the compass under the term *marinette*, or *mariner's stone*: this is 100 years before the time of Flavio Gioia. He also thinks that Cardinal Vitry, who lived about A.D. 1200, has mentioned this instrument, under its then imperfect construction, in his History of the Crusaders, and their voyages to the Holy Land. M. Azune finds traces of the same invention in other authors, who refer it to 1244; but Vincent de Beauvais, and Albert le Grand, before 1240, furnish him with additional testimonies, of a still earlier date; so that, on the whole, he gives the honour of this important discovery to France, though he thinks it was improved and perfected by others.

We do not discover much weight in the circumstance of the *fleur de lis*, with which the compass is ornamented, being the arms of France; since the question concerns the invention, not the embellishment; and, as Dr. Wallis has observed, the English name, *compass*, by which it is generally known—though the Italian name, *bussola*, prevails very much in the east, and among the Arabs and Chinese—is a much stronger argument in favour of England.

It is certain that the Crusades had a considerable influence in forming the English Navy. It is also certain, that English vessels, in sailing to, or from, the Holy Land, would much more need the assistance of the compass, than French or Italian vessels would, since the route was not only more extensive, but less direct, and exposed to greater dangers. As it is the character of the English nation, to adopt the ideas of others, and to add considerable improvements of it's own, we could wish that what histories are extant of the share taken by Englishmen in the crusades, prior to the adventures of our King Richard in them, were consulted, in order to determine the state of nautical science at the time; including also the means by which ships were enabled to perform that voyage. We should not be surprised, if it were to prove that the compass was then in use among us; but that, with the customary negligence of our countrymen, nobody thought of recording any thing about it.

On the whole, it appears, that we may conclude the compass to have been known before the time of Flavio Gioia: probably he



improved it; and, possibly, he might adapt it to the cardinal points, and their divisions: he might also contrive the method of balancing it, &c., and hence have been honoured with the title of inventor. Hitherto, however, the English have enjoyed the credit of the latter improvement.

It is by no means our wish to lessen the fame of any individual or nation; but we cannot consider the arguments of M. Azune as conclusive: and we think it not altogether improbable, that, some time or other, such a clue may be furnished, as will lead to the establishment of the fact, that the English, though not the inventors of the compass, were at least the first European nation amongst whom it was in use.



#### TO TAKE THE DRAUGHT OF PART OF A COAST IN SAILING ALONG IT.

1st. **H**AVING brought the ship to a convenient place, from which the principal points of the coast or bay may be seen, either cast anchor, if convenient, or lie to, as steady as possible; or if the coast is too shoal, let the observations and measures be done in a boat. Then while the vessel is stationary in that situation, take the bearings in degrees of such points of the coast, as form the most material projections, or hollows, with the azimuth compass; write down these bearings, and make a rough sketch of the appearance of the coast, observing carefully to mark the points, the bearings of which had been taken, with letters, for the sake of reference.

2d. Then let the ship or boat run in a direct line, which must be very carefully measured by the log, or otherwise, one, two, or three miles, more or less, until she comes into a situation from which the same points before observed can be seen again. There let the vessel lie steady, as at the foregoing station, and observe again the respective bearings in degrees of the same points, which are also to be written down; and a rough sketch of the coast should also be taken from this station. But while the vessel is running the base line from station to station, a more accurate drawing of the appearance of the coast should be made.

3d. To map these observations.—In some convenient part of a sheet of paper describe a circle, draw the magnetic meridian, lay off the several bearings taken from the first station, and let them be numbered, 1, 2, 3, &c. on the outside of the circle; lay down also the several bearings taken from the second station, let these be

numbered, 1, 2, 3, &c. on the inside of the circle, observing that the bearings of the same points are numbered with the same figures.

4th. Draw a line to express the ship's run, both in length and course; and from that end of the line expressing the first station, draw lines parallel to the respective bearings taken from that end, and marked on the outside of the circle: also from the other end draw lines parallel to the bearings taken at that end, and noted on the inside of the circle: mark the intersection of each pair of lines, directed to the same point, with the number annexed to their bearing; and through the intersections, so marked, draw, by hand, a curved line, observing to wave the line in and out, as near as can be like the bending of the coast itself. Lastly, set off the variation of the compass from the north end of the magnetic meridian toward the right hand, if it be east, or toward the left hand if it be west, and draw the true meridian through that point and the centre of the circle.

5. Against each part draw the appearance of the elevated or low ground as marked in the sketches, distinguishing rocks, cliffs, high-lands, low-land, sand-hills, &c. If there are any currents or eddies, express them in their proper place by darts or arrows, the points being turned that way the current sets. Put in the several soundings at low water in small figures, distinguishing whether they are fathoms or feet; show the time of high water on the full, and change days, by Roman figures, and tell the rise in feet. Put in a compass, and a scale of miles or leagues, such as the vessel's run was laid down by; add the name of the place, the coast, and the latitude or longitude, as true as can be obtained.

6. If there are shoals or sands on the coast, let them be taken by a boat sailing round them, and keeping an account of the courses, distances, and soundings. But to put them in the draught, the boat must take the bearings of two points on the coast, the bearings of which have been taken from the ship, from some part of each sand or shoal so sailed round. Or, the bearing of the boat at some part of the shoal, or of some beacon in that place, must be taken by the ship at each of the stations where she took the bearings of the shore; for by either of these means one point of the sand being obtained, the rest of it can be laid down from the boat's account.

7th. If the coast to be surveyed is a bay or harbour, winding in such a manner that all its principal points cannot be seen at two stations, let as many bases, or lines, be run and measured exactly

as may be found necessary; observing that these several bases join to one another, in the nature of a traverse, and that each new set of objects, or points observed, be taken from two stations at the end of a known distance. Or look out for three or more remarkable objects on shore, which lie as far out of a right line as possible, and may be seen from every part of the bay or harbour which is to be surveyed. From any convenient station let the bearing of one of these objects be taken with the compass, and the angles which are suspended by this and each of the others, be observed with Hadley's quadrant. Let the ship run from this station in a direct line, as far as the nature of the place will admit of, measuring the distance run by the log. Bring the ship to, or come to an anchor, and let the angles which these objects subtend be again measured with the quadrant, and the bearing of that object be set with the compass, which was set before. By these means, the situations of the objects on shore will be had with respect to one another, and to the base line; after which the position of any point may be obtained, by measuring the angles subtended at that point, by any two pairs of them, with Hadley's quadrant.

8th. If any particular parts of the harbour cannot be conveniently seen from either of the stations, take the boat into these places, and having well examined them, make sketches of them, estimating the lengths and breadths of the several inlets, either by the rowing or sailing of the boat, taking as many bearings, soundings, and other notes, as may be thought necessary; then annex these particular views in their proper places in the general draught.

9th. If there are any dangerous sands, or rocks, besides inserting them in their proper places, there should be a double line drawn through that point, and one or more objects ashore; and for this purpose choose a church, mill, house, noted tree, a cliff, or any other remarkable thing that can be distinctly seen at sea, and which can be brought to bear in the same right line with the point to be avoided. But if that point is under water, there must be two land marks brought to bear with the danger in the same right line; and also two others which are in a direction as nearly at right angles as can be to the former two; and that those land-marks may be put down in their proper places in the chart, their bearings must also be taken from two of the ship's stations.

10th. It should be remarked in the draught which places are unfit for anchorage, and what are fit, by writing rocky ground, foul anchorage, good anchorage, &c.; and in the latter to draw the

figure of an anchor. Also if there is any particular channel more convenient to sail through than another, it is to be pointed out, by lines drawn to its entrance, from two or more noted marks ashore.

The foregoing method of surveying a coast supposes in general that it is taken by a ship in her passage along, not having an opportunity of going ashore. But when the circumstances will permit the measures and observations to be made on land, the survey can be taken more accurately than on the water.

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## NAVAL LITERATURE.

*Accounts and Papers, presented to the House of Commons, relating to Ships of War, the Dock Yards, &c. Ordered to be printed 25th June, 1805.*

WE shall proceed to notice the present series of official papers, in a manner similar to that which we adopted in a preceding part of this Volume, for those which were ordered to be printed on the 28th of May, 1805\*.

No. 1 is an account, showing the number of months which the hemp, and spars for masts and top-masts, in store on the 15th of May, 1804, would last, according to the average consumption during the late war. Of spars, from 38 inches down to 31, both inclusive, there were none on hand: the others varied, from a stock of 4 months and a half, to 47 months. Of hemp, 9868 tons were on hand, forming a stock for 10 months.

No. 2 is an account, showing what hemp, and spars for masts and top-masts, were due on contract, on the 15th of May, 1804, and how many months the same would last, according to the average consumption during the late war. Of hemp, a supply for 10 months, or 9702 tons, was due; of spars, the quantities were various, from for less than a month, to 18 months.

No. 3 is an extract from the Report of the Commissioners of the Navy, who inspected Chatham Dock-yard in 1785. The Commissioners say:—"The number of ships which have been built by contract in the Merchants' Yards during the war, and the great

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\* Vide page 343.

demands of timber in consequence of it, was much felt at this yard, as well as the yards of Deptford and Woolwich, and prevented many offers of timber which would have been otherwise made. There is no doubt, however, of our being able in due time to replenish the established quantity; and some progress has already been made towards it."

Nos. 4 and 5 consist of copies of reports made by the Purveyors of Sherwood Forest, dated Nov. 18, 1797, and Dec. 4, 1802; of applications from the Navy Board to the Treasury, for the fall of such trees as were felled in the said forest after the 18th of November, 1797; and of an account, corresponding to those applications. From these it appears, that, in 1802, eight hundred and four oak trees were felled in Sherwood Forest; and, in 1803, two hundred and eleven more. In the Forest of Dean there were, in 1802, 1601 oak trees, amounting to 3111 loads, which had done growing, and required to be cut.

No. 6 is a copy of a letter from the Navy Board, dated Nov. 20, 1797, declining an offer of timber, made by Mr. Shawe, of Trowell.

No. 7 is an account of the lowest meetings and size of oak timber allowed to be received into His Majesty's Dock-yards, on the established contracts, since 1776, and the lowest meetings and size of timber which are applicable to the building of frigates and sloops of war.

No. 8 consists of an account, showing the quantity of sided timber converted in Deptford Yard in October, November, and December, 1801, and October, November, and December, 1803, distinguishing the sound from the defective, in each month; and of a copy of a letter from the officers of Deptford Yard to the Navy Board, dated June 8, 1805, explaining the said account.

From No. 9 we learn, that in the months of August and September, 1804, the sum of 20,000*l.* was advanced by the Navy Board to Mr. Larking; and between the 3d of August and the 27th of December, in the same year, 15,000*l.* to Mr. Bowsher, to enable those timber merchants to purchase an additional quantity of oak timber, to be delivered into the King's Dock-yards at the contract prices: the sums advanced to be repaid in 18 months from the day of issue, with 5 per cent interest.—Between the 1st of January and the 30th of May, 1805, the sum of 25,000*l.* was advanced to Mr. Larking, at an interest of 5 per cent, to enable him to purchase 50,000 loads of foreign oak timber, to be delivered in a sided state (including 8 or 10,000 loads of thick-

stuff, plank, and knees,) in five years, from the 5th of March, 1805.

No. 10 is a copy of a Report of the Surveyors of the Navy on foreign timber imported by Mr. Larking in 1802; in which an opinion is expressed, that the foreign oak timber so imported is much inferior to the British; but that, in consequence of the scarcity and dearness of the latter, and with a view to preserve it, it might be advisable to obtain a large supply of the foreign timber, for the repairs of large ships; and also, that one or two large ships should be built wholly with it, for the purpose of experiment, as to its durability.

No. 11, dated June 17, 1805, is an account, showing the number of ships and vessels of each class in the Royal Navy, and their tonnage; distinguishing the foreign built ships, and those built in Merchants' Yards, from those built in the King's Yards. From this it appears, that the total number of ships was 843; of tons, 613,863. The number of these, built in the King's Yards, was, of the line, 61; under the line, 93: built in Merchants' Yards, of the line, 58; under the line, 433: foreign built, of the line, 41; under the line, 157.

No. 12 is composed of a very long correspondence between the Admiralty and Navy Boards, and between those Boards and the Master Shipwrights of the King's Yards, in 1803 and 1804, on the subject of shoaling the shipwrights, occupying 33 folio pages. The principal points of this correspondence appear to be as follow:—The Plymouth officers propose, “that, at the ensuing shoal, the men be divided into three classes, viz. very good, good, and middling, by which means the earnings of the men will be equal to their exertions; more work will be done; and the ablest men encouraged by receiving wages in proportion to their merits, and the whole be employed to advantage.” To this, the Navy Board, in a letter to the Admiralty Board, answers:—“the Surveyors are of opinion, that if the men were shoaled, as therein recommended, more work would not be performed by the whole body of the workmen, although the best workmen, if selected, would individually perform more than they at present appear to do; but it is to be considered how much less would be done by the indifferent workmen, when deprived of the abilities and exertions of those men who are proposed to be taken from among them, whose example cannot fail of acting as a stimulus to the others of inferior abilities: and it has been proved by experience, (the best proof which can be obtained,) that when too great a number of task

companies have been formed, the day companies, by being deprived of their leading men, have been thereby rendered very inefficient." Mr. J. Tucker, the Master Shipwright at Plymouth Dock-yard, replies to this :—" By shoaling the men as I have proposed, I shall, at all times, have the means of applying such abilities and strength to each particular work, as that work may require, and be able to expedite, in the shortest possible time, any works that may press, or demand extraordinary exertion ; whilst by the present mode of shoaling, in order to get the ability and strength of any given number of good men, I am compelled to employ also a great number of indifferent workmen, consequently so much work cannot be performed on any pressing exigency, as the number that appear to be employed by the progress would justify the expectation of ; and I am humbly of opinion, if any thing can, from time to time, stimulate the middling and bad workmen to industry and exertion, it will be the hope of being selected in the next shoal by the best workmen, and thereby enjoy the credit and advantage that will and ought to attach to them ; added to which, the Master Shipwright will have the means of punishing any man for neglect or inattention, by reducing him to the class below that in which he may have been shoaled."

No. 13 consists of correspondence between the Navy Board and the Masters of the several Dock-yards, subsequently to the 1st of June, 1804, respecting the time which the ships which had been ordered to be built in His Majesty's Yards could be completed. At Chatham Yard, it was expected that the *Revenge*, and the *Fir* frigate, would be ready about the month of February, 1805 ; the *Melceger*, and *Iphigenia*, in September and October following ; the *Warspite*, in July 1806 ; and the *Impregnable* in the succeeding November. At Portsmouth, the *New Fir* frigate, of 32 guns, was expected to be complete by April, 1805 ; the *Brazen* sloop, by the December following ; the *Scipio*, of 74 guns, in May, 1806 ; and the *Boyne*, of 98 guns, in July, 1809. At Deptford, two 32 gun ships, of fir, were expected to be ready by December, 1804 ; the *Fame*, of 74 guns, in October, 1805 ; the *Bombay*, ditto, in August, 1806 ; and the *Queen Charlotte*, of 100 guns, in July, 1807.

No. 14 states, that " the sum allowed to shipwrights, by the scheme of task, for building a 74 gun ship of 1730 tons, for the workmanship expressed in such scheme, is 54*s.* per ton, or 467*l.*, which sum would be earned by 41 men in 313 working days, or one twelvemonth, being paid at the rate of 7*s.* 3*d.* per day ;

therefore 41 men, paid at this rate, should complete in a twelve-month all the workmanship expressed in the scheme of task for building a 74 gun ship of 1730 tons."

From No. 15 it appears, that, according to the number of shipwrights employed in all the Yards, and the sums of money paid to them for wages, from 1793 to 1804, both years inclusive, 664 seventy-four gun ships, of 1730 tons each, might have been built; being, on an average, something more than 55 such ships in a year.

From No. 16 we learn that the following number of ships was launched, from the King's Yards, between the 1st of January, 1793, and the 31st of December, 1804:—2, of 110 guns; 4, of 98; 2, of 80; 6, of 74; 3, of 50; 7, of 38; 4, of 36; 10, of 32; 1, of 16; 3 sloops; 1 gun-brig; and 1 yacht.

No. 17 contains an offer from Messrs. Brindley, at Frinsbury Yard, to build a 74 gun ship at 21*l.* per ton, and a frigate at 16*l.* per ton.

No. 18 is a list of persons who had been employed as overseers to ships and vessels building by contract, subsequently to the 1st of January, 1783; the names of the ships and vessels building, and by whom, and which each man had to inspect, in each year.

No. 19 consists of copies of additional clauses made to the contracts for building ships since the 15th of May, 1804. One of these clauses provides, that, in building brigs and gun-vessels, the contractors are to receive a premium of 5*s.* per ton for every week that they may be finished within the specified period of three months.

No. 20 relates to the defects of the *Ardent*, and to the number of short bolts found in that ship.

No. 21 is a schedule of the prices for workmanship and materials, which the Navy Board agreed to pay the Merchant Builders for ships ordered to be repaired by them subsequently to the 1st of June, 1804: against each article is stated the sum which it costs the public in Deptford Yard.

No. 22 states, that there were 317 ships and frigates in commission, on the 1st of October, 1801, exclusive of those for harbour service.

No. 23 is an account, showing the number of building slips in each Dock-yard, stating the highest rate ship that each is capable of receiving, how occupied on the 15th of May, 1804, and the 1st of January, 1805, and from what period so occupied.



No. 24, which occupies 95 folio pages, contains copies of all letters or representations from the Navy Board to the Admiralty, between October 1, 1801, and March 20, 1803; recommending or submitting that any of His Majesty's ships or vessels should be sold or broken up. This number exhibits surveys of several ships, and contains much information in detail.

No. 25, the last of this series, is an account of the oak timber in store in the several Yards on the 31st of December, 1800, 1801, 1802, and 1803; distinguishing the sided from the rough, and the Foreign from the English.

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### Naval Poetry.

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

FALCONER.

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### EXTEMPORE LINES,

To the Memory of W. H. JERVIS, Esq., Captain of His Majesty's ship *Tonnant*; who was unfortunately drowned at sea, (while passing in his boat to the Commander in Chief's ship, with intelligence respecting the enemy's fleet,) 25th January, 1805.

(From Dr. HALLORAN'S *Poems*.)

“ ——— Cut off from Glory's race,  
Which never Mortal was more fond to run.”

WHILE patriot zeal his bosom warms,  
Each sense of fear the Hero braves;  
Views, unappall'd, the wintry storms,  
And, dauntless, rides the billowy waves!

Yet oft, alas! who greatly dares,  
Solicits an untimely doom;  
And wayward Fate the coward spares,  
To give the brave man to the tomb!

Such, the lamented scene of late,  
The Muse, reluctant, mourn'd to tell;  
While every seaman wept his fate,  
As Pity sigh'd, how JERVIS fell!

JERVIS!—a name to Britons dear!  
 And, oh! could worth, could courage save;  
 Cut off in Glory's mid career,  
 He had not met a wat'ry grave!

Yet Ocean, on whose stormy bed  
 The gallant spirit found repose,  
 The glories of his name shall spread,  
 Far as his liquid empire flows!

But who, alas! thy tragic end  
 A Sister's sorrowing heart shall tell;  
 Where all the social virtues blend,  
 And Nature's tenderest feelings dwell?

Yet sympathising kindness near,  
 And kindred love, shall comfort speak;  
 While Pity, and Affection's tear,  
 Shall grace the *Veteran Warrior's* cheek!

And, if a brave and generous mind  
 A claim to just esteem can give;  
 In every British heart enshrined,  
 Jervis, thy memory shall live!

While, rescued from th' un pitying surge,  
 If Friendship's wish can wrest thy name  
 The Muse, to fame's remotest verge,  
 Shall with St. Vincent's blend thy fame!



### THE SONG AT MARIA'S GRAVE.

IN TWO PARTS.

COME, gentle maidens, gather round,  
 Bring sprigs of rosemary and rue,  
 Strew virgin lilies on the ground,  
 And the wild rose embalm'd in dew.

Emblem of hope, upon the thorn  
 Their transient beauties bloom and die;  
 While yet their sweets perfume the morn,  
 They on Maria's grave shall lie:

For she was fair as fairest flower,  
 And gentle as the breath of peace;  
 But now her charms exist no more,  
 And soon their memory shall cease.

I raise the song, a name so dear  
 From cold oblivion's power to save;  
 Come, gentle maidens, round, and hear  
 The mournful story at her grave.

Methinks I see her on the beach,  
 Her eyes still fix'd upon the sea;  
 Her thoughts beyond the ocean reach;  
 O, Henry! they were fix'd on thee.

Above her sex's little arts,  
 Their feign'd contempt, or proud disdain,  
 She own'd the sympathy of hearts,  
 She lov'd and was belov'd again.

But glory's voice young Henry heard,  
 Fortune and honours wait the brave;  
 The youth Maria's heart prefer'd,  
 Resolv'd to dare the hostile wave.

Dauntless to seek his country's foes,  
 And bravely guard her injur'd rights;  
 Warm from the heart his courage flows,  
 For love and honour Henry fights.

But who can paint the anxious days,  
 The ling'ring, long, and heavy hours,  
 The silent tears affection pays,  
 The sad forebodings love endures?

The rushing winds at dead of night,  
 Which shake her casement's slender frame,  
 Disturb her rest with wild affright,  
 For evils yet without a name.

In dismal dreams they meet again,  
 Again she hears his parting sighs;  
 The sails are spread, he skims the main,  
 And far the bounding vessel flies.

She wakes, and to the sounding shore  
 At early dawn her steps would move,  
 Counting the days of absence o'er ;  
 How slow their pace appears to love !

I see her standing on the beach,  
 Her eyes still fix'd upon the sea ;  
 Her thought's beyond the ocean reach ;  
 O, Henry ! they were fix'd on thee.

Long absent on the wat'ry waste,  
 In Britain's cause his sword he drew ;  
 And vanquish'd foes his fame increas'd,  
 While with his fame his fortune grew.

Nor glory's pride, nor fiercest war,  
 Maria from his thoughts could part ;  
 Though absent long, and distant far,  
 She still was nearest to his heart.

From ev'ry port, with anxious care,  
 His kind attentive fondness wrote ;  
 His love would still some gift prepare,  
 As witness to his constant thought.

The last remembrance she receiv'd,  
 Her cheek with rosy blushes spread ;  
 A trembling hope her soul deceiv'd,  
 While these soft words she fault'ring read :—

“ To thee, Maria, thee alone,  
 Each tender thought delights to fly ;  
 This constant heart is all thy own,  
 For thee I live, for thee I die.

“ For thy dear sake I still pursue  
 Unceasing toils, and think them sweet ;  
 For now the time appears in view,  
 When we again in joy shall meet.

“ Fly fast, ye hours ! with winged haste,  
 Propitious gales, come waft me o'er !  
 Swift let me cross the wat'ry waste,  
 To meet my love ! and part no more !”

## PART II.

I saw Maria on the beach,  
Her eyes were fix'd upon the sea;  
Her thoughts beyond the waters reach;  
O, Henry! she expected thee.

Expected thee, her hand to claim,  
Thy faithful passion's sacred right;  
Hope saw thee crown'd with wealth and fame,  
And love exulted in the sight.

Gay, flatt'ring hope! how bright you seem,  
Gilding some joy beyond the hour!  
A painted cloud, a fairy dream,  
A rainbow in a summer's shower.

Sudden distracting terrors rise,  
Unthought-of ills their hopes assail;  
A dark and dreadful rumour flies,  
And time confirms the horrid tale.

The demon of the trembling west  
With ruthless fury rears his head  
From the Atlantic's troubled breast,  
And dire destruction round is spread.

He rises on the water's roar,  
And death and desolation brings;  
The boiling sea, the burning shore,  
He sweeps with unrelenting wings.

The warring elements at strife,  
Seem wild with rage, and mad with power;  
And thousands sunk from light and life,  
The victims of that fatal hour.

Brave Henry's gallant vessel lay,  
Ill starr'd! near that devoted coast,  
How shall I tell, nor need I say,  
That he and all his hopes were lost.

He fell by no proud conqu'ring foe,  
That thought was sure in mercy giv'n;  
And patience must support the blow  
Inflicted by the hand of heaven.

I saw her seated on the beach,  
Her eyes were fix'd upon the sea,  
Her thoughts the depths of ocean reach ;  
O, Henry ! still they follow'd thee.

No loud complaints were heard to rise,  
'Twas vast unutterable woe !  
Silent her tongue, and from her eyes  
The dews of sorrow ceas'd to flow.

The lustre of her eye was gone,  
The roses of her cheek were dead ;  
The faded lily reign'd alone,  
And all the charm of youth was fled.

Pining in thought, a swift decay  
Pervaded ev'ry vital part ;  
The bloom of beauty dropt away,  
The canker-worm was in her heart.

Still I lament thee, gentle shade,  
Though thy sad pilgrimage is o'er ;  
Still shall I weep for thee, sweet maid,  
Though thy dim eyes can weep no more.

And oft, at dewy fall of night,  
I seek the church-way path alone,  
And, by the moon's pale trembling light,  
Read thy lov'd name on this white stone.

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This Ballad was founded on a true Story. The event took place in 1785, or near about that time. Maria was a native of Cornwall, where she died in 1786.

## NAVAL HISTORY OF THE PRESENT YEAR, 1807.

*(April—May.)*

## RETROSPECTIVE AND MISCELLANEOUS.

THE bustle, and virulent abuse, which never fail to be awakened by a general election; the failure of Admiral Duckworth's expedition; the capture of Alexandria; and the sailing of different secret expeditions; are the principal events that have lately occupied the public attention.

Of late years our naval officers have frequently appeared as successful candidates for a seat in Parliament. Not only Admirals, but many Post Captains are now seen on the bench of the House of Commons, frequently taking an animated part in the debates of that house. How far the plain honest character of a British seaman may be adapted to cope with the wiles and windings of politicians, we will not undertake to determine. The noble character of many a gallant officer has often suffered by his becoming a politician; and it has always been the wish of our best and ablest seamen (however ineffectual that wish may have proved) that the Board of Admiralty, and all that depends upon it, should as much as possible be detached from the intrigues and cabal of politics.

Amidst those officers who have thus come forward, the conduct and speeches of Lord Cochrane, who has been returned for Westminster, are principally worthy of our notice. The following is an extract from his address to the electors:

“I shall be as brief as possible in the declaration of my principles. Measures favourable to the interests of my country I will support, let them be brought forward by whom they may; those hostile, or urged by factious motives, I will oppose, without any view to advantage, or dread of injury.

“I am not one of those who are of opinion that persons should withdraw from the service of their country in despair. Men actuated by the dictates of conscience, who scorn to be ranked among the great paupers of the nation, and by sinecures and unmerited pensions to drain the resources of their country, may do much good even if their abilities are small. Sophistry is not required to prove a truth: subtle arguments may be used to establish the reverse. Is it absolutely impracticable that a member of the House of Commons can pursue a line of conduct wholly independent? It has been said, that a man who does not link himself to the chains of some party, is a mere cipher in that house: that the measures he may propose (however beneficial) will be rejected by both, because they do not originate with either. Let us hope that this is not the case.

“An important appeal is at this crisis made to the country, and the whole body of electors of the United Kingdom must decide. On a late occasion I gave a vote against an abstract proposition, because I viewed it in its consequences. It tended to throw a blame where no blame was due. It was connected with an approval of the Catholic Bill, which I considered not only inadequate to its purpose, but productive of religious dissensions.

in the naval service, to which my attention has been devoted. What would be the situation of our country with a Catholic disposer of our commissions and rewards? Religious motives are more powerful than other motives.—Judging from what has passed, I did dread the future. These, gentlemen, were the reasons for the conduct I pursued, not a deficiency of zeal for our fellow subjects of the catholic persuasion.

“Gentlemen, I unequivocally avow my intention to stand unconnected with any of the candidates who have declared themselves. It is not a seat in Parliament that I am desirous to obtain: it is the distinguished honour of representing your populous city, elected by the votes of unbiassed freemen, having confidence in the men they send to Parliament.

“My professional life may be known to some of you; and I am aware that it has been objected, that a naval officer, liable to be called from his constituents, is unfit to attend to their interests, and to perform his duty in Parliament. To this I answer, that it is requisite there should be in the House of Commons professional men as well as others, in order that information may be given on matters frequently the subject of discussion, by those who from actual service, and recent impressions, can give correct intelligence: and I answer also, that one zealous in the performance of his duty, may be of more real service to his country, than a member who (though always on the spot) is devoted to his private occupations.”

In the course of his speeches from the hustings, Lord Cochrane seems to have thought it right to harangue the populace on what he considered to have been abuses in our naval department; and, as his lordship has pledged himself to bring this subject forward in another place, it is necessary to state what passed in this respect between him and Mr. Sheridan at the hustings on the sixth day of the poll.

Mr. *Sheridan* in the course of his speech observed, “That they had heard a great deal of abuses in the Navy. He had always been the decided friend of the Navy of England. There were many abuses in the Navy, which were not to be corrected by parliamentary measures, but by application to Government. If he had continued in the office of Treasurer of the Navy, an office, which many amongst them considered a blot in his character, but which, with the house, &c. he found convenient to his circumstances, (*a laugh, and applause*); he had it in contemplation to bring forward bills for the advantage of the Navy, and if he should meet the Noble Lord in Parliament, he should heartily co-operate with him in any measures for the redress, the honour, or the support of these gallant men, who were the best and surest defence of their country.—(*Applauses.*)—One of the abuses in the Navy, which was not to be corrected by legislative means, but by an application to Government, was the practice of sending persons, who were brought before the police Magistrates accused of crimes, on board the fleet, as fit persons to serve His Majesty in the Navy. This practice was the cause of any disposition to seduction and mutiny which might have occurred in the Navy. Such persons might be said to be fit persons to serve His Majesty as Custom and Excise Officers, as Clerks of the Treasury, or even as Magistrates, but they were not fit to serve amongst British sea-



men, whose hearts and principles should be sound as the oak that constituted the main timbers of the ships they manned.—(*Loud and repeated Applause.*)—He had one observation more to make on what had fallen from the Noble Lord near him yesterday. That Noble Lord had begged their attention to some serious observations, after the factious speech, as he termed it, that they had heard from him. He was sure the Noble Lord would agree with him, that this contest should be conducted on all sides in the most gentlemanly manner, therefore begged that Noble Lord's attention to a few serious words on the subject of the charges he had made since the commencement of the election. He gave credit to the Noble Lord's sincerity, and was convinced that he believed every fact he had asserted, but he appealed to his magnanimity as a military man and a gentleman, whether it was justifiable to urge charges of such a nature against an old meritorious and distinguished officer, when there was no Naval man present to enter into details in his defence; whether it was consistent with the gallantry of a seaman, or the principles of British justice, to accuse an absent man, without an opportunity of defending himself? He gave credit to the Noble Lord for his belief of the truth of what he had asserted, but he was informed by an authority which he must credit, that the Noble Lord was misled in the statements he made, for he acquitted the Noble Lord of any intention to mislead others. The sloop *Atalanta*, to which the Noble Lord alluded, had been lost in far different circumstances from those he stated, and not one of the crew had perished.—(*Applause, and a cry of Felix from the friends of Lord Cochrane.*) The detail he was not competent to enter into, but an inquiry had been proposed, under the auspices of Mr. Pitt's Administration, into the Naval Administration of the Noble Person, against whom the charges were urged and rejected in Parliament. If the Noble Lord could substantiate the charges he made, he could assure him that no partiality for the late Administration, no private friendship for that Noble Person, should prevent him from supporting the Noble Lord in moving for an inquiry in Parliament. (*Loud applause.*)

Lord *Cochrane* then came forward, and said, "That it was not his intention then to detain the Electors by dwelling upon the abuses in the Navy; nothing he had heard however went to refute any of the statements he had made. The *Atalanta* sloop had been sent to sea when she was making 20 inches water, and had many of her masts and yards sprung. (*Applause.*) His reason for stating the abuses in the Navy, was to show that it was necessary to have persons in Parliament who could bring them forward, and that none of the other candidates could do so. He had said, that all classes of the community ought to be represented in Parliament, because if the House of Commons were to be composed solely of persons in the civil relations of life, it would be much less well informed upon such subjects when brought before it. He had never said that the crew of the *Atalanta* had been lost, it was the crew of the *Felix* that he had said went down in her, and perished, all but one man, and amongst them was lost one of the best seamen he had ever known in the service. But this subject he proposed to bring forward for discussion in the proper place. It was not his

intention on that occasion to dwell upon the causes that had brought him before the Electors of Westminster, when he might, by means which they all knew, command the two seats from whence he came to Westminster. (*Applause.*) When he had presented himself to that Borough, he was not aware of the corruption that prevailed in the Borough system. For seventeen years he had been excluded from any acquaintance with the situation of the country. But he had read the history of this country, and of other countries, and his opinions were formed upon times past, not upon the authority of any of the present men.—(*Applause.*)—He thought the constitution ought to be reduced to its original purity, and the task did not appear to him very difficult. The late Administration, who affected reform, should have revived the old law excluding placemen and pensioners, who would vote with the Minister, whether right or wrong, from Parliament.—(*Applause.*)—They ought to have extinguished the office of Clerk of the Pells, and others; but, instead of that, they had added to them—(*applause*)—and had suffered the Commander-in-Chief of the Channel fleet, on the plea of ill health, to remain in London, deriving a large revenue from the labour and blood of the active citizens on board the fleet.—(*Applause.*)—Another Minister might hereafter on this principle send a fool or a child to command the fleet, if such should be his pleasure. He did not say, that the Noble Person in whose defence they had heard so much, had not employed gallant Admirals under him that his revenue might be the greater, because he was sure that such a consideration could not be entertained by him. But what seldom happened, Captains were employed at the head of seven sail of the line, and as many frigates. In bringing forward these statements, it could not be his object to get into the situation of that Noble Lord, because many years must elapse before he could attain the rank of Admiral, and he would disdain to reach it out of the regular order. He had at present, as a Post Captain, an income of 153*l.* per annum, which would not be likely to influence his vote in Parliament; and he would never take any office for which he should not perform a duty. If any connection of his should accept any sinecure place, from that moment he would cut with him. (*Applauses.*) He despised those who had large fortunes and took the emoluments of office, when they ought to serve their country for nothing." (*Applauses.*)

The following is an official list of the Commission, Warrant, and Petty Officers, with the number of Seamen and Marines, saved from the *Ajax*, on the night of the 14th of February, 1807:—

Captain the Honourable H. Blackwood; Peter Proctor, first Lieutenant; Jeremiah Brown, second; Charles Wood, fourth; Henry Rowe, fifth; Arthur J. Hamilton, seventh; Mr. J. Buller, Purser; Samuel Ellis, Lieutenant of Marines; Joseph Cinnamon, ditto; John Turner, Boatswain; Benjamin Rowe, Carpenter; Launcelot Armstrong, Surgeon's Mate; William Dalrymple, School Master; Samuel Armstrong, Clerk; Francisco Michello, Pilot; John Callan, Master's Mate; Norwich Duff, Thomas Duff, Robert Mackworth, Theobald Jones, Thomas Rawlins, Peter Stark, Benjamin J. Rundell, James Waring, Philip Phips, John Gordon, Thomas Smith, John Moore, William Walpole William Henry Bruce, Charles Green, and William Trotter, Midshipmen; John Dunford, acting Boatswain; the Rev. Mr. Pahaer, left behind at Gibraltar; and 60 of the Royal Marines, including Serjeant William Bellman, and 289 Seamen.

Vice Admiral Sir J. T. Duckworth is arrived in town; and reports are very prevalent, that the late proceedings before Constantinople will be investigated by a Court Martial; but whether at the instigation of Government, or of Sir J. T. Duckworth, is not known.

The Marlborough, of 74 guns, will be shortly launched from Deptford Dock-yard.

The Princess Royal of 98 guns, at Chatham, is to be cut down to a 74.

Admiral Martin is going to the Mediterranean, and Commodore Keates is about to sail with a squadron from Portsmouth.

Lord Keith has been ordered to strike his flag, the Admiralty having resolved to divide the command into three separate ones.

The town and fortress of Alexandria, with two Turkish frigates and a corvette, surrendered to His Majesty's Arms on the 20th of March. Major General Fraser, who was detached on this service from Messina, by his Excellency General Fox, thus speaks of the assistance of Captain Hallowell, in his public letter:—

To Captain Hallowell, and the officers and seamen of His Majesty's ship *Tigre*, I cannot sufficiently express my acknowledgments for the assistance they afforded me, and for the readiness with which they stood forward on all occasions. Captain Hallowell landed and marched with me to the attack of the enemy's entrenchments, and to the very gates of the city, and remained on shore until the place surrendered; from his advice and local knowledge I derived much useful information. Captain Withers of the Royal Navy, Agent of transports, is also entitled to praise, for his activity in landing the troops, and for the exertions he afterwards made for supplying them with provisions. I send you herewith a return of the killed, wounded, and missing, together with the returns of prisoners made, and of the public stores of different descriptions, found in the several batteries and magazines.

I have the honour to be, &c.

A. M. FRASER, Maj. Gen.

P. S. The *Apollo*, with 19 missing transports, came to anchor in Abonkir-Bay on the morning of the 20th, and Sir J. Duckworth's squadron arrived here on the 22d.

Letters have been received at Plymouth, from the *Melampus*, dated off the Chesapeake in March, at which time she was watching a large French frigate of 48 guns, full manned, with an addition of the crew of the French 34 gun ship, which was driven on shore and wrecked some months ago. The enemy, however, made no appearance of coming out.

### Letters on Service,

*Copied verbatim from the LONDON GAZETTE.*

[Continued from page 351.]

ADMIRALTY OFFICE, MAY 4, 1807.

*Extracts of a Letter and its Enclosures, which have been received at this Office from Vice-Admiral Lord Colbington, Commander in Chief of His Majesty's Ships and Vessels in the Mediterranean, addressed to William Marsden, Esq.; dated on board His Majesty's Ship Ocean, off Cadiz, the 8th of April, 1807.*

SIR,

His Majesty's sloop *l'Espoir* has joined me to-day, bringing dispatches from Vice-Admiral Sir John T. Duckworth and Sir Arbutnot. Copies of the Vice-Admiral's letters to me, detailing the proceedings of the squadron in passing and repassing the Dardanelles, the burning the Turkish

ships which lay off Point Pesquies, with lists of the killed and wounded on the 19th and 27th February, and 3d March, are herewith transmitted.

I am, &c.

COLLINGWOOD.

*Royal George, without the Dardanelles,  
March 6, 1807.*

MY LORD,

Together with this letter, I transmit to your Lordship two letters of the 21st and 28th ultimo; the former of which will have informed you of my arrival with the squadron near Constantinople; and the latter of an unlucky attempt, in which the marines and boats' crews of the *Canopus*, *Royal George*, *Windsor Castle*, and *Standard*, had been engaged.

It is now my duty to acquaint your Lordship with the result of the resolution which, for the reasons I have already detailed, I had adopted of forcing the passage of the Dardanelles. My letter of the 21st is dated at an anchor eight miles from Constantinople, the wind not admitting of a nearer approach; but the *Endymion*, which had been sent ahead with a flag of truce, at the request of the Ambassador, was enabled to anchor within four miles. Had it been then in our power we should have then taken our station off the town immediately, but as that could not be done from the rapidity of the current, I was rather pleased than otherwise with the position we had been forced to take, for in the conferences between His Majesty's Minister, Mr. Arbuthnot, and the Captain Pacha, of the particulars of which your Lordship is in possession, it was promised by Mr. Arbuthnot, that even when the squadron had arrived before Constantinople, the door to pacification should remain open, and that he would be willing to negotiate on terms of equality and justice. In consideration of this promise, and as it would convince the Porte of His Majesty's earnest desire to preserve peace, as well as possess her ministers with a confidence of the sincerity of our professions, it was the opinion of Mr. Arbuthnot, in which I concurred, that it was fortunate we had anchored at a little distance from the capital, as a nearer approach might have given cause for suspicion and alarm, and have cut off the prospect of an amicable adjustment of the differences which had arisen.

At noon of the 21st, Ysak Bey, a minister of the Porte, came off; from whose expressions Mr. Arbuthnot thought it impossible not to believe that, in the head of the Government (for in the present instance every circumstance proved, that between him and the armed populace a great distinction is to be made) there really existed a sincere desire for peace; and the negotiation was carried on, as will appear by the documents transmitted to your Lordship, till the 27th; but from the moment of our anchorage till we weighed, on the morning of the 1st of March, such was the unfortunate state of the weather, that it was not at any time in our power to have occupied a situation which would have enabled the squadron to commence offensive operations against Constantinople. On Sunday the 22d alone, for a few hours, the breeze was sufficient to have stemmed the current where we were placed; but such was the rapidity on shore where the *Endymion* was at anchor, that Captain Capel thought it very doubtful whether the squadron could have obtained an anchorage, though it had been held in preparative readiness, by signal, from day-break; but the peculiarly unsettled state of the weather, and the Minister's desire that I should give a few hours for an answer to his letter, through Ysak Bey, prevented me from trying. Before five o'clock P. M. it was nearly calm; and in the evening the wind was entirely from the eastward, and continued light airs or calm till the evening of the 28th, when it blew fresh from the N. E. and rendered it impossible to change our position.

Two days after our arrival near Constantinople, the Ambassador found himself indisposed, and has been ever since confined with a fit of illness, so severe as to prevent him from attending to business. Under these cir-

circumstances he had delivered on the 29th to the Turkish Minister a project, as the basis on which peace might be preserved, and at his desire the subsequent part of the negotiation was carried on in my name, with his advice and assistance; and while I lament most deeply that it has not ended in the re-establishment of peace, I derive consolation from the reflection, that no effort has been wanting on the part of Mr. Arbuthnot and myself to obtain such a result, which was soon seen from the state of the preparations at Constantinople could be effected by negotiation only, as the strength of the current from the Bosphorus, with the circuitous eddies of the port, rendered it impracticable to place ships for an attack without a commanding breeze; which, during the ten days I was off the town, it was not my good fortune to meet with.

I now come to the point of explaining to your Lordship the motives which fixed me to decide in re-passing the channel of the Dardanelles, and relinquishing every idea of attacking the capital, and I feel confident it will require no argument to convince your Lordship of the utter impracticability of our force having made any impression, as at this time the whole line of the coast presented a chain of batteries; that twelve Turkish line of battle ships, two of them three deckers, with nine frigates, were with their sails bent, and apparently in readiness, filled with troops; add to this, near two hundred thousand were said to be in Constantinople, to march against the Russians; besides, there were an innumerable quantity of small craft, with boats; and fire vessels had been prepared to act against us. With the batteries alone we might have coped, or with the ships, could we have got them out of their strong hold; but your Lordship will be aware, that after combatting the opposition which the resources of an empire had been many weeks employed in preparing, we should have been in no state to have defended ourselves against them as described, and then re-pass the Dardanelles. I know it was my duty, in obedience to your Lordship's orders, to attempt every thing (governed by the opinion of the Ambassador) that appeared within the compass of possibility; but when the unavoidable sacrifice of the squadron committed to my charge (which must have arisen, had I waited for a wind to have enabled me to cannonade the town, unattended by the remotest chance of obtaining any advantage for His Majesty's service) must have been the consequence of pursuing that object, it at once became my positive duty, however wounded in pride and ambition, to relinquish it; and if I had not been already satisfied on the subject, the increased opposition in the Dardanelles would have convinced me I had done right, when I resolved on the measure as indispensably necessary. I therefore weighed with the squadron on the morning of the first; and as it had been reported that the Turkish fleet designed to make an effort against us; to give them an opportunity, if such was really their intention, I continued to stand on and off during the day, but they showed no disposition to move.

I therefore, as every hour was of importance, bore up at dusk with the squadron; we arrived off Point Pesquies towards the evening of the 2d instant, but the daylight would not admit of our attempting to pass the castles, and the squadron came to anchor for the night; we weighed in the morning; and when I add, that every ship was in safety outside of the passage about noon, it is not without the most lively sense of the good fortune that has attended us.

The Turks had been occupied unceasingly in adding to the number of their forts; some had been already completed, and others were in a forward state. The fire of the two inner castles had, on our going up, been severe, but, I am sorry to say, the effects they have had on our ships returning, has proved them to be doubly formidable: in short, had they been

allowed another week to complete their defences throughout the channel, it would have been a very doubtful point, whether a return lay open to us at all. The manner in which they employed the interval of our absence has proved their assiduity. I transmit your Lordship an account of the damages sustained by the respective ships; as also their loss in killed and wounded, which your Lordship will perceive is far from trifling. The main-mast of the Windsor Castle being more than three quarters cut through by a granite shot of eight hundred weight, we have found great difficulty in saving it.

I have the honour to be, &c.

J. T. DUCKWORTH.

*Right Honourable Lord Collingwood, &c. &c. &c.*

P. S. I am sorry to observe that, in the course of this letter to your Lordship, I have omitted to mention, that having placed the Honourable Captain Capel in the *Endymion*, which had been advanced in the stream of the Bosphorus, for the purpose of ascertaining when the squadron could stem the current, and for a watchful observation of the movements of the Turks, as well as to facilitate communication with the Porte, I feel myself indebted to that officer for his zealous attention and assiduity during the time he was placed in that arduous situation.

J. T. D.

*Royal George, off Constantinople,  
February 21, 1807.*

MY LORD,

I had the honour of transmitting to your Lordship, by the late first Lieutenant of the *Ajax*, the various details relating to the transactions of the squadron till the 17th ultimo. Your Lordship will from thence have been informed of my resolution of passing the Dardanelles the first fair wind. A fine wind from the southward permitted me to carry it into effect on the morning of the 19th.

Information had been given me by His Majesty's Minister, Mr. Arbuthnot, and Sir Thomas Louis, that the Turkish squadron, consisting of a sixty-four gun ship, four frigates, and several corvettes, had been for some time at anchor within the Inner Castle; and conceiving it possible they might have remained there, I had given orders to Rear-Admiral Sir Sydney Smith to bring up with the *Thunderer*, *Standard*, and *Active*, and destroy them, should our passage be opposed.

At a quarter before nine o'clock the whole of the squadron had passed the outer castles, without having returned a shot to their fire (which occasioned but little injury). This forbearance was produced by the desire of His Majesty's Minister, expressed to preserve every appearance of amity, that he might negotiate with the strongest proof of the pacific disposition of our Sovereign towards the Porte: a second battery, on the European side, fired also with as little effect. At half past nine o'clock, the *Canopus*, which, on account of Sir Thomas Louis's knowledge of the channel, joined to the steady gallantry which I had before experienced, had been appointed to lead, entered the narrow passage of *Sestos* and *Abydos*, and sustained a very heavy cannonade from both castles, within point-blank shot of each. They opened their fire upon our ships as they continued to pass in succession, although I was happy in observing that the very spirited return it met with had so considerably diminished its force, that the effect on the sternmost ships could not have been so severe.

Immediately to the N. E. of the castle, and between them and Point *Pescades*, in which a formidable battery had been newly erected, the small squadron which I have already alluded to were at anchor. The van division of our squadron gave them their broadsides as they passed, and Sir Sydney Smith, with his division, closed into the midst, and the effect of the

fire was such that in half an hour the Turks had all cut their cables to run on shore. The object of the Rear-Admiral was then to destroy them, which was most rapidly effected; as in less than four hours the whole of them had exploded, except a small corvette and a gun-boat, which it was thought proper to preserve. I enclose to your Lordship a statement of their number; and when I add also an account of the loss His Majesty's ships have sustained, I cannot help expressing my satisfaction that we have suffered so slightly; as, had any of their stone shot, some of which exceed eight hundred weight, made such a breach between wind and water, as they have done in our sides, the ship must have sunk; or had they struck a lower mast in the centre, it must evidently have been cut in two; in the rigging too, no accident occurred that was not perfectly arranged in the course of the next day. The sprit-sail-yard of the Royal George, the gaff of the Canopus, and the maintop-sail-yard of the standard, are the only spars that were injured.

It is with peculiar pleasure that I embrace the opportunity, which has been at this time afforded, of bearing testimony to the zeal and distinguished ability of Sir Sydney Smith; the manner in which he executed the service entrusted to him was worthy of the reputation which he has long since so justly and generally established. The terms of approbation in which the Rear-Admiral relates the conduct of Captains Dacres, Talbot, Harvey, and Moubray, which, from my being under the necessity of passing the Point of Pesquies before the van could anchor, he had a greater opportunity of observing than I could, cannot but be highly flattering; but I was a more immediate witness to the able and officer-like conduct which Captain Moubray displayed in obedience to my signal, by destroying a frigate with which he had been more particularly engaged, having driven her on shore on the European side, after she had been forced to cut her cables, from under the fire of the *Pompée* and *Thunderer*. The sixty-four having run on shore on Pesquies Point, I ordered the *Repulse* to work up and destroy her; which Captain Legge, in conjunction with the boats of the *Pompée*, executed with great promptitude and judgment. The battery on the point, of more than thirty guns, which, had it been completely finished, was in a position to have annoyed the squadron most severely in passing, was taken possession of by the Royal Marines and boats' crews of the rear division, the Turks having retired at their approach, and the guns were immediately spiked. This service was performed under the direction of Captain Nicholls, of the *Standard's* marines, whose spirit and enterprise can never be doubted; but as circumstances rendered it impracticable to effect the entire destruction of the redoubt, orders were given by Sir Sydney Smith to Captain Moubray, which I fully approved, to remain at anchor near the Pesquies, and to employ Lieutenants Carrol and Arabin, of the *Pompée*, and Lieutenant Lawrie, of the marines, to complete the demolition of the redoubt and guns, which when performed, the Active was to continue in the passage of the Dardanelles till further orders.

At a quarter past five P. M. the squadron was enabled to make sail; and on the evening of the next day, the 20th, came to an anchor, at ten o'clock, near the Prince's Islands, about eight miles from Constantinople, when I dispatched Captain Capel, in the *Endymion*, to anchor near the town, if the wind, which was light, would permit the ship to stem the current, to convey the Ambassador's dispatches to the Sublime Porte in the morning by a flag of truce; but he found it impracticable to get within four miles, and consequently anchored at half past eleven P. M.

I have now the highest satisfaction to add, that the conduct of the officers and ships' companies of the squadron under my command has fully supported the character of the British Navy, and is deserving of my warmest eulogium.

Having endeavoured to pay just tribute to those whose duty necessarily called them into this service, I should feel myself very deficient if I omitted to mention that His Majesty's Minister, Mr. Arbuthnot, and Lord Burghersh, (who had requested to take a cruise with me,) were among the most animated in the combat. To Captain Blackwood, who after the unfortunate loss of the Ajax, volunteered to serve in the Royal George, great praise is due for his able assistance in regulating the fire of the middle and lower decks; and when the Royal George anchored, he most readily offered his services to convey a message to the Endymion, of great moment, her Pilot having refused to take charge of the ship. From thence he gave his assistance to arrange the landing of the troops from the sixty, and setting her on fire; indeed where active service was to perform, there was his anxious desire to be placed. His officers too requested to serve in the squadron; and their services, in passing through the Dardanelles, met with approbation.

I have the honour to be, &c.

J. T. DUCKWORTH.

*A List of Turkish Ships and Vessels taken and destroyed by the Squadron under the Command of Vice-Admiral Sir John Thomas Duckworth, K. B., at anchor off Point Pesquies, the 19th February 1807, within the Forts of the Dardanelles.*

*Burnt.*

1 Line of battle ship, 64 guns; 4 frigates; 3 corvettes; 1 brig; 2 gun-boats.

*Taken possession of.*

1 Corvette; 1 gun-boat.

J. T. DUCKWORTH.

*Royal George, at anchor off Prince's Islands,  
February 28, 1807.*

MY LORD,

I have to inform your Lordship, that it was perceived at nine o'clock yesterday morning, that the Turks had landed on the island of Prota, near which the squadron was anchored, and were erecting a battery in a position to annoy us: I immediately ordered the marines of the squadron to be prepared for landing, and the boats to be manned and armed; and the Repulse, with the Lucifer, having been directed to cover them, they proceeded towards the island. The Turks, on the ships firing a few grape to scour the beach, quitted the island in their boats, when all but one boat with eleven men escaped; the which, with two guns they had intended to mount, fell into our possession.

At half after two o'clock in the afternoon Sir Thomas Louis sent to inform me, that he had received intelligence of a small number of Turks being still on the island, and requesting permission to send marines to take them; my reply was, that no risk whatever must be run, but if it could be effected without hazarding the people, it might; and a party of the Canopus's marines was immediately sent on shore in consequence, with the most positive orders to Captain Kent, from Sir Thomas Louis, not to pursue the object if he found it attended with any hazard. At four o'clock the party on shore made the signal for assistance, and the marines and boats manned and armed were directly ordered away from the Royal George, Windsor Castle, and Standard, with particular directions to bring off the Canopus's people, but to avoid being drawn into danger. A little before sun-set an officer was dispatched with orders for the whole to return on board.

On the return of the boats, which was not till after dark, I heard with the deepest regret of the loss we had sustained; a list of which I herewith



transmit, and do most particularly lament Lieutenant Belli, a young officer of the fairest promise, who had never served but with myself. To account in some degree for this unlucky affair, it appears that the information of a few Turks only having remained on the island was entirely false, as nearly an hundred of them had retired to an old convent, from loop-holes in the walls of which, they defended themselves with musketry. The people of the *Canopus* had in the first instance advanced close under the walls, and in endeavouring to relieve them from their unpleasant situation, the others suffered.

In order, if possible, to prevent the retreat of the Turks from this island, the launches of the squadron, armed with their carronades, were ordered to row guard during the night, under the direction of Captain Elliot, of the *Lucifer*; but notwithstanding every possible vigilance, they are supposed to have escaped in the night, as the next morning it was represented to me that only seven Greek inhabitants of the place were remaining.

I have the honour to be, &c.

J. T. DUCKWORTH.

To Vice-Admiral Lord Collingwood, &c.

*Abstract of the killed and wounded on board His Majesty's Ships under the Orders of Vice-Admiral Sir John Thomas Duckworth, K. B., in forcing the Passage of the Dardanelles, on the 9th of February; at the Attack of the Prota, the 27th; and on returning through the Dardanelles, on the 3d of March, 1807.*

*19th of February.*

*Royal George*—2 seamen, killed; 2 petty officers, 22 seamen, wounded—1 private of marines, killed; 5 privates of marines, wounded.

*Canopus*—3 seamen, killed; 1 petty officer, 8 seamen, wounded—3 privates of marines, wounded.

*Pompee*—5 seamen, wounded.

*Windsor Castle*—7 seamen, wounded.

*Repulse*—1 petty officer, 2 seamen, wounded.

*Thunderer*—8 seamen, killed; 1 officer, 9 seamen, wounded—1 private of marines, killed; 4 privates of marines, wounded.

*Standard*—1 officer, 5 seamen, wounded.

*Endymion*—1 private of marines, wounded.

*Active*—None killed or wounded.

*Meteor*—None killed or wounded.

*27th of February.*

*Royal George*—1 officer, 2 seamen, killed; 1 officer, 2 petty officers, 1 seaman, wounded—1 private of marines, wounded.

*Canopus*—1 seaman, killed; 1 pilot, 1 petty officer, 4 seamen, wounded—1 officer, 1 private of marines, killed; 1 non-commissioned officer, 4 privates of marines, wounded.

*Pompee*—None killed or wounded.

*Windsor Castle*—1 seaman, killed.

*Repulse*—1 private of marines, wounded.

*Thunderer*—None killed or wounded.

*Standard*—1 officer, 1 non-commissioned officer of marines, wounded.

*Endymion*—None killed or wounded.

*Active*—None killed or wounded.

*Meteor*—None killed or wounded.

*3d of March.*

*Royal George*—2 seamen, killed; 2 officers, 1 petty officer, 22 seamen, wounded—1 private of marines, killed; 2 privates of marines, wounded.

*Canopus*—3 seamen, wounded.

*Pompee*—None killed or wounded.

*Windsor Castle*—3 seamen, killed; 1 petty officer, 12 seamen, wounded.

*Repulse*—7 seamen, killed; 3 seamen, wounded—3 privates of marines, killed; 1 officer, 6 privates of marines, wounded.

*Thunderer*—2 seamen, killed; 1 officer, 1 petty officer, 10 seamen, wounded—2 privates of marines, wounded.

*Standard*—4 seamen, killed; 1 officer, 3 petty officers, 37 seamen, wounded; 4 seamen, missing—6 privates of marines, wounded.

*Endymion*—3 seamen, killed; 1 officer, 8 seamen, wounded.

*Active*—1 officer, 4 seamen, wounded—3 privates of marines, wounded.

*Meteor*—7 seamen, wounded—1 officer of marines, wounded.

*Total*—1 officer, 33 seamen, killed; 10 officers, 13 petty officers, 169 seamen, wounded; 4 seamen missing from the *Standard*—1 officer, 7 privates of marines, killed; 3 officers, 2 non-commissioned officers, 38 privates of marines, wounded.

*Return of killed and wounded on board His Majesty's Ships under the Orders of Vice-Admiral Sir John Thomas Duckworth, K. B., in forcing the Passage of the Dardanelles, on the 19th of February; at the Attack of Pruthi, the 27th; and on returning through the Dardanelles, on the 3d of March, 1807.*

*Royal George*—Lieutenant George Lawrence Belli, 6 seamen, and 2 marines, killed; Mr. John Forbes, first Lieutenant, slightly wounded, Lieutenant N. J. Willoughby, badly wounded; Mr. George Holbrook, slightly wounded; Mr. Furneaux, Midshipman, badly wounded; Mr. Dalrymple, Midshipman, ditto; Mr. John Alexander, Midshipman, ditto; Mr. Rouse, Midshipman, ditto; Mr. Cotesworth, Midshipman, ditto; 45 seamen and eight marines, wounded.

*Canopus*—Captain Kent, of the marines, 4 seamen, and 1 marine, killed; Mr. John Nichols, Master's Mate, badly wounded; Mr. George Wray, Midshipman, ditto; Mr. George Moore, Pilot, ditto; 15 seamen and 8 marines, wounded, 1 since dead.

*Pompee*—5 seamen, wounded.

*Windsor Castle*—4 seamen killed; Mr. William Jones, Master's Mate, slightly wounded; 19 seamen wounded.

*Repulse*—10 seamen, killed; M. Jos. Magui, Master's Mate, slightly wounded; Lieutenant Marshall, of the marines, dangerously wounded; 4 seamen and 8 marines, wounded.

*Thunderer*—5 seamen and 1 marine, killed; Lieutenant John Waller, badly wounded; Lieutenant Colby, slightly wounded; Mr. Moore, Midshipman, ditto; 19 seamen and 6 marines, wounded.

*Standard*—4 seamen killed, and 4 seamen missing; Lieutenant D. Harrington, badly wounded; Lieutenant Fynmore, of the marines, ditto; Mr. Win. Shorbridge, Boatswain, slightly wounded; Mr. John Haines, Master's Mate, ditto; Mr. William Smith, Midshipman, badly wounded; Mr. Charles Jay, Midshipman, slightly; 42 seamen, and 7 marines, wounded.

*Active*—None killed; Mr. Mark Palmer, Boatswain, badly wounded; 4 seamen and 3 marines, wounded.

*Endymion*—3 seamen, killed; Lieutenant John Langdon, badly wounded; 8 seamen and 1 marine, wounded.

*Meteor*—None killed; Lieutenant G. E. Ballechild, of the marine Artillery, badly wounded; Andrew Foley, Gunner, ditto; Thomas Coombes, Gunner, ditto; John Brown, Artillery Gunner, slightly wounded; 4 seamen, wounded.

*Total*—42 killed, 235 wounded, and 4 missing.

MAY 9.

*Extract of a Letter from Vice-Admiral Lord Collingwood, Commander in Chief of His Majesty's Ships and Vessels in the Mediterranean, to William Marsden, Esq.; dated on board the Ocean, off Cadiz, the 27th of April, 1807.*

The Delight sloop joined me last night, having left Alexandria on the 28th inst, and brought an account of the surrender of that city and its fortresses, to His Majesty's forces, by capitulation, on the 20th ult. A copy of Captain Hallowell's letter, relating the circumstances of this capture, I enclose for the information of the Lords Commissioners of the Admiralty, in which their Lordships will find an example of great zeal and ability in conducting this enterprize, by the commanders of the sea and land forces, where they acted with a promptitude and judgment which prevented resistance. Two frigates and a corvette were found in the western harbour, and surrendered by the capitulation.

*His Majesty's Ship Tigre, off Alexandria,  
March 24, 1807.*

SIR,

I have the honour to acquaint you, that, in obedience to your orders, addressed to the senior officer at Sicily, I sailed from Messina, on the 6th instant, with the troops under the command of Major-General Fraser, destined to take possession of Alexandria.

On the 15th we reached the Arabs' tower with fourteen sail of the convoy, nineteen having parted on the night of the 7th in a heavy squall and thick weather. With so small a proportion of the army the General did not think it prudent to show the transports, until he had received some information of the enemy's force. I therefore stood in with the Tigre on the 16th, having Major-General Fraser on board, (leaving the convoy in the offing,) hoping to ascertain from Major Misset, the British Resident, and Mr. Briggs, the Vice-Consul, (whom we expected to find in the Wizard brig, which had been previously detached to receive them on board,) the strength and disposition of the garrison and inhabitants of the place. On the evening of the same day, having received most satisfactory accounts from Major Misset and Mr. Briggs, of the friendly disposition of the inhabitants towards us, and the little prospect there was of meeting any opposition on our landing, the transports were called in, and we all anchored off the western harbour. A summons was immediately sent, demanding possession of the fortresses, and promising protection to the persons and private property of every individual; but, contrary to our expectations, the officers who had been sent with the summons returned the morning after, with a declaration from the Governor that he would defend the place to the last extremity.

As our intentions were now known to the enemy, every delay on our part would have afforded them an opportunity of strengthening their position. The General therefore determined on landing immediately with the force he had with him, and on the evening of the 17th, between six and seven hundred troops, with five field pieces, and fifty-six seamen under Lieutenant Boxer, were put on shore near the Ravine, from Lake Mariotis to the sea, without opposition; but from the heavy surf which got up during the night, it was late in the afternoon of the following day, before the remainder could be got on shore. As soon as the whole were collected and formed, they moved forward and attacked the enemy's advanced works, which were carried with little loss. And as we had been informed that a number of Albanians were expected from Rosetta and Cairo, to reinforce

the Garrison, the army took up a position to the eastward of Alexandria, occupying the cut on the canal, by which all communication was cut off between Alexandria and Rosetta.

On the 19th the Apollo and remainder of the convoy appeared in the offing, and having joined, she proceeded with all the transports to Aboukir bay, where they began on the 20th to land their troops, (the castle of Aboukir having been previously occupied by us previous to their anchoring.) The appearance of such a reinforcement induced the Governor to offer terms of capitulation, similar to those which we at first proposed; which were accepted on the 20th in the afternoon, and possession taken of the heights of Caffarillie and Cretin, at two o'clock on the morning of the twenty-first.

As the General did me the honour to express a wish that I should remain on shore from the time of our first disembarkation, I left the Tigre in charge of Mr. Powell, first Lieutenant; and to him, and Captain Withers, (principal Agent for the transports,) and all the officers and men of the Tigre and transports, I feel much indebted for their exertions, which was a most arduous service from the great distance they had to row, and the heavy surf they had to encounter on the beach.

As the General directed all the movements of the army in person, it does not become me to enter into any farther details; I shall only observe, that the utmost harmony prevailed during the whole of our operations.

I have the honour to enclose you a copy of the articles of capitulation\*, which has put us in possession of the fortresses and harbour; and beg to offer my congratulations on its being accomplished with so little loss.

In the Old or Western Port we have taken two Turkish frigates and a corvette, all mounting brass guns; one carrying twenty-eight eighteen-pounders on her main-deck, six eighteen pound carronades, and four long nine-pounders on her quarter-deck, and two nine-pounders on the fore-castle; the other, twenty-six twelve-pounders on the main deck, and eight six-pounders on the quarter-deck: the corvette, fourteen six-pounders and two eighteen-pounders, long guns.

I have the honour to be, &c.

BEN. HALLOWELL.

*Vice-Admiral Sir J. Duckworth, K. B.*

*Copy of a Letter from Vice-Admiral the Right Honourable Lord Collingwood, Commander in Chief of His Majesty's Ships and Vessels in the Mediterranean, to William Marsden, Esq.; dated on board His Majesty's Ship Ocean, off Cadix, March 31, 1807.*

SIR,

I transmit to you, for the information of the Lords Commissioners of the Admiralty, the copy of a letter from Captain Raitt, of His Majesty's sloop the Scout, giving an account of his having, on the 27th inst., driven on shore on the coast of Spain, where she was destroyed, one of the largest of the enemy's privateers which infest the Straits of Gibraltar.

Captain Raitt has since been informed the privateer was named the Admiral of Tariffa, commanded by Sebastian Boralta, mounting two twenty-four-pounders, and two eighteen-pounders, long guns, and six twelve-pounder carronades, with one hundred men.

I have the honour to be, &c

COLLINGWOOD.

\* For the articles of capitulation, *vide* Major-General Fraser's Dispatch in the London Gazette.

*His Majesty's Sloop Scout, at Sea,  
March 30, 1807.*

MY LORD,

I beg leave to inform your lordship, that, on the 27th instant, at half past eleven A. M. I observed a Spanish felucca privateer to windward, with top-sail yards and top-gallant yards across. At half past twelve, I observed him to anchor under Cape Plata; made all sail to windward in chase; but owing to light variable winds, and the tide setting to the westward, was not able to get within gun-shot of him before five P. M. At that time he had his vessel moored with springs on his cables, and a stream anchor on shore, that kept him out; he had two long twenty-four-pounders in his bow, which went over and over us as we were working in shore. At half past five opened our fire on him, and in ten minutes forced him to cut his cables, and run on shore. I think that some of our shot must have struck him between wind and water, as she was not two minutes on shore before she was full of water, and fell on her broadside; at that time our grape shot was going over him. She was one of the largest privateers on the station; I am informed mounted ten guns, two long twenty-four-pounders, and two long six-pounders, and six twelve-pounder carronades; said to have betwixt ninety and one hundred men on board, of which he must have lost a great number, as the surf was high on the beach, which prevented me from sending my boats in to cut away his masts, which was the only thing that could be done, as the sea was going half mast up on board of him; they brought a heavy gun down on shore to bear on us, but I am happy to inform your lordship did us no damage: I have no person hurt on board. On the 28th, I stood into the bay to see what was become of him; found him a complete wreck, with his mizen-mast over the side.

I have the honour to be, &c.

W. RAITT.

*To the Right Hon. Lord Collingwood, Commander  
in Chief, &c. &c. &c.*

*Copy of another Letter from Vice-Admiral Lord Collingwood, to William Marsden, Esq.; dated on board the Ocean, off Cadix, April 8, 1807.*

SIR,

I enclose to you a letter from Captain Seccombe, of His Majesty's ship the *Glutton*, informing me, that the boats of that ship, under the orders of Lieutenant Watson, had attacked and captured a Turkish ship of ten guns, lying in the port of Sigri. I am sorry to add Lieutenant Watson and four marines were killed in this attack, and nine men wounded; a list of them I enclose; and am, Sir, &c. &c. &c.

COLLINGWOOD.

*His Majesty's Ship Glutton, off Tenedos,  
5th March, 1807.*

SIR,

I have the honour to acquaint you, that, from information I had obtained of one of the annual Turkish ships from Alexandria bound to Constantinople, being at an anchor in the port of Sigri, I felt it my duty to detach, on the 1st instant, the boats of His Majesty's ship *Glutton*, under the orders of Lieutenant Edward Watson, for the purpose of surprising and capturing her, covered by His Majesty's brig *Uronelle*, in which I have the satisfaction to inform you they completely succeeded, and have, this evening, brought her to an anchorage off Tenedos.

On this occasion I am sorry to add the service has to lament the loss of Lieutenant Watson, who commanded the boarding party, together with that of one serjeant, one corporal, and two private marines, killed; and four seamen and five marines, wounded.

For your fuller information I have to state, she proves to be a vessel that had formerly been a French corvette, of eighteen guns, ten of which were mounted.

The conduct of Lieutenant Skinner, of His Majesty's brig *Hirondelle*, as also that of Lieutenant Trusson and Sandwith, of the royal marines, and of the seamen and marines composing this detachment, has been such as to merit the highest commendation.

I have the honour to be, &c.

THOMAS SECCOMBE.

*Vice-Admiral Sir J. T. Duckworth, K. B.*

&c. &c. &c.

*Return of Officers, Seamen, and Marines, killed and wounded in the Service of cutting out a Turkish Ship in the Port of Sigri.*

Edward Watson, Lieutenant, killed; William Wright, serjeant of marines, ditto; John Meredith, corporal of marines, ditto; Charles White, private of marines, ditto; John Norwood, private of marines, ditto; Isaac Hamilton, seaman, wounded; William Williams (2), seaman, ditto; William Leigh, seaman, ditto; William Jackson, seaman, ditto; Robert Seale, private of marines, ditto; Isaac Holbrook, private of marines, ditto; James Oblige, private of marines, ditto; John Brown, private of marines, ditto; Thos. Battle, private of marines, ditto.—Total, 5 killed and 9 wounded—14.

THOMAS SECCOMBE, Captain.

*His Majesty's Ship Glatton, March 5, 1807.*

*Copy of a Letter from Captain M'Kinley, of His Majesty's Ship the Lively, to William Marsden, Esq.; dated in the Tugus, the 24th April, 1807.*

SIR,

Be pleased to inform my Lords Commissioners of the Admiralty, that, having received information of a small Spanish privateer plundering a Dane off the Burlings, I directed Lieutenant Hennings, of the Richmond gun-brig, to proceed off there, and endeavour to take and destroy her. And I have much pleasure in enclosing a copy of Lieutenant Hennings's letter to me of the 20th instant, informing me of his having done so; and much credit is due to his sub-Lieutenant, Mr. Bush, for his gallant conduct in effecting it, against a superiority of force opposed to, and ready to receive, him.

I have sent eleven of the prisoners on board the *Fortunée*, to be sent to England by the first conveyance; the other, being badly wounded, remains on board this ship.

I have the honour to be, &c.

GEORGE M'KINLEY.

*His Majesty's Brig Richmond,  
April 20, 1807.*

SIR,

Agreeable to your order of the 12th, I lost no time in proceeding off the Burlings; but the wind blowing hard, with a heavy sea from the northward, I did not reach them before the 16th. I continued to beat to the northward, towards Cape Maudigo, till the 19th, when, seeing a lugger with Spanish colours flying, at anchor in a little bay, (not laid down in any of

my charts,) about six leagues to the northward of Peruche, I immediately began preparations for destroying her; and having ordered the gig and jolly boat to be got ready, as soon as it was dark I sent them away, and about ten o'clock the boats returned with the lugger. Mr. Bush, my Sub-Lieutenant, and Ebenezer Lyons, my Boatswain's-mate, who commanded the boats, informed me that the vessel was perfectly prepared, and that she discharged four large guns at them as soon as she perceived they were within her reach; by which, I am sorry to say, three of our men were wounded; one, I fear, dangerously.

I must beg leave to recommend the forbearance of the officers and men on this occasion; who, notwithstanding the heavy guns that were opposed to them, carried her sword in hand. She had thirty-six men on board, all of whom jumped overboard, or were otherwise disposed of, except twelve, which are made prisoners; some of them are badly wounded. She proves to be the *Galliard of Vigo*, four four-pounders, and thirty-six men; has been cruising on this station two months, and is no doubt the vessel that has committed so many depredations on the trade of England, as well as other nations. Her Captain is a prisoner, and among the wounded.

According to your orders I destroyed her as soon as I possibly could after possession.

I have the honour to be, &c.

S. S. HEMINGS.

*George McKinley, Esq., Captain of His Majesty's  
Ship Lively.*

*List of Men wounded in the Boats of His Majesty's Gun-Brig Richmond.*

Richard His-cock, marine, badly wounded in the thigh; William James, seaman, wounded in the shoulder with ball; Robert Cooke, seaman, slightly wounded in the thigh with ball; Am. Peter, seaman, slightly wounded in the foot with a sword; John Sampson, seaman, slightly wounded in the foot with a sword.

MAY 10.

*Copy of a Letter from Admiral Lord Gardner, Commander in Chief of His Majesty's Ships and Vessels employed in the Channel, Soundings, &c., to William Marsden, Esq.; dated the 15th instant.*

SIR,

Vice-Admiral Sir James Saumarez having transmitted to me the enclosed letter from Captain Miller, of the *Pallas*, giving an account of the capture, by that ship, on the 8th of this month, of the *Alerte* French privateer, I desire you will be pleased to lay the same before the Lords Commissioners of the Admiralty.

I have the honour to be, &c.

GARDNER.

*His Majesty's Ship Pallas, at Sea,  
May 8, 1807.*

SIR,

His Majesty's ship under my command, on the morning of the 8th, Cape Ortegale bearing N. 20 deg. W. distant 66 miles, captured the *Alerte* French privateer of fourteen guns and eighty-five men; sailed from Bourdeaux the 6th of March: had captured the brig *London*, of London, bound to Quebec, on the 29th of March.

I have the honour to be, &c.

GEORGE MILLER.

*To Sir James Saumarez, Bart., Vice-Admiral  
of the Blue, &c.*

*Copy of a Letter from Rear-Admiral Sir Alexander Cochrane, K. B., Commander in Chief of His Majesty's Ships and Vessels at the Leeward Islands, to William Marsden, Esq.; dated on board the Northumberland, off Martinique, 13th April, 1807.*

SIR,

I enclose, for the information of the Lords Commissioners of the Admiralty, the copy of a letter from Captain Pigot of His Majesty's ship *Circe*, acquainting me with the capture of a fine brig privateer, of eighteen guns and one hundred and twenty-five men.

I have the honour to be, &c.

ALEX. COCHRANE.

*His Majesty's Ship Circe, Carlisle Bay,  
Barbadoes, 5th April, 1807.*

SIR,

I have the pleasure to acquaint you with the capture of the French privateer brig *l'Austerlitz*, of eighteen six-pounders, and one hundred and twenty-five men, by His Majesty's ship under my command, after a chase of eighteen hours, in latitude 14 deg. 50 min. north, longitude 58 deg. west.

This vessel has done more mischief to the trade than any other from Guadaloupe during the war, and has been chased by several of our frigates before, but from her superior sailing always escaped; and had she not sprung her main-top-sail-yard, and fore-top-gallant-mast, during our chase, we should have had no chance of coming up with her. She appears to be in good order, and well adapted for His Majesty's service.

I have the honour to be, &c.

HUGH PIGOT.

*Rear-Admiral Sir Alexander Cochrane, K. B., &c.*

#### Promotions and Appointments.

Commissioner Lobb is appointed to the Dock-yard at Halifax; and Captain Shield is appointed Commissioner at Malta.

Captain John Bradley is appointed to the Lord Eldon; and Captain G. B. Whinyates to the Bergère.

The Hon. Captain Paget is appointed to the Cambrian frigate, at Portsmouth.

Lord Gardner has given up the command of the Cork station to Admiral Whitshed, and will hoist his flag on board the *Hibernia*, as Commander in Chief of the Channel fleet.

Admiral Bertie will shortly hoist his flag on board the *Foudroyant*, at Plymouth.

The Honourable Captain A. Gardner is appointed Captain of the Channel fleet; and Captain Bedford is appointed to command the *Hibernia*.—Captain J. Halstead (of Gosport), is appointed Agent for Transports; Lieutenant G. F. Somerville, (son of Captain Somerville, of the *Nemesis*), is appointed to the Hussar.

Captain G. Harris, who is appointed to command the *Prospero*, is come home passenger in the *Delight*, from the Mediterranean.

Captain Edgcombe is promoted to be a Post Captain, and appointed to the *blanche*, a new frigate, in the East Indies.

Captain Norborn Thompson is appointed to the *Foudroyant*, the flag ship of Admiral Bertie; and Lieutenant W. Webb (1st) is appointed Agent of Transports.



Captain T. B. Martin is appointed to the *Prince of Wales*; Captain Beresford, to the *Hero*; Captain Rosenhagen, to the *Vohage*; Captain Shephard, to the *Banter*.

#### BIRTHS.

On Friday the 24th April, at Sheerness, Mrs. Goddard, wife of Mr. Thomas Goddard, Purser of His Majesty's ship *Excellent*, of a son and daughter.

On Saturday the 9th of May, at Hill Lodge, near Southampton, the Lady of Captain Walker, of His Majesty's ship *Thalia*, of a daughter.

Early in May, at her brother's house, Vauxhall, the Lady of Wilson Rathbone, Esq., Captain of His Majesty's ship *Santa Margarita*, of a son and heir.

#### MARRIAGE.

At Stoke Danerel, R. Palk, Esq. of Plymouth Dock, to Mrs. Hill, of the same place, relict of R. Hill, Esq. late Captain in the Royal Navy.

#### OBITUARY.

On the 5th of January last, Joseph Worth, aged 24 years, son of William Worth, Esq. of Harnford, in Norfolk, first Lieutenant of His Majesty's sloop *Nautilus*, and one of the unhappy number lost in the wreck of that ship off the island of Cerigotto in the Archipelago. He commenced his Naval life at an early age, as cadet, under the Honourable Captain Blackwood, in the *Brilliant* and *Penelope* frigates; and successively served in different ships as Midshipman. Whilst in the *Beaulieu*, Captain Poyntz, he volunteered in the command of one of the boats of that ship, under Lieutenant (now Captain) Keith Maxwell\*, at the cutting out and bringing off the *Chevette*, in Camaret Bay, near Brest. He was then too young to be rewarded (as others were for this service,) by promotion. But after having sometime duly passed examination, he was in May, 1804, received as Midshipman on board the *Ville de Paris*, and in a few days had the honour to be presented with a Lieutenant's commission by the Honourable Admiral Cornwallis, Commander in Chief, which was directly followed by the ill fated appointment to the *Nautilus*. He was a young officer of much promise, and his untimely end is greatly lamented by his friends.

Captain R. Kent, of the Royal Marines, belonging to His Majesty's ship the *Canopus*, (who, at the head of a small detachment of that corps, fell, on the evening of the 27th of February last, in an unsuccessful attack upon a strong hold in possession of the Turks, on the island of Prota, near Constantinople,) was the second son of Sober Kent, Esq. late Mayor of Cork. He entered into the marine corps at an early period of his life, in which he served with credit for 26 years. During the late war, he served on board the *Pomone*, under Sir J. B. Warren, Bart., and was with him on the Quiberon expedition. He afterwards was appointed Adjutant to this division of marines, and served in that situation until the conclusion of the war.—In the present contest he served as Captain of marines on board the *Venerable*, of 74 guns, under the command of Captain John Hunter; and on the night of the 24th of November, 1804, was shipwrecked in her on the rocks in Torbay. During that tremendous night he never quitted his

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\* The united enterprize was commanded by Lieutenant Losack, of the *Ville de Paris*.—*Vide* NAV. CHRON. Vol. VI.

Commander, but stood alongside of him on the broadside of the ship, with the sea breaking over them until the whole of the crew were saved. After quitting the wreck, that part of it on which they stood was soon separated from the remainder, buried in the surf, and never more seen. He was then ordered to Ireland upon the recruiting service; and on his return was embarked on board the *Canopus*. In landing upon the island of *Prota*, he advanced with his party towards an old monastery, seated upon an eminence, in which it was supposed there were only a few Turks; but in that he was deceived; for upon his arriving at the foot of the hill on which it stood, he received a heavy fire from all parts of the building—through the windows, loop-holes, &c. Several of his people fell; but he rushed up the hill at the head of his brave companions, and set fire to the gate of the monastery. Finding his force very inferior to that of the enemy, he directed a signal to be made for assistance. A severe conflict ensued, in which he continued animating his men, until he received a ball through his head, which instantly deprived him of life.

On the 7th of April, at her house at Gillingham, Kent, Mrs. Roby, wife of Captain Fasham Roby, of His Majesty's ship *Fawn*.

On the 19th of April, after a severe illness, of four months' duration, Mrs. Collet, widow of the late Pitt Collett, Esq., Commander of the Hon. East India Company's ship *Hillsborough*.

Lately, at Jersey, Captain Le Gros, of the Royal Navy.

The body of a man has been picked up floating in Emsworth harbour, supposed to have been a fisherman, and drowned about two months. He was dressed in a blue jacket, Guernsey frock, blue trowsers, and boots. The body was not owned previous to its interment, which was decently performed in Warblington churchyard.

April 30. Sincerely regretted, at Kingston, Surry, Mrs. Pierce, relict of the late Captain Pierce, of the *Halsewell* East Indiaman.

The same day died at Portsea, Mrs. Canes, relict of the late Captain E. J. Canes, who was lost in His Majesty's ship *Utile*.

At her house, Upper Charlotte-street, aged 79, Mrs. Hill, relict of the late Admiral Hill.

May 2. Near Gosport, Lieutenant W. Hawford, of the Navy.

Lately, Captain Couch, of His Majesty's ship *Epervier*, on the Barbadoes station.

May 16. John Charnock, Esq. F. A. S., formerly of the Royal Navy. This worthy gentleman was one of the early patrons of the *NAVAL CHRONICLE*, which contains a variety of useful and interesting articles, transmitted from time to time by him. Mr. Charnock was Editor of the *Biographia Navalis*, and *History of Marine Architecture*; and had nearly completed, at the time of his dissolution, a new edition of Faulkner's *Marine Dictionary*, for Messrs. Cadell and Davies, of the Strand. Mr. Charnock has left a widow, who, we understand, it was not in his power to make the least provision for; but as the father of Mr. C. is yet living, and possessed of considerable property, it is to be hoped he will grant to the widow of his only son and relation, such an annuity as will enable her to pass the remainder of her days in quietness.

May 22. At Portsea, the Lady of Major Timins, of the Royal Marines. She died of a decline, occasioned by a cold, which settled on her lungs, leaving six female children, (the youngest of whom is not three months old,) and many sincere friends to lament her loss.





THOMAS M.

RUSSELL ESQ.<sup>R</sup>

Vice Admiral of the Blue Squadron

BIOGRAPHICAL MEMOIR OF  
THOMAS MACNAMARA RUSSELL, Esq.

VICE-ADMIRAL OF THE BLUE SQUADRON.

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“ THROUGH THE WILD WAVES, AS THEY ROAR,  
WITH WATCHFUL EYE, AND DAUNTLESS MIEN,  
THEY STEADY COURSE OF HONOUR KEEP.”

GRAY.

**I**N the following memoir of Vice-Admiral Russell, we shall submit to our readers such truly seaman-like traits of character, as cannot fail to obtain their approbation.

This brave officer is descended, on both sides, from respectable and once opulent families. His father, (an Englishman,) went over to Ireland, where he married a lady of that country, and settled. Mr. Russell was born, we believe, about the year 1743. His Christian name, Macnamara, is derived from his paternal grandmother\*. At the early age of five years he had the misfortune of losing his father; and, through either the fraud, or mismanagement of his guardians, all the fortune which had been left him was dissipated by the time that he reached fourteen.

Having received such an education as was judged requisite, he entered the naval service at an early period of life. The first account that we have received of him, however, is whilst he was Lieutenant of the Albany, in America, during the war with that country. In this ship, several instances of his intrepidity and skill occurred. The Pilot once ran the Albany upon a rock, at some distance from the land, to the westward of the Bay of Fundy. On this occasion, Lieutenant Russell requested, and obtained from his Commander, the Albany's boats, armed with volunteers, to cruise for vessels to lighten and get her off; or,

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\* Sir John Macnamara Hayes, Bart. M.D. is related to Admiral Russell. This gentleman, who was Physician to His Majesty's forces in North America, during the whole of the American war, now enjoys an extensive practice in London.

should that be impracticable, to save her stores, and to cover their own retreat to Halifax. In the course of seven or eight hours he returned, with no fewer than four fine sloops and schooners, some laden and some in ballast, which he had cut out from under a very heavy fire from the shore.—The estimation in which Lieutenant Russell was at this time holden, will be evident from the following anecdote, recording a noble example of British gallantry and friendship:—

Whenever Mr. George Harris, the Purser, of the Albany, who was one of the volunteers, saw the enemy present, in act to fire, he stepped between them and Russell, who twice kindly reproved him; but, the third time, rather indignantly charged him, “at his *peril* never to do so again!”—adding:—“*Sir! do you mean to rob me of my honour?*”—“*No, my dear Sir,*” said Harris; “*but if you are taken off, we shall never get out of this scrape!*”

Soon after this, a boy of about fifteen (Mr. James Moore, now Gunner of the Ramilies,) said:—“*Sir, I beg your pardon, but we can't hit them, they dodge behind the rocks so; hadn't we best cut the cables, make sail, and get out of the harbour?*” With this Lieutenant Russell acquiesced, and ordered his people to “*dodge and couch too,*” whilst under the enemy's fire.

From the Albany, Mr. Russell was removed to the command, as Lieutenant, of the Diligent brig, of 8 three-pounders. In this ship, whilst cruising off the Chesapeak, he engaged and took the Lady Washington, letter of marque, of 16 six pounders, richly laden, from France. The Lady Washington was well fought, until she saw the Diligent closing to board her; when, on hearing her Commander call out—“*Stand by to board her!*” she cried for quarter, and surrendered. This prize, which sold for 26,000*l.*, was manned by Americans and French.

Some time after, the Diligent chased two large armed brigs, of 18 guns each, having a numerous convoy under their protection. They wore, stood for, and, in the act of passing her on the different tacks, under English colours, hailed, to ask *how Captain Russell did.* “This is the Rose-in-June, Captain Duncan;” said the first, and instantly poured in her broadside.

The second followed her example, and both of them made all the sail that they could crowd. The *Diligent*, unequal as was her force, gave chase; but a dark night came on; and, in all probability, prevented a severe conflict. Lieutenant Russell, however, succeeded in taking one of the convoy, laden with flour and tobacco, which he sent into New York; making eight rich prizes in about five weeks.

Mr. Russell was removed from the *Diligent*, to be first Lieutenant of the *Raleigh*, commanded by Captain (now Admiral) Gambier. In this ship he was engaged in repelling the French attempt upon Jersey (under the command of Captain Ford and Sir James Wallace) in 1779.

After this service, Lord Saundham, who was then Port Admiral at Plymouth, honoured Lieutenant Russell with the command of Drake's Island, with two or three hundred seamen and marines. His Lordship flatteringly termed this the *Post of Honour*; it being, as he observed, the *advanced Post of Great Britain*, whilst the combined fleets kept the Channel.

Lieutenant Russell next served in the *Raleigh*, at the siege of Charlestown; on the reduction of which, (May 11, 1780,) Vice-Admiral Arbuthnot, the Naval Commander in Chief, promoted him to the rank of Master and Commander, in the *Beaumont* sloop.

From the *Beaumont*, which, with another sloop, then commanded by Captain Russell's friend, the present Sir Rupert George, was under repair at New York, the Commanders of those vessels solicited and obtained Admiral Arbuthnot's permission to serve, with their ships' companies, in his fleet, which was then going to relieve General Arnold, at the Chesapeake; that officer being threatened by the American army by land, and by a French fleet by sea. There was nothing very remarkable in this application itself; but it is well deserving of notice, that, in their application to serve, these two Commanders stipulated, "that it must be in the characters of *Midshipmen*; with an *absolute renunciation of any promotion* incidental to the expected battle; leaving, as a just claim, all such advantages to the officers properly belonging to the fleet."

Sir Henry Clinton, the military Commander, having requested that they would sail with the troops, which he likewise sent, under the command of General Philips, to relieve Arnold, their progress to the Chesapeak was retarded; a circumstance which, by one day, lost them the honour of serving in the battle. The engagement, indeed, did not prove so decisive as was expected; yet it was of vast importance, as it enabled Admiral Arbuthnot to relieve Arnold, to take, and keep possession of the Chesapeak, and to put the French fleet *hors de combat* for the remainder of the campaign. The loss of the French amounted to about 4000 killed, and a proportionate number of wounded.

The intended reinforcement, under the command of General Philips and the superintending charge of our two Commanders, heard of this battle, whilst off the Chesapeak, but not of its result. "What's to be done?" said Russell; "if we have been worsted, and the French are in possession of the Chesapeak, they will hoist English colours, and decoy us into their clutches. The transports must lie-to here, out of sight of land;—we will form a line of small craft from them to the Chesapeak: I shall lead it, in a small fast sailer, and board the fleet there: if our own, I'll pass you a signal along the line to come in; if that of the enemy, I shall make none; on which you are, at sun-set, to retreat to New York, report what you know, and conclude that I am a prisoner."—This proposal was approved, and executed; all was found safe, and Captain Russell received the most flattering public thanks from Sir Henry Clinton, General Philips, Admiral Arbuthnot, and many other officers of distinction.

From the Beaumont sloop, Captain Russell was made Post in the Bedford, of 74 guns, then bearing the broad pendant of Commodore Affleck\*. He soon after removed into the Hussar, of 20 guns; in which ship he cruised successfully against the enemy, by taking and destroying a large frigate near Boston,

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\* It was on the 20th of May, 1781, that the Commodore hoisted his pendant in the Bedford; but Captain Russell's commission was dated on the 11th of that month.



laden with masts and naval stores, for the French fleet; a large brig privateer, of 18 guns; a letter of marque, of nearly the same force; and several smaller prizes, beside the *Sybille* frigate, the capture of which demands more particular notice.—Schomberg, in his “NAVAL CHRONOLOGY,” thus records the circumstance:—

In February, 1783, Captain Macnamara Russell, in the *Hussar*, of 28 guns, and 200 men, being on a cruise, discovered a large ship under jury-masts; and judging, from her hoisting British colours, that it was one of His Majesty's cruisers, instantly bore down to her assistance. But to his astonishment, when he had approached within pistol-shot, she fired a broadside into the *Hussar*, and did not change her colours till some time after the engagement commenced; which was maintained with great bravery on the part of Captain Russell; at length he compelled his antagonist to strike: she proved to be the *la Sybille*, French frigate, of 36 guns, and 300 men, many of whom were killed and wounded. The *Hussar* had two men killed and six wounded. The *Sybille* had lost her masts in a severe action on the 17th of last month (January) with the *Magicienne* frigate.

On this occasion, Schomberg, as will presently be seen, is incorrect in several of his statements. The *Hussar*, instead of having 28 guns, and 200 men, had only 20 guns, and 116 men, 13 of whom were on the sick list; but the *la Sybille*, instead of 36 guns, and 300 men, had 38 guns, and 350 men; circumstances which rendered the odds far greater in favour of the Frenchman; and which, consequently, contributed to place the bravery and skill of Captain Russell in a more conspicuous point of view. The loss of the *Hussar* was, *three* killed, and *five* slightly wounded; that of the *la Sybille*, forty-two killed, and eleven wounded.

From the circumstance of peace taking place just at this period, Captain Russell's official letter to Admiral Digby, who then commanded on the American station, announcing the capture of the *la Sybille*, was never published. Perhaps, also, from motives of conciliation on the part of Britain, it was thought politic not to give it to the world, as it certainly bore extremely hard upon the French Commander. At the pressing sollicita-

tion, however, of several brother officers, to one of whom we are highly indebted on the present occasion, Admiral Russell has at times parted with copies of this letter; by which means, one of them, together with several other documents, and much interesting information, contained in this memoir, have fallen into our possession. As an original paper, which has never yet met the public eye, we have therefore the pleasure of submitting it to our readers; which we trust may be done without offending the delicacy of its author—an officer who has always been averse from standing forward as the trumpeter of his own fame.

SIR, *Hussar, off Sandy Hook, 6th February, 1783.*

ON the 22d of last month, in a fresh gale and hazy weather, lat. 36° 20' in soundings, I chased a sail standing to the westward, with the starboard tacks on board, wind N.N.W.—On my approach, she displayed an English ensign reversed in her main shrouds, and English colours over French at the ensign staff. Having likewise discovered that she was under very good juremasts, had some shot-holes in her quarter, and not supposing that French tactics contained a *ruse de guerre* of so black a tint, I took her to be what her colours intimated—a distressed prize to some of His Majesty's ships:—every hostile idea vanished; my mind was employed in devising means to succour and protect her; I declined the privilege of my supposed rank, and stood under his lee to hail. At that moment (by a pre-concerted and rapid movement) he put up his helm, aimed at laying me athwart hawse, carrying away my bowsprit, raking, and then boarding me\*.—I felt the error of my credulity;—ordered our helm hard-a-weather—shivered, and shortened the after-sails †. The Hussar obeyed it—saved me from the murdering reflection of a surprise—baffled in part the enemy's intention, and received only a half-

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\* The French officers, when prisoners, confessed that it was their intention to put the crew of the Hussar to the sword, *for daring to chase them in so contemptible a ship!* So much for the boasted *honour* and *magnanimity* of Frenchmen. This is one of the innumerable instances, which prove the *natural* predominance of the *tyger*, in the disposition of the French, under whatsoever form of Government they may act.

† At this moment, Captain Russell was pouring cold shot, by hand, amongst the enemy; by one of which the French Commander's shoulder was grazed. Another killed one of the boarders, and broke a leg of a second. The boarders fled. Sixty of them, with helmets, &c. were dispersed by the above-mentioned cold shot, and the marine musketry.

raking fire; which, however, tore me to pieces forward, and killed me two men. By this time both ships were by the lee forward, and almost aboard each other. I called loud, to stand by to board him. It had the desired effect—he put up his helm—vore off—the Hussar closed him—and a fair engagement commenced before the wind. He yawed frequently; the Hussar kept as close and as parallel to him as possible: in about forty minutes his situation appeared disagreeable to him; his fire grew less frequent, and soon after contemptible. At the hour's end his fire ceased; and, under cover of our smoke, he extended his distance, put his helm a-starboard, got his larboard tacks on board, and fled to windward. To avoid a raking, to jam him up against the wind, and bring our larboard guns to play, (two of the other side having been rendered unserviceable,) I followed his motions, exchanged a few shot with him on that side; but, to my great mortification, found my foremast and bowsprit tottering, and no head sail to govern the ship by, as you will see by my enclosed defects. However, we chased and refitted as well as we could, and found we gained on the enemy, it having fallen less wind.

The haze dispersed, and a large ship, which we first took for an enemy, but afterwards found to be the Centurion, appeared to windward, and astern withal;—and, to leeward, a sloop, which by signal I knew to be ours.—After about two hours' chase, the Hussar got up abreast of the enemy, gave him one broadside, which he returned with two guns, and struck his colours: the Centurion then about long random shot astern, and the Terrier sloop about four or five miles to leeward, under a pressure of sail, which does honour to Captain Morris.

The prize is *la Sybille*, a French frigate of 33 guns, (twelve of which he hove overboard when he first fled,) and 350 men, commanded by Monsieur le Comte de Krergaror de Soemaria.

In justice even to the Captain of the *Sybille*, it must be owned that all his evolutions (as far as my little ability enables me to judge) were masterly; and, in one instance, bordering on a noble enthusiastic rashness. Nor did he fly, until the men in his magazine were breast high in water, and all his powder drowned, by some low shot which he received early in the action.—It is, therefore, Sir, with great pain and reluctance, that I inform you that this officer, (commanding a ship of more than double the Hussar's force\*, in perfect order of battle; for, under the then circum-

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\* At the time when she was taken, *la Sybille* was considered as the finest frigate in the world. In addition to her very select crew, she had

stances of wind and sea, he derived great and obvious advantages from being under jury-masts)—an officer of family and long rank, adorned with military honours, conferred by his Sovereign, for former brilliant services, has sullied his reputation, and, in the eye of Europe, disgraced the French flag, by descending to fight me for *above thirty minutes*, under the ENGLISH COLOURS, and SIGNAL OF DISTRESS, above described: for which act of base treachery, and flagrant violation of the law of nations\*, I have confined him as a state prisoner, until, through your mediation, justice and the King's service are satisfied.

I am ashamed of the excessive length of this letter, but thought the subject matter of the last paragraph constituted the necessity of a minute detail.—I beg, Sir, your indulgence a little longer, while I recommend to your notice and favour the guardians of my honour:—*My* Lieutenant, Griffin; Mr. Gunn, Master; Lieut. Hemline, of marines; Mr. M<sup>c</sup>Neil, the Pilot; my young gentlemen, Warrant Officers, and Ship's Company; not so much for having fought their ship in such a manner as would give you heart-felt joy to see—that was their duty and their disposition—but for their having retained so perfect a possession of themselves under the trying circumstances of the first treacherous and unexpected attack; and their almost incredible exertions, in fishing the foremast and bowsprit, gammoning the latter, &c. to renew the action; and their declared resolution, before any friend hove in sight, never with life to quit so unfair an enemy.

I am, Sir, with great respect,

Your most obedient humble Servant,

T. M. RUSSELL.

*Rear-Admiral Digby, &c. &c. &c.*

As it was intended that this letter should appear at the Court of France, as a charge against Count Kregarou, it became requisite to have it legally authenticated; which was accordingly done, by the following

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thirty-three Americans on board, as passengers and supernumeraries. La Sybille was in the Turkish service so late as the year 1795.

\* See Vattel on the *Law of Nations*, book iii, chap. 10, page 69, on Stratagems.

## AFFIDAVIT.

City of } Personally came and appeared before me,  
 New York } David Mathews, Esq., Mayor of the said City;  
 Thomas Macnamara Russell, Esq., Commander of  
 His Majesty's ship the Hussar; John Griffin, Esq.,  
 Lieutenant; John Gunn, Master; Daniel McNeil,  
 Pilot; Thomas Skitt, and William Brown, Master's  
 Mates; and, being duly sworn on the Evangelist of  
 Almighty God, did severally depose to the truth of  
 the matters set forth in the foregoing letter.

Sworn this 13th day of  
 February, 1783, be-  
 fore me, D. Mathews.

{ F. M. RUSSELL,  
 JOHN GRIFFIN,  
 JOHN GUNN,  
 DAN. McNEIL,  
 THOMAS SKITT,  
 WILLIAM BROWN.

We shall now proceed to relate some circumstances, which, though not of a nature to be inserted in an official letter, are highly interesting.

When the Captain of la Sybille delivered his sword to Captain Russell on the Hussar's quarter deck, he commenced a speech, with much pomposity of style and manner, saying:—"Accept, Sir, of a sword, which was never before surrendered. Conceive my feeling, on being reduced to it by a ship of less than half my force:—but such a ship! such a constant and continued tremendous fire!—" Captain Russell answered:—"Sir, I must here humbly beg leave to decline any compliments to this ship, her officers, or company, as I cannot return them. She is indeed no *more* than a British ship of her class should be. She had not fair play: but Almighty God has saved her from the most foul snare of the most perfidious enemy.—Had you, Sir, fought me fairly, I should, if I know my own heart, receive your sword with a tear of sympathy. From you, Sir, I receive it with the most inexpressible contempt. And now, Sir, you will please to observe, that, lest this sword should ever defile the hand of any honest French or English officer, I here, in the most formal and public manner, break it."—Here, sticking its point in the deck, Captain Russell bent it double,

broke it, and threw it from him, as a degraded thing; then, turning to his officers, said:—"This is not meant as an example for *you*;—you will ever be British officers; heroes in every virtue, as well as in the valour with which you have supported me on this occasion. Accept my grateful thanks, my *heartly* thanks, for your glorious support!"

At this moment, a strong box, containing about 500*l.*, was brought on board the Hussar; and another, filled with plate, &c. The French officers, in a body, declared that the money was their private property, and that the plate belonged to the Captain.—"Gentlemen," said Captain Russell, "it shall continue yours: whatever your Captain may think, British officers *do not fight for money*\*."

The money, plate, &c. was accordingly secured for the respective claimants.—The Captain had two officers' cabins thrown into one, for his accommodation; he had his own servants to attend him; a bill of fare was daily sent to him; an account of the contents of the store-room was laid before him; Captain Russell's dinner was always laid first upon his table; he called freely for what he liked; and had liberty to walk the quarter-deck as often as he pleased;—on which occasion, from feelings of delicacy, Captain Russell always quitted it for the time. The French officers were also treated with all possible kindness; yet, in proportion to the solicitude which every one showed to please them, and to alleviate the irksomeness of captivity, they appeared sullen and dissatisfied. Attempts were at length made, to *hribe* Captain Russell to release the Count: the English Commander, of course, revolted at the insulting offer, and severely reproved the bearer. In a few days after, le Chevalier d'Ecures, the second Captain of la Sybille, requested to speak in private with Captain Russell. When in the cabin, he began by assuring him, that the Count was so great a favourite at the French Court, that whatever ship Captain Russell

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\* Some time previously to the capture of la Sybille, this unfortunate gasconader had published a challenge, in an American newspaper, to all Captains of British frigates, to fight him for *honour*, not for *money*, which he impudently asserted was their only stimulus to action.

might have, the Count would get a better, and *cruise for him* wherever he was stationed;—then, should he in his turn take him, what would the consequence be?—Captain Russell answered—“ Sir! his ship was *three times* stronger than mine now, with 350 Frenchmen, and 33 Americans on board: but, Monsieur le Chevalier, this war is, I believe, nearly at an end; and of course he can have no hope to retaliate.”—“ Sir!” replied the Chevalier, *fiercely*, “ he’ll bring you to a personal account!”—“ On that, Sir,” rejoined Captain Russell, “ I must *pause*. Am I presumptuously to set up as the champion of the law of nations? I shall, however, consider of it, and give you my answer.”

In the course of six or seven days after this conversation, Captain Russell, in the presence of the French Captain, recapitulated to the Chevalier what had passed; adding:—“ Sir, I have considered your challenge maturely. Homer said, ‘ How couldst thou injure whom thou daredst not fight?’—I now tell you, that when your Captain is acquitted, I will fight him, by land or by water, on foot or on horseback, in any part of this globe that he pleases. *You* will, I suppose, be his second; and I shall be attended by a friend worthy of your sword.”—From this period, the tone of the Frenchmen was considerably lowered.

The congratulations and applause which Captain Russell received, both at home and abroad, on his brave and skilful conduct, in the capture of the *Sybille*, must have been highly grateful to his feelings. The capture was indeed of great importance; as, in consequence thereof, the greater part of the *Sybille’s* convoy fell into our hands; and prizes, to the amount of more than half a million sterling, were carried into New York in the short space of about three months. Admiral Digby expressed his concern, that he was forbidden to purchase any ship or vessel into the service; as, otherwise, he would have been truly happy in giving Captain Russell the command of his well-earned prize.

The officers and men of the *Hussar* merited every praise for their determined and unshaken bravery, in contending with a

force so far superior to their own. Thirteen of the *Hussar's* crew, as we have already stated, were upon the sick list; notwithstanding which, they roused up, half-dead, half-naked; fought and worked for three hours; after which they slept long and soundly; and, what was not a little extraordinary, in two days they were perfectly recovered\*.

A circumstance attending the arrival of *la Sybille* in port, is here deserving of notice:—A Serjeant, who, amongst the thousands that stood rejoicing at the sight of seeing the *little Hussar* tow in the *great* frigate through the drift-ice then in the Hudson's and East Rivers, was so overcome with joy, as to be seriously ill for several days after!

On his return to England, Captain Russell, for his various services, but particularly that of capturing the *Sybille*, was offered the honour of knighthood; an honour which he modestly declined, as not possessing a sufficient fortune. Some of his friends thought that this refusal might disoblige Lord Keppel; but, that it did not, was evident from his Lordship's continued friendship towards him whilst he lived.

After the conclusion of peace, Captain Russell, having been informed that Count Kregarou had been tried, and *shamefully* acquitted, obtained leave from the Admiralty to go to France. Admiral Arbuthnot, not in the least suspecting his business there, exclaimed—"I'll go to Paris too!" and accordingly went over with his friend. At Dessin's Hotel, in Calais, Colonel Cosmo Gordon *guessed* at, and informed Admiral Arbuthnot of Captain Russell's intentions. The Admiral rebuked our officer severely; and insisted, for many strong reasons—and urged a point of delicacy to him, as a British Admiral—that, if he loved or respected *him*, he should return to England. Just at this time, Captain Russell received a letter from Count Kregarou, expressive of his gratitude for the humane treatment which his officers and men had experienced, &c.; and concluding with the *inor-*

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\* Lord Keppel, then first Lord of the Admiralty, would have made Lieutenant Grim, whom Captain Russell so warmly noticed in his public dispatch, a Captain; but, unfortunately, the young man did not long survive his return to England.



mation, that he was going *au dela des Pyrénées, pour la guérison de ses blessures*; but without stating to *what part*. In the course of seventeen hours, Captain Russell received two more such letters; which had evidently been left ready for him, should he arrive. Admiral Arbuthnot, however, contended that these letters furnished additional reason, why Captain Russell should return; to which, after much persuasion, he agreed.

Thus terminated this extraordinary business; on which we have dwelt at such length, as the breaking of Count Kregarou's sword has been much misrepresented. We have heard it said, that Captain Russell broke the sword over the Count's head; which, barbarous as it would have been, is not only in general *believed*, but is by many *admired*, as an act of *justice*. The present, however, is the first and only correct statement of the affair that has appeared. Admiral Russell has unquestionably too much of the genuine hero in his composition, to descend to the commission of an act that would be worthy only of an untutored savage, or of a revolutionary Frenchman. He was much blamed, by some of his brother officers, for saying a word in favour of this Count in his official letter; but he could not resist the earnest request of his prisoner, that he would speak favourably of his courage; and, indeed, Captain Russell always imputed to the second Captain of la Sybille the odium of fighting under false colours, &c.

During the peace, in the course of the year 1791, Captain Russell was appointed to command the *Diana*, on the Jamaica station; where, for his conduct during the apprehension of a rising among the negroes, he was twice honoured with the public thanks of the inhabitants.

We shall here subjoin the following documents, relative thereto, without any comment.

*Committee of Safety, St. James, Montego Bay,*  
*November 1, 1791.*

SIR,

THE Committee of Safety, conceiving that it may be of material benefit to the public, in the present situation of affairs, to announce the arrival of one of His Majesty's ships in Montego Bay; propose to salute the frigate under your command, soon after her coming

to anchor, with 21 guns; and request you will return the same, with as many as the rules of the service, in such cases, will admit.

The salute from the town will be by small field pieces; but the guns of the frigate will be heard all over the parish, and will give great satisfaction to the white inhabitants; whilst, at the same time, it may deter those of a different description, from attempts to disturb the public peace.

The Committee being in hourly expectation of 500 stand of arms from town, request to know if they be on board your frigate.

I am, Sir, respectfully,

On behalf of the Committee,

J. L. WINN,

Chairman Com. Safety, St. James.

*Commander of His Majesty's frigate  
now in the Offing.*

*Committee of Safety and Secrecy, St. James, Montego Bay,*

*December 2, 1791.*

SIR,

THE alacrity with which you have acquiesced in measures suggested to you for the public good, demand the warmest acknowledgments of this Community.

The Committee gratify their own feelings in presenting to you, on behalf of their fellow citizens, the grateful acknowledgments and sincere thanks of the Freeholders and Inhabitants of St. James.

The knowledge of your being to continue on this coast, which you have obligingly communicated to us, whilst it evinces the considerate attention of Admiral Affleck to the public safety, flatters us with the hope of enjoying many opportunities of testifying

The esteem and respect with which we are,

SIR,

Your obliged and obedient Servants,

On behalf of the Committee,

J. L. WINN,

Chairman Com. Safety & Secrecy, St. James.

*F. M. Russell, Esq., Commander of  
His Majesty's Ship Diana.*

Present.

DEAR SIR,

*Montego Bay, December 3, 1791.*

THE alertness\* of the *Diana* having prevented the gentlemen, deputed by the Committee, from waiting on you yesterday morning, with their Letter of Acknowledgments and Thanks, I have the honour to transmit it, together with the *Cornwall Chronicle* of this day, in which it is published.

I am, dear Sir, with great respect,

J. L. WINN,

Chairman Com. Secrecy and Safety, St. James.

*T. M. Russell, Esq., Commander of  
His Majesty's Ship Diana.*

Lucea.

*Committee Room, Lucea, December 19, 1791.**To Thomas Macnamara Russell, Esq.*

SIR,

YOUR suggesting the business of uniting the naval and regular forces with the militia of this parish, deserve our warmest acknowledgments.

We, the Committee of Safety, on behalf of ourselves and the inhabitants, return you our sincere and hearty thanks, for your attention, and the military address shown by you and your officers on Sunday last, which we hope will make the wished-for impression.

I am, Sir, on behalf of the Committee,

With the highest respect,

Your obedient humble Servant,

RICHARD HAUGHTON REID,

Chairman Com. Saf.

The conduct of Captain Russell in opposing the Governor of the *Havannah*, who insisted on putting a Spanish guard on board of His Majesty's ship under his command, was such as actually drew tears of joy from one of his officers, when relating it. The Spanish Governor himself, *De Las Casas*, was heard to say:—"If this *Macnamara Russell* were any thing but the Captain of a British frigate, violating and opposing the orders of my Sovereign, I never knew a man whom I would sooner

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\* The alertness here noticed, relates, we believe, to the circumstance of Captain Russell's chasing some pirates toward the Island of Cuba.

call my friend."—A testimony so truly disinterested, reflects the highest honour upon Captain Russell. We regret extremely, that we cannot here communicate his correspondence with Las Casas; as we have been assured that it was in the genuine spirit of a British officer, and correctly founded on the principles of the law of nations. We know that Captain Russell peremptorily refused to accept of any thing, to supply the real wants of his ship; saying—he would not lay his Sovereign under the least obligation to a nation, that dared, for a moment, to *think* of putting a foreign guard on board his ship!

It was during the time that Captain Russell was on the Jamaica station, that he was sent, by Admiral Affleck, to convoy a cargo of provisions, as an act of perfect charity, from the government and principal inhabitants of Jamaica, to the white people of St. Domingo, who were then severely suffering from the depredations of the people of colour. They received him, of course, with joy and gratitude; as a token of which, he was presented with a letter of thanks from the Provincial Assembly at Aux Cayes, of which the following is a

TRANSLATION.

*Cayes, February 17, 1792.*

*The President of the provisionally administrative Colonial Assembly for the South of St. Domingo, to Captain Russell, Commander of the English Frigate, Diana.*

SIR,

IT would not have been possible to execute the orders, which you had received from the Admiral, at Jamaica, in a manner more gratifying to us: you have inspired us with the wish to be still farther indebted, by begging of you to perform an act of humanity, to afford us the still more exalted satisfaction, of repeating the thanks which are your due; as we conceive that your naval force is sufficiently powerful for the occasion. After your orders, and obliging offers, the desire which you have indicated, of returning to the service of your country, can be founded only in the knowledge which you possess, as to the sufficiency of that force.

Go then, Sir; and, at your return to Jamaica, state how extremely unfortunate we are. I regret, that the tumultuous

events by which we are agitated should have prevented us from showing more satisfactory proofs of our gratitude.

I have the honour to be

Your most humble and obedient Servant,

BILLARD, President.

The required assistance, alluded to in the above letter, is specified in the following note:—

TRANSLATION.

*February 17, 1792, midnight.*

CAPTAIN RUSSELL will perceive, by the freedom of this short note, that I wish him to feel perfectly at liberty on the question which I have the honour to propose to him.

Will he assist us with his marines, in a sortie which we are about to make in an hour or two against the *brigands*?—I repeat, he is at full liberty in his answer. Our forces are at present far from numerous; and though each is anxious to exert himself, we want strength.

Answer immediately; pardon for the interruption of sleep.—In this case, Captain Russell would not find it prejudicial to lend Englishmen, to combat a horde that might some day disturb Jamaica. The Provincial Assembly will request it of him in form.

I have the honour to wish him a good night,

And to be his very humble Servant,

BILLARD.

It will occur to every intelligent reader, that this (which we have heard termed a “*d—d modest request*”) could not be complied with. Captain Russell, who appears to have known his duty much better than the French President, immediately *felt himself perfectly at liberty* to return the following answer to Monsieur’s note:—

*Diana, Ant Cayes, 17th February, 1792,  
half-past 12 at night.*

SIR,

FEW things would give me more pleasure than a prompt compliance with all your desires. I feel a proportionate degree of pain, that, in the present instance, I cannot, consistently with my duty as a British officer, comply with your request. It would be a most flagrant violation of the laws of nations to employ His Bri-

tanic Majesty's forces in an hostile manner against any descriptions of the subjects of France.

I am, Sir, with great respect,  
Your obedient humble Servant,

T. M. RUSSELL.

To M. Billard, President of the  
Colonial Assembly.

At a public dinner, which was given on shore, by the Colonial Assembly, in compliment to Captain Russell, our officer represented to the Assembly, that there was a Lieutenant Perkins, of the Royal Navy, cruelly confined in a dungeon, at Jeremie, on the other side of the island, under the pretext of having supplied the people of colour with arms; but, in fact, through malice, for his activity against the trade of that part of St. Domingo, in the American war. Captain Russell stated, that, before he had ventured to plead his cause, he had satisfied himself of his *absolute innocence*; that he had undergone nothing like a legal process—a thing impossible, from the suspension of their ordinary courts of justice, owing to the divided and distracted state of the colony; and yet, horrible to relate! he lay under sentence of death! “Grant him,” exclaimed Captain Russell, “grant *me* his life! Do not suffer these people to be guilty of the murder of an innocent man, by which they would drag British vengeance upon the whole island!”

So forcible was this appeal, that the Assembly, in the most hearty and unequivocal manner, promised that an order should be instantly transmitted, for him to be delivered up *immediately*.

On the following day, Captain Russell sent a very accomplished young gentleman, Mr. (now Captain) Pipon, to receive the order for Lieutenant Perkins's pardon and delivery. In a short time he returned, reporting that much prevarication had been used, and that he had not obtained the order. The day after, Captain Russell sent him again, from l'Isle de Vache, where the Diana lay, and Mr. Pipon returned with a downright refusal; “for, as it was a promise made after dinner, they did not think it binding.”

Almost at the moment of Mr. Pison's return, the Ferret sloop, Captain Nowell, hove in sight. She had been at Jeremie, with dispatches containing the requests of Lord Effingham and Admiral Affleck, that Lieutenant Perkins might be delivered up; which the Assembly there, by the following official communication, *absolutely refused*; verbally adding, that *the imperious voice of the law called for his execution*:—

*The Council of Commons of Jeremie, to Captain Nowell, Commander of His Britannic Majesty's Brig the Ferret.*

SIR,

HOWSOEVER agreeable it has been for us to have you amongst us,

Our desire would have been not to retard your voyage to the Cayes;

Our occupations alone have been the cause of your staying here 24 hours longer than you intended.

The law imperiously commands us to retain Mr. Perkins, and to send him to the Colonial Assembly.

We are

Your obedient and most humble Servants,

PLICQUE,

President du Conseil.

*Jeremie, February 16, 1792.*

No sooner was Captain Russell apprised of this state of the business, than he declared that he would sacrifice as many Frenchmen as there were hairs on Perkins's head, if they murdered him. His determination was soon known amongst the officers and people; Captain Nowell was delighted at what he heard; the anchor was up, sail crowded, and, the wind favouring them in an uncommon manner, the frigate and sloop appeared off Jeremie in a portion of time astonishingly short. Both of the ships hove-to close to the harbour, and prepared for battle; every soul on board of them panting for vengeance, should Perkins be murdered. Looking anxiously toward the shore, some of the men even imagined that they heard him *groan*.

Captain Nowell was sent on shore, with the following letter, to demand him *instantly*; and with verbal instructions for his conduct, should they hesitate; a mission which he performed

with the intrepidity and sound sense which he has frequently displayed :—

*His Britannic Majesty's Ship the Diana, off Jeremie,  
the 24th of February, 1792.*

SIR,

I APPLIED to the Provincial Assembly at Aux Cayes for the liberation of Lieutenant John Perkins, of His Britannic Majesty's Royal Navy; and my application was *immediately* and *of course* complied with. M. Billard, the President, promised me an order to your Assembly, to deliver him up to me. That order had not arrived at Isle de Vache, where I lay, before I sailed, which *must* be no impediment to your sending him off to me in safety immediately.

If, however, it should *unfortunately* be otherwise, let it be remembered, that I do hereby, in the most *formal* and *solemn* manner, DEMAND him. Captain Nowell knows my resolution, in case of the least hesitation.

I have the honour to be,

SIR,

Your obedient humble Servant,

T. M. RUSSELL,  
Captain of the Diana.

*To M. Plicque, President of the  
Council at Jeremie,*

Captain Nowell, on landing, was surrounded by a mob. The President read the letter, and said—"Sir, suppose I do not?"—"In that case," replied Captain Nowell, "you draw down a destruction which you are little aware of. I know Captain Russell; I know his resolution; beware, if you value your town, and the lives of thousands: he has given me sixty minutes to decide: you see, Sir, that thirty of them are elapsed."—The mob now grew outrageous. "You shall have him," exclaimed one of them, "but it shall be in *quarters!*" Captain Nowell instantly drew a very formidable sabre; and, sternly looking at the President, said:—"Sir! order that fellow out of my sight, or he dies!" The President did so; and, after a few more threats from Captain Nowell, that he would return without him, poor Perkins was led from his dungeon, at the door of which, and in his sight, was planted the rack on which it had been intended that he should be tortured the very next morning.



Captain Russell saw him led into the Ferret's boat; then wore, with the ships' heads off the land; secured his guns; and carried a most adventurous and enterprising officer, and good man, in triumph to the Commander in Chief in Jamaica, to whose *prayers* the sanguinary democrats of the new French *regime* had refused him.—It is, indeed, not unlikely, that Captain Russell's refusal to comply with the request of M. Billard—a request so characteristically French—was one of their motives for retracting the promise of Perkins's life; which, it appears, nothing but the act of violence to which he felt himself compelled to resort, could have saved.

We may here be permitted to observe, *en passant*, that discretionary power, in a naval officer, is of *some* value, and that it *may* at times be found serviceable.

Some time after the termination of this adventure, Captain Russell, and his friend Nowell, were engaged in another. In a large company, on shore, they were one day informed, that half a dozen gentlemen of the island had, for the recovery of their health, taken a trip to sea in a pleasure yacht belonging to one of the party; that the yacht had been seized, in a piratical manner, by a Spanish guarda costa; that she had been seen, two days before, steering for the east end of Cuba; and that the families of the gentlemen were in the utmost distress, Admiral Affleck having expressed his apprehension, that they must remain in captivity, until our Government should seek redress from that of Spain. To this statement Captain Russell made no reply; but, some time after, when the subject had been dropped, he whispered to Captain Nowell, and they walked out together. "Nowell, my boy," said Russell, "I've been working this fellow's bearings: we are to windward of him: we'll weigh instantly, before sun sets; and we shall see him about nine to-morrow morning."—The intention was put into execution almost as soon as it was formed; and, about the expected time, the Pirate appeared in sight. The English chased; the Spaniard fled, for three or four hours; at length anchored, not far from St. Jago de Cuba, and fired sharply at our boats; which they, by order, did not return, but closed, intending to board.

The villains fled on shore; when a Midshipman, from the *Diana*, followed, and caught one of the Spaniards; in consequence of which the yacht was returned to Jamaica on the following morning, to the great joy and surprise of the inhabitants.

This was an act of laudable and disinterested exertion; but such is the generosity, and liberality of conduct, of the inhabitants of Jamaica, that British officers seldom seem to think themselves capable of overpaying their attentions.

Having remained the usual time on the Jamaica station, the *Diana* returned to England, and was paid off; after which, Captain Russell was appointed to command the *St. Albans*, and brought home four or five East Indiamen from *St. Helena*.

On the 11th of January, 1796, he was appointed to the *Vengeance*, of 74 guns; in which he served in the West Indies, under Rear-Admiral Harvey, at the captures of *St. Lucia* and *Trinidad*, and at the subsequent unsuccessful siege of *Porto Rico*.

On this station, by participating in numerous valuable captures, Captain Russell had the satisfaction of making, the second time in his life, an ample fortune; but we regret to add, that in this instance, as well as in the former, by an unlimited confidence in the integrity of others, his golden treasures have vanished. Few, indeed, have sustained such heavy pecuniary losses, by guardians, agents, &c., as the subject of this memoir; yet, from a happy turn of mind, a cheerfulness of disposition, a conviction of the paucity of his wants, being very temperate, and a slave to no vice, he has never been known to suffer even a momentary depression of spirits.

Shortly after Captain Russell's return to England, he joined the Channel fleet, then under the orders of Earl *St. Vincent*. Having remained for some time in that service, his old ship, the *Vengeance*, being much out of repair, was paid off; and, on the 23d of April, 1800, Captain Russell was appointed to the *Princess Royal*. On the 1st of January, 1801, he was promoted to the rank of Rear-Admiral of the White Squadron; on the 23d of April, 1804, he was made Rear-Admiral of the Red; and on the 9th of November, 1805, Vice-Admiral of the Blue.

On the 28th of October, 1803, soon after the commencement of the present war, Admiral Russell hoisted his flag on board the Dictator, at Yarmouth, as Commander of a division of the North Sea Fleet. His duty on this station has been close and unremitting; but, from the rigid cautions which the Dutch squadrons have observed, no opportunity has hitherto occurred for him to display that heroic and determined spirit which he is well known to possess.—Rumour some time ago selected him for a command in the Baltic; but, since the late change in Administration, he has been made Commander in Chief in the North Seas.

In the exercise of this command we wish him all the success which his talents and exertions merit; confident, that wherever his country may demand his services, they will be cheerfully given, and the honour of the British flag will be ably supported.

We have only to add, that Admiral Russell was married, about the year 1793, to a lady of the name of Phillips; by whom, however, he has no children.

The portrait of the Admiral, which is prefixed to this memoir, in the old Post Captain's uniform, has been engraven from an original painting, now in the possession of his relation, Sir John Hayes, executed upwards of twenty years ago; notwithstanding which, it is still considered as an admirably correct and spirited likeness.

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## NAVAL ANECDOTES, COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN GURGITÆ VASTO.

### PASSAGE OF THE DARDANELLES.

**T**HE following extracts of letters will be found to throw some additional light upon the late passage of the Dardanelles; by Sir J. T. Duckworth's squadron. Such articles are worthy of preservation, as tending materially to assist the labours of the future historian.

The first of the succeeding communications is transcribed

from a letter, by an officer of the *Canopus*; which, after giving an account of the *Ajax*, Captain Blackwood, previously to passing the Dardanelles, proceeds as follows:—

This unfortunate accident threw a damp upon the spirits of the whole squadron: at any time the loss of such a ship, and such a number of brave fellows, would have been severely felt; but it was doubly distressing to our little squadron at such a time, as it weakened us greatly. To add to our chagrin, the wind was against us, which prevented us getting up the Dardanelles, and gave the Turks an opportunity of getting additional guns to their forts and batteries, and erecting new ones. It was not until the 19th we had a wind to go up. We then had a fine breeze, and got under weigh at day-light. The *Canopus* led the van, and, as the sailors call it, took off the fiery edge: the entrance is pretty wide, therefore the shots from the first forts, which are very strong ones, did little or no execution; and in passing, the bombs threw in a few shells, which we have reason to imagine did a good deal of mischief. These forts are, one on the Asiatic side, and one on the European; but still we had to pass two tremendous ones at a very narrow part, exactly opposite to each other, that on the Asiatic side called Abydos, and on the European Sestos, besides several small mud batteries, and one Turkish two-decker, five frigates, four corvettes, two gun-boats, and other small craft, that were moored a little above the Castles. It is said that we did not mean to commence hostilities. As our Ambassador went up in the *Royal George*, we wished to bring them to the terms he had formerly proposed to them, but they fired at us, and compelled us to act on the defensive; the fire from the forts was very heavy, and very much cut us up in the rigging-way; but, thank God, not half so bad as we expected. The shipping also kept up a very good fire, but we soon silenced them; and Sir Sidney Smith, with the sternmost ships, set fire to them, and destroyed the whole, but one corvette, which we kept possession of, but left behind when we came down. In this affair we had but three killed, and nineteen wounded, some badly; this we considered as trifling, considering what we had to contend with. You will be astonished, my dear Mary, to hear what unmerciful stone shot they fire from their forts; had I not witnessed it myself, I could not have given credit to it. We received one shot, which is now in my store-room, that weighs 546 lbs., is 23 inches diameter, or five feet nine inches in circumference. Another of the same size broke in the fore-castle; we have got some others something smaller; and some

of the ships have got those of a larger size. In coming down, the Windsor Castle received one which has wounded her main-mast so badly, that it will cause her to leave this place; it is better than seven feet round, and weighs, I am told, upwards of 800lbs. I forgot to tell you the Glatton remained at Tenedos to protect some vessels that came with the factory from Smyrna, and also we suppose to give intelligence of our proceedings to any English vessel that might arrive. On the 20th, we anchored close to a groupe of islands, within four miles of Constantinople; the next day flags of truce passed from Constantinople to the Admiral, and we were led to imagine that matters would be amicably settled; but the wind setting out right against us, gave them another opportunity of increasing their fortifications, and throwing up works in every direction; so that in five or six days the entrance of the harbour was so very formidably fortified, that, in my opinion, it would have been madness to attempt to enter it.— Their shipping were also not to be despised. It is said, that 14 sail of the line were completely ready to come out, with nine frigates, six fire-ships, and near 200 sail of small vessels, manned with volunteers, to board us during the action. Had this been the case, it would have been a dreadful scene; for the Turks are not accustomed to give or take quarter: still our lads were in as good spirits as if they were in Hamoaze. On the 23th, we perceived they were making some movements on the island close to us, called Prote. Boats were coming from the Main frequently with numbers of men; and, to all appearance, they were going to fortify the island. As they would have annoyed us greatly had they been suffered to proceed, on the 27th the Admiral ordered the Repulse and a bomb, with the boats of the squadron, manned and armed, to go and scour the island: they sent a few shot and shells on shore, took two small field pieces, and stopped a couple of boats with some Turks and Greeks, and then returned on board; but in the evening we learned from a Greek, who voluntarily came on board, that a number of Turks were yet on the island, and had taken refuge in a monastery—a large square stone building. Our own boats were sent to dislodge them, but they soon found they were not in force sufficient to effect it: their position was very strong, and they had a much greater number of men than we were told of. They fired at our poor fellows out of loop-holes and windows, as they ascended the hill, and some were killed and wounded in a very few minutes; still our people were not dismayed, but boldly pushed up to the door, and set it on fire. The

boats from the other ships were then sent to assist. Their people likewise suffered a good deal on first going up; but night coming on, they had orders to leave the island, and get on board their respective ships, without effecting any thing. Captain Kent, of the marines, one seaman, and two marines, were killed; ten badly wounded, two of whom are since dead; and I am truly sorry to say, that James Reiley, my Mate, was one of those two: he had a dreadful wound in the belly, but remained perfectly sensible. He expired the following evening, much lamented by every body, as he was a very valuable man. I don't exactly know the number of killed and wounded of the other ships—this you will see by the public accounts. Mr. Rouse, of the Royal George, son to Mr. Rouse, the rope-maker, is amongst the latter; but I am happy to add, it is only a flesh wound in the leg, and he is now doing well. Previous to this affair of the island, the *Endymion's* jelly-boat, with a Midshipman, son to Mr. Harwell, Carpenter of the Royal George, and four young lads, were sent to the island to purchase something, as we were in the habit of getting fish and vegetables from the Greeks. A boat with Turks from the Main was seen to board her and take the boys out. What is become of them is not yet known to a certainty. The Greeks' report is, that two of their throats were cut immediately; but that we hope is unfounded. I just now heard that Mr. Harwell has been assured by the Admiral, that his son is safe in Constantinople, and will be taken care of. I wish it may be the case; but I should be sorry to have any friend of mine in their clutches. As all negotiation was at an end, I suppose the Admiral thought it imprudent to remain any longer with the small force we had, as, had any ship been disabled or driven on shore, the consequence would have been very serious. On the 1st inst. we got under weigh, and on the 3d we once more passed the castle and batteries, and found them, I think, much warmer than they were before. We again led the van—we had many more shot struck us than we had in going up.

The following is an extract of a letter from an officer belonging to the *Active* frigate, dated off Lemnos, March 6:—

We only lay three days at Malta, two of which we were under quarantine; from Malta to Lemnos we had eight days' passage. On the 14th, at nine P.M., the *Ajax*, of 74 guns, was discovered to be on fire. The flames played over our mast heads; we cut our cables; and, what is singular, this very serious accident happened directly opposite to *Ajax's* Tomb,

On the 19th we proceeded for the Dardanelles, passed six powerful batteries, and attacked a Turkish squadron; burned one 64, six frigates, two corvettes, a brig, and a gun-boat; and had not a man hurt. We engaged two frigates, and gave the line of battle ship two broadsides, our shot enfilading her fore and aft: our damages were trifling, only in our rigging. The rest of our fleet continued their course for Constantinople, leaving us to destroy a fort; which service we performed on the 21st, having only two men wounded. In the frigate that we burned, there were no less than 200 killed and wounded, and the deck so strewed with heads and limbs in different places, that our people could not walk or stand among the blood on deck; their scappers issuing abundantly the blood of the slain.

During the time our fleet lay opposite to Constantinople, the Turks threw up a mud battery, on which they mounted 150 guns. Our fleet left their anchorage off the City, and on the 2d of March arrived and anchored in the Bay we lay in. The next morning we got under weigh, and saluted the batteries, to see whether they were inclined to come to terms with us. They returned the salute with ball; which example we followed; and came through the Dardanelles, after sustaining a very heavy fire from all the batteries.

OBSERVATIONS ON THE CHARACTER OF SAILORS, BY  
THE LATE JAMES PETTIT ANDREWS.

THE race of sailors are so truly eccentric, that notwithstanding the numberless anecdotes with which they supply conversation, there are many interesting circumstances relative to their very peculiar character, yet left untold. Like other arts, that of navigation possesses a number of technical terms peculiar to itself. The sailor forms these into a language, and introduces them, without hesitation, into all companies, on all occasions, and, generally, with brilliant success, as nautical expressions are pointed, humorous, and easily adapted to the situations of common life.

Inured to hardships, to dangers, and to a perpetual change of companions, the seaman contracts a species of Stoicism which might raise the envy even of a Diogenes. "Avast there!" cried a sailor to his comrade, who was busied in heaving overboard the lower division of a messmate, just cut in halves by a chain shot; "avast! let us first see if he have not the key of our mess-chest in his pocket!"

Two of the brightest points in the character of a seaman seem to be, intrepidity, and presence of mind. Without partiality, we may say, that it is in the British mariner, particularly, that these qualities are to be observed. In the hour of extreme danger, he does not, like the Portuguese, the Italian, or the Russ, either ask assistance from, or denounce vengeance against, his patron-saint. No, he trusts to his own agility and resolution for safety; and if he imprecates curses on *any* head, it is on his own, or on that of some *lubber*, who is not as active as himself in the general work of preservation.....

.....

A species of ready wit is often connected with the character of a sailor; and as whatever he conceives he always thinks himself at liberty to express, let the company, the place, the time, be what it will, he has, of consequence, vast advantages over the more bashful *bel esprit!* A couple of sailors, some years ago, went ashore at Charles Town, in Carolina; they naturally advanced towards a crowd which had gathered round the celebrated Whitfield, who was preaching with infinite vehemence against the sins of his audience. They arrived just time enough to hear him say, with his utmost exertion of voice and gesture, “and I, your *pastor*, your *teacher*, shall be forced to bear witness against you at the awful day of judgment.”—“Hollo, Jack!” cried one of the tars whom the crowd had divided from his comrade, “d—n my eyes! if that is not just as it goes at the Old Bailey. The greatest rogue always turns King’s evidence.”

But the sailor’s character must not be dismissed without some notice being taken of that fraternal regard which reigns among them *all*, let the outsides of *some* be ever so rugged. No tie of free masonry, no oath, no bond of society, can unite any denomination of mankind together as sailors are united. It is in the most trying situations of life that the effects of this union are most seen. If a sea officer dies, leaving a family behind him unprovided for, his sons become the children of his fraternity, and are handed up in life by their father’s friends, from one station to another in the service, until they are enabled to provide for themselves. As a proof of this emanation of general philanthropy, amongst this gallant race of men, the following circumstance may be properly brought forward:—Not many years past, an unknown benefactor gave three hundred pounds per annum, to be divided among thirty sea officers’ widows. In order to appreciate the merit of the competitors, each who applies brings in a list of her



children, and how they are provided for. And the Editor, who has the honour of being one of the distributors of this excellent donation, has with pleasure remarked, that there is scarcely the name of one male, among the numerous offspring of thirty mothers, but what has some provision in the Navy, and is, at least, in the right road to an honourable competence.

Copied from *Antient and Modern Anecdotes*, by J. P. Andrews, published 1789.

AMIALE AND HONOURABLE CONDUCT OF CAPTAIN DE L'ANGLE, OF THE DURSLEY GALLEY, TOWARDS SOME SPANISH PRISONERS.

THE following anecdote redounds so highly to the honour of this brave and worthy man, that, to omit it, would be unpardonable. The circumstance which it records took place in the year 1742, and is thus related in a letter which was subsequently written:—

A year or two since, His Majesty's ship, the Dursley galley, of 20 guns, Captain de l'Angle, Commander, cruising to the eastward of Alicant Bay, made a small sail, to which she gave chase. Coming up with it towards evening, and firing a gun, the bark struck; and the boat going off to take possession of her, found her a small zebeque, bound from Malaga to Yvica, with provisions and passengers of both sexes, whom our soldiers without much ceremony plundered of what money or things of value they had on board. The Surgeon of the man of war (from whom I have this narrative,) soon after going on board the prize, it being almost dark, could just perceive a Romish clergyman (for such he appeared by his dress) leaning in a disconsolate manner over the side of the vessel, with a young girl with him all in tears. On seeing this, he took occasion to speak with him in Latin, which brought on a conversation in that language, by which he understood that this Prelate was Bishop of Yvica, on his passage from Spain to that island, and that the young girl was a relation left under his care. The Surgeon, after a few compliments of condolment, returned to his ship, and gave Captain de l'Angle an account of what had passed. This worthy Commander immediately sent his pinnace for the Bishop and his fair kinswoman, for whom he had provided an elegant supper; during which, being placed at the head of the table, they were treated by him and his officer with the politeness and respect

due to their rank and quality : in the mean while the Captain had taken such proper measures, that, as soon as the supper was ended, he caused to be restored to these distressed prisoners all the little money, jewels, plate, clothes, &c. which they had lost, excepting a silver chalice, which could not be recovered. Imagine, Sir, to yourself, the sentiments of this honest Prelate, at such unexpected treatment from those whom, no doubt, he had been taught to regard as heretics, and from whom he had probably apprehended the worst usage for himself and his young relation. The simplicity and the goodness of his heart discovered itself by a flood of tears, more expressive than the rhetoric of a Jesuit, or the wit of a Cardinal. Captain de l'Angle, pleased with the sincerity of his joy, assured him of his being safe as well as free, and the next morning he should be at full liberty to pursue his voyage without any fears of future danger. Accordingly, after an agreeable breakfast, he was re-conducted on board his own bark, and arrived soon after safe at Yvica.

**CAPTAIN BYNG, OF HIS MAJESTY'S SHIP BELLIQUEUX.**

THE subjoined is an extract from *The Government Gazette*, at Madras, dated May 1, 1806 :—

We have much pleasure in inserting the following Address from the Commanders of the Hon. Company's ships lately arrived at this Presidency, to Captain Byng, of His Majesty's ship *Belliqueux*, expressing the sense they entertain of his conduct during the period they have served under his orders, together with that officer's reply :—

To GEORGE BYNG, Esq., *Captain of His Majesty's Ship Belliqueux, Madras Roads.*

SIR,

WE feel it our indispensable duty, at as early a period as possible, to offer you our sincere congratulations upon the safe arrival of the whole of the ships under convoy of His Majesty's ship *Belliqueux* at this port.

Permit us to return you our most sincere thanks for the constant and unremitting attention we have ever experienced from you, since we had the honour to be placed under your orders.

As a testimony of the respect we entertain in consequence, we beg leave to solicit your acceptance of a Piece of Plate, value 100*l.*, the contemplation of which may hereafter renew the pleasing reflection of your eminent services in the late successful Expedition

against the Cape of Good Hope, and remind you of the sincere regard of those who have the honour to subscribe themselves,

SIR,

Your most obedient and humble Servants,

WILLIAM EDMEADES,  
Com. H. C. Ship William Pitt.

JOHN DALE,  
Com. H. C. Ship Streatham.

JOHN CAMERON,  
Com. H. C. Ship Jane, Duchess of Gordon.

H. BEAVER,  
Com. H. C. E. Ship Glory.

R. BARKER,  
Com. H. C. E. Ship Northampton.

J. MERING,  
Com. H. C. E. Comet.

J. MACKESIN,  
Com. H. C. E. Ship, Sarah Christiana.

J. FAIRFAX,  
Com. H. C. E. Ship Union.

Fort George, April 23, 1806.

His Majesty's Ship *Belliqueux*, Madras Roads,  
April 24, 1806.

GENTLEMEN,

I HASTEN to acknowledge the receipt of your letter of yesterday's date, and to express the great pleasure on finding that the conduct observed by me, during the period you have been placed under my orders, has afforded you that satisfaction it has, and ever will be, my study to endeavour to experience on similar occasions.

I accept with pleasure the Piece of Plate offered in your letter; and be assured, that when it reminds me of the events mentioned by you in so flattering a manner, it will call to my remembrance the services of those among you who were placed under my command on that occasion, and the general attention evinced by the whole, during the period your several ships were under the convey of His Majesty's ship *Belliqueux*.

I have the honour to be,

GENTLEMEN,

Your most obedient Servant,

G. BYNG.

To the Commanders of the Honourable Company's Ships, *William Pitt*, *Streatham*, *Jane Duchess of Gordon*, *Glory*, *Northampton*, *Comet*, *Sarah Christiana*, *Union*.

## ESTIMATED VALUE OF NEW SHIPS.

THE following is an abstract of an estimate of the expense of building ships in the King's Yards, including coppering and copper bolting, and providing them with masts, yards, rigging, sails, anchors, cables, and all other Boatswain's and Carpenter's stores, to an eight months' proportion, according to the prices paid for timber, hemp, and other naval stores, in the month of August, 1789 :—

For a ship of 100 guns, 67,600*l.*; a 98 gun ship, 57,120*l.*; an 80, of the new construction, 53,120*l.*; a 74, 43,820*l.*; a 64, 35,920*l.*; a 50, 25,720*l.*; a 44, 21,400*l.*; a 38, 20,830*l.*; a 36, of the new construction, 19,070*l.*; a 32, 15,080*l.*; a 28, 12,420*l.*; a 24, 10,550*l.*; a 20, 9,100*l.*; and a sloop, of 300 tons, 6,260*l.*

## WEAR AND TEAR OF THE NAVY.

AN alteration was adopted in 1798, with respect to the money annually voted under this head of service; the reason for which is explained by the following extract from a publication of one of the then Secretaries of the Treasury :—“ In order to the complete attainment of the object, of preventing any debt being incurred for the Navy in future, the practice which had prevailed ever since the middle of the seventeenth century, with trifling deviations in King William's time, of voting 4*l.* a man per month, to cover the ordinary services of the Navy, (without regard to the increasing price of all articles in the course of one hundred and fifty years,) was departed from in the beginning of 1798: a calculation was then, for the first time, made, of what would cover the actual charge, exclusive of ordinary buildings and repairs; and a sum equal to 7*l.* a man per month was voted.”

This 7*l.* a man per month is thus divided :—

|                                                                               | <i>£.</i> | <i>s.</i> | <i>d.</i> |
|-------------------------------------------------------------------------------|-----------|-----------|-----------|
| Wages .....                                                                   | 1         | 17        | 0         |
| Wear and tear of ships in commission, and of their furniture and stores ..... | 3         | 0         | 0         |
| Victualling .....                                                             | 1         | 18        | 0         |
| Ordnance .....                                                                | 0         | 5         | 0         |
|                                                                               | <hr/>     |           |           |
|                                                                               | 7         | 0         | 0         |

## CORRESPONDENCE.

*Journal of the Proceedings of a Squadron of His Majesty's Ships, under the Command of Sir JOHN JERVIS, K.B., employed in conjunction with a Body of Troops, under the Command of Sir CHARLES GREY, K.B., to reduce the French Colonies in the Leeward Islands, 1794, and 1795.*

[From the MSS. of a Naval Officer.]

[Continued from page 393.]

COLONEL SYMMS, just after the Fleur d'Epée was taken, went to drive the enemy from the town of Point à Petre, about four miles from the Fort; and also from that, quite out of this part of the Island, called Grande Terre, over the canal which separates it from Cabes Terre; and found him with one of the Veteran's companies under Lieutenant Conolly, and with the other under Lieutenant Cashman\*, following at some distance. We pushed on to the town without any opposition. On arriving, I saw forty or fifty of the enemy in arms; pushing on, as I thought, to get into a battery commanding the town, of two or three guns: and then, having only twelve or fourteen men with me, I was forced to make the best of it, and hastening after them, we took possession of the battery, and drove them entirely out of that part of the town.

Colonel Symms and myself, immediately after this, collecting what few men we could, forced them down the road, where they had spiked two small field pieces, and drove them entirely out of the Island. On both sides of this road is a morass almost impassable; though some I imagine had attempted to pass it, as we found a horse, belonging to some officer, sticking in the mud, though so deep, that with all our endeavours we could not extricate him. The enemy had just crossed the canal that separates the two Islands, as we arrived; so that we had nothing to do but to return to Point à Petre, where we had a dinner with Sir Charles Grey, the Prince, Colonel Symms, and the whole corps. Mr. Herbert, of the Veteran, brought me the colours of the second battalion, the regiment de Guadaloupe, and which I gave to Sir

\* This name perhaps not correct, being written very unintelligibly in the MS.

Charles Grey: they were taken in the battery, which I mentioned before, by Mr. Herbert. Our seamen were re-embarked that night; and the day afterwards, the Veteran, under the command of Captain Harvey, with the Irresistible, and some frigates, with the light infantry in transports, under General Dundas, proceeded towards l'Ance des Vieux Habitants in Basse Terre; and on the night of the 15th of April, landed them, without opposition, between that place and le Baillie; the ships being previously placed within pistol shot of the beach to protect the landing. The Prince, Sir Charles Grey, and Colonel Symms, had landed one day before this at the Petit Bourg; and luckily having marched along the coast to Troichien, a post capable of being defended by one hundred men against the whole army, they found it evacuated, and got an entrance into Basse Terre. In the mean while General Dundas, with a large body of seamen and marines, under the orders of Captain Nugent, who commanded the Brigade of seamen, landed upon this expedition; by very fatiguing long marches, got possession of the great and little Parks; whilst a battalion of infantry, detached the first night of our landing, had secured the bridge, and the passes, which led to the Park, a post of as much consequence, and perhaps stronger, than the Palmiste; though not thought so by those who were then in the situation of defending the Island.

The enemy had made *abattis* in every ravine at the passage over every river.—Two hundred men, with a good Commander, might have rendered impassable many of the ravines in this march; and it would have been impossible even for General Dundas, who is reckoned the best officer we had on the service, to have found his way, with the small number of men he had under his command.

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The only posts now remaining, were Morne Hoel, within half gun shot of the post we now occupied, and some posts on the Palmiste; which, when taken, it was supposed the Governor, who was now in Fort Charles, would capitulate. It grieved us much to see, as soon as we had surrounded the heights which commanded this Fort and Basse Terre, that part of the town was set on fire: it continued to burn some time, and much of it was destroyed. We were led to believe that some negroes had done this; and it is true, that in passing through the town, soon after its surrender, I found some negroes lying in the street, who it was said had been shot\* for having burnt the town: the Governor however was much sus-

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\* By the inhabitants.

pected in this business. The night of April the 19th, 1794, the attack of Morne Hoel was determined. Colonel Blundell was to lead one column, and Captain Nugent was to command the other: the roads through which the troops and seamen marched, were very rugged, full of ravines, and in some parts almost impracticable: down one ravine particularly, thirty feet steep at least, and up another hill, which they were forced to climb up by the roots of trees for a great distance\*. The battery PAnglois was taken by Sir Charles Grey's column the night after the taking of Morne Hoel; and the next day all the Forts upon the Palmiste, and Fort Charles, capitulated. On the 22d of April, 1794, the troops laying down their arms on the Glacis, the Admiral, with the squadron, went into the road of Basse Terre; and Captain Nugent having joined his ship, removed all his goods and cattels into the Santa Margareta, destined to go home with those who carried the expresses. He was superseded in the Veteran by a Lieutenant from the Boyne, who had an acting order as Captain. We took leave of our officers and ship's company with much regret; went on board the Boyne to receive orders from the Admiral, and immediately sailed for England, with the dispatches.

It was recommended by those most conversant with the situation of the French Colonies, to endeavour to complete the reduction of those to windward, by the reduction of Cayenne: so that if the French should endeavour at any future period to arm against our new conquests, they would have no place of rendezvous for their squadrons: and another advantage, arising from this conquest, was the destroying a great nest of privateers, which would otherwise have been a great detriment to the trade of these, and the rest of our sugar colonies. Whether it was too late in the year, and that there were but troops sufficient to settle these conquests of the three Islands of Guadaloupe, St. Lucia, and Martinique, and to garrison them afterwards; as indeed I believe is nearly the truth, the expedition was given up, at least I was made so to understand. St. Domingo † also would have been embraced

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\* Colonel Blundell took possession of the Fort at daylight.

† After the reduction of these Islands, General White was sent, with a body of troops, to assist in the conquest of St. Domingo: which was in a great measure the cause of the re-capture of Guadaloupe by the French, as it left so few troops to garrison that Island.

in the scheme of conquests, had there been any body of troops to be spared from these Islands. In my mind, two rules should have been laid down for our conduct there:—first, to admit none as Emigrants, unless they could give a perfect and satisfactory account of the nature of their emigration; of their principles before they were driven off, and that they had at least some small property in the place: as many were driven off, not on account of their principles, which are as bad and as violent as those who remained; but from other motives totally unconnected with the great quarrel. The Noblesse of these Islands owed a great deal of money to the Bourgeoisie, whence originate! the quarrel between the two; and this ended in those Noblesse being driven out. Another rule should have been adopted to drive out of these Islands all those who had taken any active part: as the principles of their conduct are so rooted in their minds, that it is impossible that the mildest government will ever eradicate them: and they will remain lurking in their haunts, ready to blaze forth, whenever the first spark of any future discord shall show itself.

The Mulattoes are the most dangerous of all; and the Government will never be at peace, until they are totally driven out of the captured Islands. The Government have full powers to do this, notwithstanding the tenor of the manifesto, as very few came in before all their posts had been stormed; except the small garrisons who capitulated at two or three inferior posts.....

To dwell on the scenes of horror that have been before us for four years in these Islands, would require hearts as unfeeling as those which occasioned them: but I trust that the Legislature will drain these conquests thoroughly of all the *Mauvais Sujets*; and that it will, by this means, root up the seeds of all future dissensions, and diminish the expenses of the Government, by making it less necessary to leave large garrisons, which we can but ill afford for their protection.

Another thing should also be recommended in all these Islands, as far as their situation might make it politic, or practicable: which is, to make a free port; and that should be as near the strong defences of the Islands as it is possible; that, if attacked, the great mart, and all the richest magazines, might be within the protection of the strong posts. For instance, St. Pierre's was a free port, and it owes its consequence to that circumstance; whereas it would have been a much wiser policy, and will be so in us, to destroy that free port, and make a free port of Fort Royal, which is pro-



ected by Forts Bourbon and Louis. Thus, in case of invasion, when it would be necessary to concentre the forces of the Island; and it would be convenient to have only one port to defend, instead of two, very much detached from each other; (the communication from which, to each other, might be very easily cut off by an invading enemy;) less, much less would be sacrificed of the riches of the Island, by withdrawing the troops from St. Pierre's; which would, if Fort Royal were a free port, dwindle into little more than a large village. At St. Lucie, Cartier\* seems to be the town fitted for a free port most of all others, being under the defence of Mont Fortuné, a post stronger by the nature of the ground than Fort Bourbon, being more difficult of approach; indeed scarcely to be approached at all: but on which there is now nothing but an unfinished redoubt; which indeed, if finished, would have been still the most miserable performance which the worst Engineer ever devised; having no flank, or any line of defence, through the whole of it. And it seems to me, that no idea of throwing up defences in either Island ever entered into their heads, until the alarm of Fort Bourbon being besieged took place in the rest of the Islands: as we found that post, Fleur d'Épée, at Guadaloupe, and almost all the others, in every part unfinished, and so ill planned, that they seemed to have been recently formed by some Engineer in a panic.

At Guadaloupe, Basse Terre is certainly a very proper place in which to concentre the riches of that Island: as the posts of the Palmiste, of Morne Hoël, and the Park, with the subordinate posts commanded by them, are near enough to command the town, and defend all the approaches to it: if also possessed of a pass leading from Cabes Terre to Basse Terre, without which an army can scarcely pass from one to the other; and which may be defended by a very small party, against a large army: these, with Morne Hoël, form the impracticable posts which defend Basse Terre: the Fleur d'Épée defends Grande Terre, and the approaches to Point à Petre: but an army might leave it behind, and burn that town, by proceeding through roads and passes, somewhat difficult; which may be pass'd, if we may judge from what we performed ourselves; but which certainly might be defended by a very small detachment of men, if they were conducted by able officers, against any numbers.

But certainly these posts are very, very much less capable of defence, than those of Basse Terre: so that I should choose, (to

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\* Not plain in MS.

put it into the power of a small force to defend themselves, and as great a part of the riches of the Island as possible, and as much of the magazines, &c.) to make Basse Terre also a free port; or to give that town some essential advantages over all the others in this Island, to make it the interest of Merchants to flock thither to establish their magazines.

I must also add, that on our passage to Barbadoes, and during the whole course of this Expedition, we found that the people were much healthier, when they were served with wine, than when we gave them their allowance of spirits; which heated them, and made them much more liable to colds, and fevers, during the time they served in dragging up the guns; a very heavy work in the midst of frequent rains, which were very common during the siege of Fort Bourbon; contrary to the general observations which I have had the opportunity of making of the weather, during five years I passed in the West Indies. At this season of the year, all the time of the rest of their service, we found that they endured much more fatigue, and were less liable to sickness, when served with wine, than grog: and double allowance of wine was generally given them during their heavy labours. We had a very good opportunity on our passage out, of observing the difference between the wine and the spirits; having received orders to serve alternately wine and rum, a fortnight each. During the time the wine was served, the ship's company was in perfect good order, peaceable and laborious: but, on the contrary, when we served the rum, they were riotous and lazy; and punishment was necessary to keep them in good order. Whereas, it was unusual with us at other times to chastize any of them. The sick list, also, evidently increased on such occasions; and feverish complaints, and colds, were much more frequent: so much was this the case, that I broke through the order. The experience of the rest of the squadron justifies me in making this assertion; and I am well convinced, that Government would do well to order wine sufficient for the companies of the different ships of the fleet, to be used instead of any thing else. If inducements may be wanting of the economical kind, one might be alleged, that fewer men would be sent to the Hospitals, and this saving would overbalance the additional expense: and now I am upon this subject, I must also say, that, according to my ideas, a small quantity of strong beer would be much more salutary to the people, than the immense quantity of bad small beer issued to the men on Channel service. And the same inducements might bring Government into the measure: for

I am well convinced, that the small beer issued to the men is very unhealthy, and particularly in cold weather, when they require something stronger to support themselves.

The companies of the ships of the squadron were also, whilst in the West Indies, served with cocoa and sugar, which made them a very comfortable breakfast, and must have conduced very much to the health of the people, as sugar is known to be a very great antiscorbutic. This was served them instead of butter and cheese; both which are very unwholesome in those hot climates, in the state in which they are served to the men, being generally very rancid and putrid: whereas the other both nourishes and dilutes, which is very necessary in the West Indies, where the heats are so excessive, and where the only safety is to keep up the perspiration.

The abilities of the French Engineers appeared much greater, and more conspicuous, than our own: chiefly at Fort Bourbon, where they were most employed. And this occasion gratifies me much, as it recalls to my memory my very dear friend Sansi, whom I shall never forget.

The Commanders in Chief have every reason to recommend them to the Government: Sir John Jervis has told me often, that they meant to do so. Sansi\* was the first mover of the Escalade of Fort Royal; and by thus changing the nature of the attack, which had been made originally in the nature of the siege of Fort Bourbon, on which no impression had been made, though they had battered it for a month or nearly; and on which no impression would have been made, had they continued the fire from the batteries till now. He, as I said before, thus changing the nature of the attack, obliged Fort Bourbon to capitulate a day or two afterwards. His measures were bold beyond description, and full of energy.

[To be concluded in our next.]

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\* Sansi had a responsible situation given him in the Island, as Superintendent of the Works: but it was taken away shortly afterwards, by the change of the Commander in Chief.

## CORRECT RELATION OF SHIPWRECKS.

[Continued from page 405.]

## No. XVII.

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

FALCONER.

## NARRATIVE OF THE VOYAGE AND LOSS

OF

## THE DUKE WILLIAM, TRANSPORT,

WHICH FOUNDERED AT SEA, WITH UPWARDS OF THREE HUNDRED FRENCH PRISONERS ON BOARD, IN THE YEAR 1758; AND OF THE ESCAPE OF HER CREW, IN OPEN BOATS.

Now first published,

*From the original Manuscript of Captain Nicholls, her  
Commander.*

[Continued from page 401.]

WE all enjoyed this pleasing spot during most part of the siege of Louisbourg; when Captain Schomberg, of the Diana frigate, sent his Lieutenant and Doctor on shore, with his sick people, of whom he had a great number, several with the spotted fever. He ordered his Doctor to take possession of my arbour, as he imagined that, on his bringing the sick people on shore, I would quit it. I being at dinner at the large house, my servant, who was then sentry, came and acquainted me with what was going forward. I went immediately, and finding the Lieutenant and Doctor there, and the tent building close by my garden, I expostulated with them; telling them, that as Admiral Boscawen had granted us the favour of the Island, and as we had been at much pains to bring it to the state it was in, and as there were many other places, remote from our habitations, where the sick would not infect us, begged they would pitch their tents there. The Doctor said mine was a very proper place; he liked it vastly; and as he had Captain Schomberg's orders for coming there, he would stay. I told them, that as the Admiral had often made choice of this place to retire in, I knew it would disoblige him. They still, however, persisted in taking it from me: and, finding it in vain to argue about it any more, I assured them they should reap no

advantage from their ill nature, as I would cut down the trees, and destroy the arbour and garden, and I knew every one who had a little habitation would do the same. I bade the lad clap the axe to the trees, which they dared him to do. I then took the axe myself, and declared if they offered to prevent me I would cleave them down. I sent on board for my people, and pulled all the inclosures up, and what I did not think proper to remove I set on fire; and every one, finding he could not come on shore without running the hazard of getting sick, followed my example. Thus every house was destroyed, and the Island was in a blaze from one end to the other. The fire being seen on board the fleet, the Admiral sent his barge on shore to know what was the matter, for he was fearful that the Indians had come down among us. When he learnt the truth of the affair, he was angry with Captain Schomberg; but, as he was a favourite, it was overlooked.

Louisbourg being taken a short time after the destroying of our houses, it was no great loss to us. On the reduction of that place, the Island St. John, in the entrance to the gulf of Lawrence, fell by capitulation, and the inhabitants were to be sent to Old France. Lord Hollo, with a large party, were sent on board the transports, which were ordered thither for that purpose. The transports were nine in number, of which the Duke William, the ship I commanded, was one. We proceeded, under convoy of the Hind sloop of war, Captain Bond; but meeting with contrary winds, and bad weather, had a long passage. Having brought the fleet up off a Cape, called St. Louis, nine leagues distant from the Gut of Canso, and it blowing strong in the night, my cable parted. In the morning, the man of war made a signal to bear away for the Gut again. I came to a resolution to stay, and try whether I could not get my anchor and cable again. The ships all left me riding, and the next day it fell fine weather. I weighed, and dropped the ship at the buoy, and unbent him; took the buoy rope into the hawser, and hove the anchor up: but, by the time we had got the anchor into the bows, it came on very bad weather; wind, hail, and rain, with terrible claps of thunder, and severe lightning. A long winter's night was approaching; and, as we were on an unknown coast, (for our drafts were very erroneous,) our situation was extremely unpleasant. The fleet were much afraid that some misfortune had befallen us; for though they had had weather, they had it not so severe as us. Captain Bond, in the morning, made a signal for all Masters of transports, and desired they would man their boats, as he thought he had heard several guns fired in the night. He fancied that they were fired by me in distress, and was fearful

that we were on shore; and if so, were in course scalped by the Indians. Accordingly, when their boats were manned, they were desired to row as far as it was prudent to venture. As the weather was still bad, and they could see nothing of us, they returned, giving us over for lost. But Providence ordered it otherwise. I kept the ship under a pair of courses all night, and in the morning bore away; but, it coming on very thick, was obliged to lie-to; and as it did not clear till late in the afternoon, I had a narrow escape in getting in, as the Gut is very narrow, and by reason of the trees very difficult to find. We shortly after sailed out of the Gut, and got to St. John's. In the passage, Captain S. Hurry, in the Yarmouth, was run ashore by the ignorance of his Pilot, and was near being lost, but his ship got off without any damage. On our coming to St. John's, Captain Bond sent us an order, not to go on shore upon any account whatever, but at the watering place; which, as soon as we received, we waited upon him in a body, letting him know, that by the long passage we had had we were in want of provisions, and that we could not proceed without them. He refused to come upon deck, but sent us word by his Lieutenant, at our peril to do otherwise than follow his instructions. We then agreed among ourselves, to go up the river armed, and as I spoke the language, we needed no interpreter. Accordingly, the next morning we set forward with all the yachts and long boats in the fleet, well manned and armed. As soon as Captain Bond was informed that we were gone, he made a signal for all Masters to come on board; which, when the Mates saw, as several of the large transports had jolly boats, they went and fetched the Mates of those ships which had none, and went on board the Hind for orders. He inquired why their Masters did not come; they replied, that they were gone on shore to buy provisions. He then went on shore, and told Lord Rollo, that we were gone to rob the French, and hoped when we came down that he would punish us..

We proceeded up the river, and, to our surprise, found a large schooner riding, with ensign, jack, and pendant, which, when we came near, we found had been sent by Captain Bond, to buy provisions, to sell again at Louisbourg. The Purser told us that he had orders from him, in case we should come up, to hinder us from buying any thing; and, if we did buy, he was to take it from us. We told him it was not in his power, nor would we suffer ourselves to be ill treated; and, as we should pay for what we bought, we would not permit him to rob us. I asked him what he paid a head for cattle; he said two dollars, and so in propor-

tion for other stock. I told him we would not spoil his market, but would go in search of other villages, higher up the country. We proceeded, and found a large farm-house, where we bought several live cattle at three dollars a piece; and hogs and sheep for a shilling each; for as the inhabitants knew they were to be sent to Old France, every shilling which they made was so much clear gain. After two days' searching, we procured as much provision as the boats would carry. We thought proper to make it night before we would come near the schooner. However, they kept a good look-out, and perceived us. They hailed, and told us they had orders to seize all our stock. We bade the sailors row on. They threatened to fire; and at last we rowed alongside, and asked them what they wanted. The Lieutenant replied, all our stock. We said we would not agree to any such terms; and being strong enough for them, would not tamely submit to see ourselves robbed of what we had fairly bought. He confessed that it was hard; and, seeing us determined not to be plundered, desisted. As it was a cold night, he invited us on board the schooner to drink a glass of wine, which we complied with, the boats making the best of their way; but, not being able to get on board before daylight, they were perceived by the men of war and people, who acquainted their Captain with it. He immediately came and seized upon two of them, (both belonging to Captain Moore, of Lynn;) the others got safe, and put the cattle on board my ship. The Masters were severely reprimanded by Captain Bond, who threatened to write to Lord Rollo. Fearful that he would misrepresent the affair, we all went to dine with his Lordship the next day; where we met with Captain Bond, who had accused us of breach of orders. On laying the case before his Lordship, however, he thought that we were not in the wrong, and gave us leave to go up the country and buy what we pleased.

Things remained in this situation, when a large party of soldiers were ordered up the country, to bring the inhabitants down on board the different transports; and as mine was the largest ship, the Missionary Priest, (who was the head man of the country,) with the principal inhabitants, were ordered by Lord Rollo to go to France with me. On his arrival, he requested the favour that the people might come on board to mass, and to be married. I told him I had no objection; but that I must have a fee of every bride. He asked me what that was: I replied, the first kiss after she was married. Being a facetious man, he complied. We had a great many marriages, as a notion prevailed amongst the people, that all the single men must be made soldiers. Before we came

away, we got a great abundance of stock. We all sailed from St. John's together; Captain Wilson, with Lord Rollo and some soldiers on board; and Captain Moore, with soldiers, under convoy of the Hind: the rest, being cartels, had no occasion for convoy. Captain Moore's vessel was lost going through the Gut, by striking upon a rock under water, and the soldiers were put on board Captain Wilson, bound to Louisbourg. Captain Moore, his Son, Mate, and Carpenter, took their passage in my ship. As the wind was contrary, we lay in the Gut of Canso some time. The French used frequently to go on shore, and remain there all night, making fires in the wood to keep themselves warm. Some of them desired that they might be allowed muskets to shoot some game, as they were not afraid of meeting with the Indians, which I granted. About three hours after they were gone, one of them came running, and begged for God's sake that I would, with my people, immediately go on board, as they had met with a party of Indians, who were coming down to scalp us.

I, with the other Masters and sailors, went off immediately; and we had but just got on board before the Indians came down; but, finding only Frenchmen, they went away directly. It will be seen by this, how near we were being murdered and scalped, had not the French been faithful, and kind Providence interposed.

I should have mentioned before, the narrow escape which the whole fleet had from being lost in going to Canso. The night being very fine, some of the transports worked into the mouth of the Gut, and brought up; I, and Captain Johnson, in a ship called the Parnassus, brought up without the Gut. In the night came on a very hard gale at S. E., and blew so violently, that Johnson let go three anchors. I rode just outside him, found our ship drive with a cable and half; and not being willing to let go another anchor, I let her drive some time before I would give her any more cable; as I was fearful, being so near the Gut's mouth, that, if the wind increased, I should be obliged to cut my cable. About two P. M. the weather came quite serene, not a cloud to be seen. The people went to work to get their anchors up, and to run into the Gut, to a place where we had always anchored, and which I had named English Harbour. I had hove in all my cable to about 30 fathoms, when a most violent gale came on at N. W. Our ship drove, but I was determined, if possible, to save my anchor and cable. I loosed the foresail, kept her hanging on the trails, with my mizen-stay-sail, and kept backing and filling till I got my anchor. As I kept the Gut open, I knew if the ship would but veer I was in no danger; which she did, and I saved



my anchor and cable. The Parnassus, (and we had got ahead of her,) had let go three anchors, and driven ashore. The Agent's ship, Captain Suttie, parted from her anchors likewise, and was obliged to run ashore; most of the other transports broke or lost theirs; but no ship, except the two mentioned, got any material damage. As soon as the weather was moderate, I was sent down by Captain Hay. (who was our Agent, and a very worthy man,) to see how it fared with the poor Parnassus: the French were all got ashore; and, it being cold showery weather, had made themselves large fires in the woods. I ran a great risk to get to them, as it was very dark, and undoubtedly there were Indians about. I told them the boats would fetch them as soon as possible, at which they seemed quite rejoiced. I then went on board the Narcissus, and found her very much bulged, and that it was impossible ever to get her off. I returned the next morning with as many people as the boat could carry, and informed the Agent of the situation she was in. He ordered me to send for the remainder, which I did, and distributed them amongst the different transports. We then endeavoured to get the Agent's ship off, it being a fine sandy bay, and she had received no damage in her hull. By lightening her of all her stores and materials, we accomplished it; after which, every thing that was worth saving we took out of the Parnassus. One of the pumps I kept for the ship's use, in case of emergency, and which too soon I had the misfortune to have occasion for.

[To be continued.]

NARRATIVE OF THE WRECK

OF

HIS MAJESTY'S SHIP PORPOISE,

LIEUTENANT ROBERT FOWLER, COMMANDER,

ON A REEF OF CORAL IN THE PACIFIC OCEAN, AUGUST 17TH, 1803,

*And the subsequent Proceedings till the Arrival of the Crew at Canton; with a little extraneous Matter relative to the Colony of New South Wales.*

BY ONE OF THE CREW.

Ille saluferam porrexit ab æthere dextram,  
Et me de rapidis per cuntem sustulit undis.

A PSALMIS BUCHAN.

[Concluded from page 105.]

**O**UR passage up the Straits, and for the first week after getting into the Indian Ocean, was not only tedious, but at times excessively boisterous. Nothing can exceed the beauty and rich-

ness of verdure of the different Islands in these Straits; those even of the smallest circumference, were thickly covered with trees to the water's edge, and had an enchanting appearance. The southern extreme of the Malay peninsula, (though there are several high hills, as Ophir, Parcelor, &c.) is inclined to be low, but extremely fertile. When you near Pinay, it begins to be lofty; and the high land of Queda presents a very noble aspect. We found the weather, while in the Straits, and as we were entering the Indian Ocean, capricious, but of a perfect uniformity. From a dead calm in the afternoon, a fresh breeze sprung up; increasing gradually till sun down, when lightning and dark black clouds were perceived to rise at a very great distance in the N.W., which, with squalls, and rain alternately, kept constantly approaching, until about two or three in the morning they broke overhead in heavy thunder claps, with deluges of rain, and terrible gusts of wind: as soon as this took place we had calm weather, which continued so till noon. The weather was very possibly influenced a good deal by the approach of the north-west monsoon. From the 18th of April, to the 11th of May, we had calms, and variable winds, with clear sky, and scorching sun. We were now in  $8^{\circ}$  S., and  $91^{\circ}$  E., when we got a fine fresh trade wind; before which, we stood to the S.W. by S.; distances of sun and moon, in  $12^{\circ} 7' S.$ , gave the longitude of  $86^{\circ} 41' E.$ , at noon of the 14th, and  $37'$  west of the dead reckoning. On the 20th, by distances of moon, and stars, Artares and Regulus, in  $19^{\circ} 44' S.$ , the longitude was  $73^{\circ} 2' E.$ , and  $1^{\circ} 32'$  to the westward of the reckoning; a natural consequent of the heavy following sea. The Albatross, Pintada bird, and the other tribe of oceanics, met us on the 28th, in lat.  $24^{\circ} S.$ , when the winds began to be variable. By observations of sun and moon, in  $28^{\circ} 56' S.$ , we found the long.  $46^{\circ} 2' E.$ , or  $1^{\circ} 11'$  ahead of the dead reckoning. We experienced the first gale of wind on the 12th of June; which being at N.W., we were obliged to bring to under stay-sails. On the 17th, in lat.  $35^{\circ} 37' S.$ , we, by observation of the moon, with sun and star on opposite sides, found the longitude  $26^{\circ} 48' E.$ , or  $3^{\circ} 10'$  to the eastward of our reckoning; which not a little surprised us, as this was the first instance of the kind since our meeting the trade wind; and besides, we had been led to expect a strong set westerly, from the influx of the sea carried before the wind on the African shore, and thence down the Mozambique channel. When we reflect, however, that this passage is funnel shaped at it's south entrance, we ought to consider, that one part of the water, driven forcibly into it by the trade wind, may take an eastern direction along the

shore of Madagascar, in like manner as the other is known to sweep the skirts of the Agullas bank; more especially at this season of the year, when the very strong north-west winds prevail. It must have been on our opening, or indeed a little before we opened the Mozambique, that we experienced the heavy current easterly. A most satisfactory proof of the strength and direction of the current on the African side, was exhibited on the 28th, and shows how completely the western current is guided by the Agullas bank. The day previous, we had struck soundings, which, from the latitude, we knew must have been on the very edge of the bank. Soon after, it came to blow excessively hard at N.W., in consequence of which we were obliged to heave to on the starboard tack. In this position we lay all night, and till nearly the following noon, drifting bodily to leeward as we supposed, but were agreeably surprised to find, by meridional altitude of the sun, that instead of losing ground, we were 7 miles to the northward of the former day.

By observation of sun and moon on the 1st of July, in  $34^{\circ} 48' S.$ , we found the old westerly set, for the long.  $14^{\circ} 17' E.$ , was  $26'$  ahead of the dead reckoning. A strong breeze springing up at S.S.W. on the 3d, with rain and dark weather, we rolled along before it, and on the 5th it shifted to S.S.E., becoming fixed on the following day at S.E., and continuing to blow from that quarter without a moment's cessation, till we made the Island of St. Helena. By distances of sun and moon on the 10th, in  $19^{\circ} 27' S.$ , we found the longitude  $1^{\circ} 41' W.$ ; being just  $50'$  to the westward of our reckoning. Next day proved favourable, and we had a few more distances, which gave the longitude  $3^{\circ} 47' W.$  From the perfect agreement with the observations of the preceding day, we felt a confidence in our situation, which induced us to steer direct for the Island; and we had the satisfaction of seeing high land at daylight of the 12th, on the lee bow, agreeable to our expectations.

As we approached the land, the wind died away, which hindered us from getting to our anchorage till the following day. We found riding abreast of James's town, a fleet of Indiamen from Bengal, and learned that the China fleet had sailed for England some weeks before our arrival, under convoy of His Majesty's ship *Plantagenet*. I was now become so well acquainted with disappointment, that I began to be reconciled to it; and I had some solace left, in the thoughts of being able to escape the privateers in the Channel, by keeping company with the Indiamen. We had every

reason to expect the *Courageux*, but were not altogether certain. On the day however that the *Windham* (who was to stand Commodore to England) made the signal for sailing, a signal from the heights announced three sail of ships, which we knew must be the *Courageux*, with the store-ships for the Island. Immediately on the anchoring of the ships, I waited on Captain Boyles, and requested a passage in his ship home; for I had determined to trust no longer to the chance of parting company, when I should fall in with a man of war.

The Island of St. Helena is high, and barren, but intersected with deep vallies, down which gurgle streams of excellent water, and in which there are some delightful, fertile spots, where one given to solitude might pass away his days in tranquillity, and pleasingly devote his attention to agriculture and books. He has here neither *mollia prata*, nor *nemora*, to diversify the scenery; but he has the *gelidi fontes*, which he can *supercilio clivosi tramitis elicere*, and enjoy the *raucum per lævia murmur saxa*, as well as the *frigus opacum*, in the very warmest season of the year; while he *scatebris arentia temperat arva*. This Island is so high, and abrupt in its whole circumference, that it may be safely pronounced impregnable. Strong batteries are placed on the summits of the hills, in the neighbourhood of those vallies where alone a landing could be effected, which are so elevated, that, without reach of danger themselves, they could fire down upon an assailing ship, in that oblique direction, which would send her to the bottom. Granite is the base of this island, and we have indubitable marks of its having been thrown up by fire, for on the highest eminences we meet every where with granitous matter, partly in the original state, and partly in that cellular form, characteristic of lava.

The *Courageux* having completed her water, we weighed on the 13th of August, with a fine breeze, which carried us into north latitude on the 23d, without any thing remarkable occurring, save our old westerly set, amounting, at an average, to about 11 miles daily. Soon after crossing the Equator, we were met by winds from the W.S.W., which blew with some steadiness from that unexpected quarter till the 6th of September, when we got the regular north-east trade wind. These strange winds carried us close to the Cape Verd Islands; a thing rather unusual for homeward-bound ships. On the 27th, in lat. 39° 13' N., it came to blow strong at N.W., when we were in the vicinity of the Açores, and so near to Flores, and Corvo, that we could have no hope in weathering them. Though the weather was boisterous, the sky was clear, by

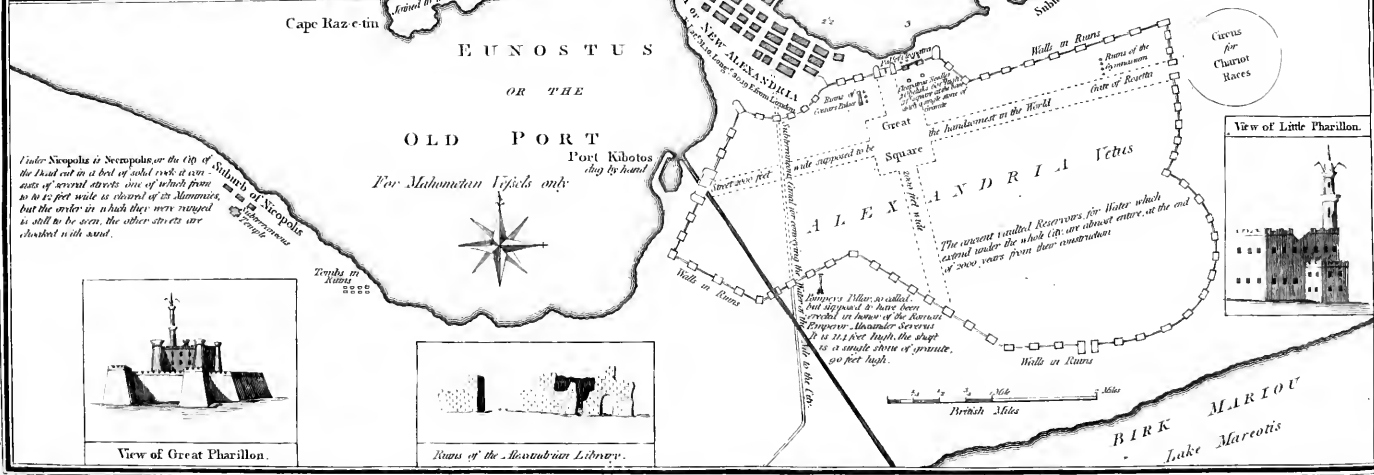


# EGYPT.

A PLAN OF THE CITIES OF  
ALEXANDRIA *Vetus*, and NEW ALEXANDRIA or SCANDERIA;  
with the OLD & NEW PORTS.  
Also LOWER EGYPT and the BAY of ABOUKIR;  
with Illustrations from the Authorities of  
*Vindob. Tabl. Savary, Volney, & other eminent Travellers*  
By John Luffman, Geog<sup>r</sup>

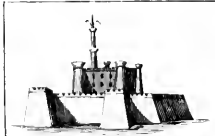


*In this Bay the English Fleet consisting of 13 sail of the Line & one 50 gun ship under the command of Rear Admiral Sir Horatio Nelson defeated the French Fleet consisting of 13 sail of the Line & 2 Privateers under the command of Admiral De Brueys on the 1<sup>st</sup> 2<sup>d</sup> & 4<sup>th</sup> August 1798 a sail of the Line taken 2 burnt 2 disabled & 2 captured*



*75 Miles where battles were fought between the Persians and the Romans*

*Under Nereopolis is Scenopolis or the City of the Dead cut in a bed of solid rock it consists of several streets one of which from 20 to 25 feet wide is covered in Almonds, but the order in which they were ranged is still to be seen, the other streets are crowded with sand.*



View of Great Pharillon.



Remains of the Mausoleum of Linceus.



View of Little Pharillon.

Circus for Chariot Races

*The ancient vaulted Reservoirs for Water which extend under the whole City are almost entire, at the end of 2000 years from their construction*

British Miles

which every ship had it in her power to ascertain, by lunar observation, her exact situation; and so precisely did the longitude of each agree, that Captain Boyles, after conferring by telegraph with the different Captains of the Indiamen on the subject, made the signal to bear up, and we went, during the night, between the two Islands before mentioned, and Fagal.

On the 7th of October, when in the chops of the Channel, it blew very strong, with thick weather in the forenoon, but, on clearing towards evening, we got sight of the Lizard. About dusk of the 9th, we anchored in the Downs, which completed my voyage, after an absence of three years, and nearly as many months, from England. The joy I felt on landing was far from enviable: when I recollected, that during the whole of the voyage I had never received a scrap from one of you, there were numberless mixed emotions felt by me, repugnant to cheerfulness, which your letter has now done away; and I will henceforth look back on the voyage in the Investigator, with its appendix in the Porpoise, with feelings of adoration, gratitude, and delight.

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## PLATE CCXXXIII.

### THE HYDROGRAPHER, (No. 5.)

**F**ROM the circumstance of Alexandria having again fallen into the possession of the British, we have been induced to present the annexed map of the old and new towns, ports, &c.; and also of the Bay of Aboukir, the scene of one of Lord Neison's most splendid victories.

In a former part of our work, (Vol. VIII, page 32.) we have presented a View of Alexandria, accompanied by an historical and topographical description of that ancient city. At present, therefore, added to the illustrations in the plate, it is only necessary to observe, that Alexandria is a city in Lower Egypt, situated on the Mediterranean, twelve miles west of that branch of the Nile called *Canopicum*, and lying in  $30^{\circ} 19'$  east longitude, and in latitude  $31^{\circ} 10'$  north. Alexandria lies about 700 paces from the sea, and has two harbours, called the New and the Old Port, separated by a point of land in form of a mole, which is defended by two castles, erected by the Turks. The entrance to the harbour is dangerous because of the shelves; and the trade of the city, the climate of which is extremely unwholesome, is much decayed since

the Europeans found out a way to the East Indies by the Cape of Good Hope. Still, however, many vessels are sent thither annually, for Levant stuffs, spices, ostrich feathers, senna, nutmegs, &c.

Alexandria is famous for its antiquity, was the most considerable town in Africa, next to Carthage, and is supposed to have been the Po of the Hebrews; but is now a heap of ruins, and poorly inhabited. The Turks call it Scanderia. It was for a long time the capital of Egypt; and the walls which were built by Alexander the Great, who is supposed to have been its founder, are still to be seen.

The foundation of Alexandria, by that conqueror, is computed to have taken place soon after the overthrow of Tyre, about 333 years before the Christian era. Ptolomy, surnamed Soter, or Lagus, one of Alexander's Generals, having been appointed Governor of Egypt, soon after assumed the title of King, and took up his residence at Alexandria about 322 years before Christ. The Ptolomies held the government 293 years, and were as follow:—Ptolomy Soter, reigned 39 years, died 285 A.C. Ptolomy Philadelphus, reigned 39 years, died 246 A.C. Ptolomy Evergetes, reigned 25 years, died 221 A.C. Ptolomy Philopater, reigned 17 years, died 204 A.C. Ptolomy Epiphanes, reigned 24 years, died 180 A.C. Ptolomy Philometor, reigned 34 years, died 146 A.C. Ptolomy Physcon, reigned 30 years, died 116 A.C. Ptolomy Lathyrus, reigned 10 years, deposed 106 A.C. Ptolomy Alexander, reigned 18 years, deposed 88 A.C. Ptolomy Lathyrus restored, reigned 8 years, died 80 A.C. Berenice, or Cleopatra, reigned alone one year, till 79 A.C. Berenice and Alexander II. reigned 6 years, deposed 73 A.C. Ptolomy Nothos, or Auletes, reigned 15 years, died 58 A.C. Berenice restored, reigned 7 years, died 51 A.C. Ptolomy Dionysius, and Cleopatra his sister, reigned 7 years; Cleopatra reigned alone 14 years, deposed 30 A.C.—A.M. 3974. Alexandria having passed under the Roman yoke, it was held subject to that empire till about the middle of the sixth century, when it was taken by storm, after a siege of fourteen months, by Amrou Ebn al Aas, General of the Caliph Omar. It continued under the dominion of the Caliphs until the year 924, when it was taken by the Magrebbians, who abandoned it in 928. The Caliphs again took possession, and it remained with them till the 13th century, when it fell under the dominion of the Turks, in whose hands it continued until July 1798, when it was taken by storm, by the troops of the French



Republic, commanded by Buonaparté\*. By the superior prowess of Britain, it was wrested from the French in the autumn of 1801, at the memorable battle of Alexandria, in which the gallant Abercrombie fell. After it had been evacuated by the French, it was the scene of much contention between the Turks and the Mameluke Beys. The latter, however, retained possession of it until the 21st of March, in the present year, when it surrendered, by capitulation, to the British forces, under the command of Major-General Fraser, and Captain Hallowell, of His Majesty's ship Tigre †.

It was on the 15th of March, that the Tigre, (with Major-General Fraser on board,) and fourteen sail of transports, out of thirty three, arrived off Alexandria, and came to an anchor, to the westward of the town, on the 16th. On the evening of the 17th the General landed with part of the troops, to the eastward of Marebout, where he took up his position for the night; and, on the following morning, the remainder of the troops were, with much difficulty, disembarked. Finding his situation extremely precarious, both with respect to getting provisions or stores on shore, and communicating with the transports, General Fraser determined to force his way to the western side, where he could receive supplies from Aboukir Bay. It was also his intention, in passing, to endeavour to get into the town; and, if possible, to push his way into the forts by which it was commanded; a plan which, he had reason to believe, would not be very difficult to accomplish. He accordingly moved forward, about eight o'clock in the evening of the 18th, and in his way forced a pallisaded entrenchment, with a deep ditch in front of it, (which had been thrown up by the Turks, as a defence against the Mamelukes and Arabs, on the western side,) stretching from Fort des Bains to Lake Mareotis, strengthened by three batteries, mounting eight guns, exclusive of Fort des Bains on its right flank, mounting 13 guns.—This was effected with very little loss, though under a heavy fire of cannon and musketry; after which the troops proceeded within a few yards of Pompey's Gate, where they found

\* For a full and accurate description of the glorious battle and victory of Aboukir, achieved by the gallant and ever-to-be-regretted Nelson, in August 1798, we must refer the reader to the former volumes of our work. *Vide* NAVAL CHRONICLE, Vol. I, page 43, *et seq.*, and page 521; where also there is a correct Chart of the Bay of Aboukir, sketched by Mr. Pocock, from the drawing of a French officer in Admiral de Bruey's fleet; and Vol. III, page 181.

† *Vide* Gazette Letters, page 433 of the present volume.

the garrison prepared to receive them, the gate barricaded, and the walls lined with troops and armed inhabitants. This, added to the smallness of General Fraser's force, (not exceeding 1000 men of all descriptions.) led him to think the risk too great, and he determined to proceed to the westward, as he originally intended. He arrived there in the morning of the 19th, and immediately sent detachments to take possession of Aboukir Castle, and the cut between the Lakes Maadie and Marcotis; by which communication, a reinforcement of Albanians was expected in Alexandria. Both of these attempts succeeded. On the following day, General Fraser sent in a manifesto, warning the inhabitants of the danger of an assault, and urging them to force the Governor to capitulate. This had the desired effect; a flag of truce was sent out; a capitulation was signed; and the place was surrendered; with a loss, on the part of the British, of only 7 killed, and nine wounded\*.

In former times, Alexandria had so many columns, obelisks, and noble palaces, that it was reckoned the second city of the Roman empire. Its circumference was about twelve miles. The Pharos, built by Ptolemy Philadelphus, was considered to be one of the most stately piles that ever was seen; but it has been long demolished, and a tower, called Pharillon, (*vide* the annexed engraving,) has been erected in its stead.

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## MONTE VIDEO.

MR. EDITOR,

*Rio de la Plata, March 21, 1807.*

**A**S I have seen several accounts of Monte Video, none of which are correct, I have sent you a few remarks for your useful and entertaining CHRONICLE. F.

Monte Video is situated on a Peninsula, and is remarkably well fortified on the land as well as the sea side; besides its natural defence of shoal water, which prevents even a sloop of war from getting near enough to attack the batteries with effect. The harbour is large, but exposed to the winds most prevalent in the winter; and is shoal, having only from 11 to 18 feet water, according to the rise of the tide, which is extremely irregular, and mostly influenced by the winds. On the west side of the harbour is a high mount, on which is a light-house; but the mount does not

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\* We regret to state, that, since this article was prepared for the press, advices have been received, announcing some serious reverses in Egypt; the result of which, it is feared, may be the abandonment of Alexandria.

command the town. The houses of Montè Video have but an indifferent exterior appearance, but some of them are handsome inside. There is a large Church nearly finished, in the square where the market place is; and there is a smaller one, besides other places of worship. The Citadel is strongly built, and well situated: there are plenty of guns and mortars in it, many of which are very handsome. There is no place outside the town that commands it, but the large church I have mentioned does. The market is well supplied with beef and mutton, the former about a farthing a pound, the latter very cheap, but both in general poor. Poultry is scarce and dear. The vegetables are good; such as greens, cabbages, lettuces, cucumbers, onions, radishes, &c.; the latter are extremely large, but well tasted. The fruits are, apples, pears, peaches, grapes, melons, &c.; but the natives are too lazy to cultivate them; consequently they have not been brought to any perfection.

I can tell you but little of the inhabitants: the customs of the Spanish I believe resemble those of Old Spain. They dine early, and take their *siesta*, but I understand are by no means sociable among themselves. They live remarkably well. The natives are a stout hardy race of peasantry, who travel always on horseback; for horses are so plentiful, as scarcely to be considered private property. They live entirely on roasted meat, which they eat without either bread or salt, both of which are very dear; though, if they cultivated the land, they might have plenty of corn. I believe most of the Spaniards of the town carry on trade: the richest have their carriages and country houses. The natives are a brutal, ferocious, and deceitful race, much addicted to assassination. They ride with great speed, and carry a long leathern thong, which they contrive to throw round a man's neck, and then drag him along; they call it a *lascay*. Several of our dragoons were carried off at Maldonado: and a soldier of the 87th was found two days back cut to pieces, with one round his neck.

The revenue that Spain derived from this place was very small. From the immense speculations of our Merchants, the Custom-House has received, since the capture, 40,000*l.* in a month. A great many vessels used to lie here, and have their cargoes sent down from Buenos Ayres. All ranks of people are anxious to throw off the Spanish yoke here, as well as at Buenos Ayres, but they do not wish for any other Master: they want an independent Government, similar to that of North America; and to be protected in it for a few years by Great Britain. If we comply

with their wishes, I believe they would grant us great commercial advantages; otherwise there is no stratagem they will not put in force to get rid of us. At present the populace detest the English; and I believe the higher classes at Buenos Ayres only wish for us to defend them in case the populace (who now carry every thing) should proceed to extremities. In fact, the difference of religion will always be our invincible obstacle to real conciliation; and we should perhaps derive greater commercial advantages by guaranteeing their independence. The higher classes alone are favourably inclined to us: but all ranks wish to throw off the Spanish yoke, since they are burthened with taxes by the Mother Country, without receiving any assistance. If the General had the power of declaring them independent, they would be happy to put themselves under the protection of our Government. This, as I observed before, would certainly enable us to make an advantageous treaty of commerce; and be, perhaps, the best policy. By taking possession of it, we might be obliged to give it up by treaty, and might probably be excluded from trading here as formerly. And although our Merchants, from having speculated too largely, would suffer, yet this country eventually must open a great vent for English manufactures. The possession of the Plata, and Province of Buenos Ayres, would doubtless lead to that of all the country from hence to Lima, and thence as far southward as we wish. It would also be a great advantage to our Whale Fishery; and even in this river a very lucrative Seal Fishery might be established. We should be obliged to keep up a respectable force at first; but, by encouraging colonization, that necessity would soon cease to exist; and the troops in the mean time would be subsisted at a trilling expense. But whether we keep it, or declare the people independent, the advantages resulting to our commerce and navigation must be very great, from the quantity of English shipping it will require to bring out our manufactures.

At present most of the English trade is carried on in *American Bottoms*, which causes a constant drain of English seamen to America; who in a few years become naturalized Americans, and are lost to England. This is the natural consequence of the decrease of our Merchant Shipping; and, for want of a nursery of seamen, continually adds to the difficulty we find in manning our Navy. The trade to this country would check that very much.

I am afraid, if we do not take Buenos Ayres before the winter sets in, that many of the Merchant ships will be lost in the har-

hour. The climate of this country is called a good one, as the name of the Province imports: but there has been a great deal of sickness both in the Navy and Army, with dysentery and fevers. If the patient takes cold in the former complaint, or the flux continues so long as to debilitate him, it is apt to attack the lungs, and become fatal. It is also a bad climate for wounds, which are extremely apt to mortify. The climate is likewise very changeable: the transitions in the course of the day are great and sudden. The rains are extremely heavy, and there is a vast deal of thunder and lightning: forked lightning generally precedes a southerly gale, and is at times truly awful.

You will have rejoiced that General Beresford has effected his escape, just as they had begun to march him 900 miles up the country. It must have been by connivance; as both the General and Colonel Pack were escorted back there by two Spanish officers, who also accompanied them to Monte Video in the Charwell, which fell in with the Portuguese boat they had got on board of. I am sorry he is going to England, for I think if he had remained he would have attacked Buenos Ayres with the troops we have, which Sir S. Auchmuty will not do: not that he has any doubt of being able to take it; but he thinks he should not be able to keep it against a population of 70,000, which it is said to consist of. He will not therefore attack it until he gets reinforcements.

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## MARINE SCENERY.

### THE APPROACH TO CALCUTTA.

**A**T Garden Reach the most striking and beautiful prospect presents itself to the view. The banks of the Hoogly, which is here about twice the breadth of the Thames, at London, are covered with a verdant carpet to the water's edge, and decorated with numerous elegant villas, or rather palaces, each surrounded with groves and lawns, forming a succession of very interesting objects. The river itself, too, claims no small share of attention: from ships of a thousand tons, fraught with merchandise, down to the slender snake-boat, which seems to fly along the surface of the water, the eye wanders with a mixture of pleasure and surprise over the various intermediate links: the elegant budgerows and pleasure boats, conveying whole families of Europeans to and from their country seats, contrasting finely with the rude, yet

curiously constructed vessels of the natives; forming altogether a scene the most picturesque and engaging that can be imagined, and in the contemplation of which the stranger is generally so much absorbed, that he does not perceive the lapse of time, until he is unexpectedly roused by the sight of Fort William, and a little farther on by the city of Calcutta itself.—The Fort is situated on the eastern bank, about a quarter of a mile from the town, and makes a very good appearance from the river. It is an extensive and strong fortress, laid out in squares and regular buildings, interspersed with groves of trees, which afford a comfortable shelter from the noon-tide heat; and presenting, in the interior, a great likeness to a pleasant wing of a city. Between this and the town a level space intervenes, called the Esplanade, which, evenings and mornings, is crowded with all ranks and descriptions of people, who resort there for air, exercise, or conversation. The Government House, and Charinga Road, a line of detached buildings, which bound the Esplanade on one side, are very interesting objects from this part of the river.

The European part of the town of Calcutta lies next the Fort, and the houses there are far more elegant than those at Madras, the garden-houses at the latter place excepted. The reason of this is evident: at Fort St. George, the houses are used only as offices, or as warehouses, the gentlemen invariably retiring to their garden-houses in the evening; whereas, at Calcutta, most of the Merchants have their offices attached to their dwelling-houses, and of course both are kept in good order. The chunam, with which they are faced, when kept clean and entire, rivals the Parian marble itself; but when it becomes tarnished, or is suffered to drop off here and there, discovering the bricks beneath, nothing can have a more motley or beggarly appearance. This is frequently the case at Madras, both in the Fort and Black-town, where the houses remind us of so many Portuguese, with flaming swords and cocked hats, over shabby coats, and dirty linen: complete emblems of poverty and pride united!

The great body of the native or Black town stretches farther up along the river side, and is of considerable extent. Abreast of this, the groves of masts which present themselves, bearing the flags of various nations, but chiefly of England, afford some idea of the commerce which must be carried on in this metropolis of India.

## NAVAL LITERATURE.

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*Further Papers and Accounts, presented to the House of Commons, relating to Ships of War, Timber, Visitation of the Dock Yards, &c. Ordered to be printed 25th Junc, 1805.*

THE papers which compose the present series are not numbered; but the first of them is a copy of an order from the Lords Commissioners of the Admiralty to the Navy Board, dated January 26, 1776, for keeping a three years' stock of timber in the Dock Yards. This document is the subject of much animadversion in the *New Key to the Proceedings of a late Naval Administration*; the author of which states, that it has "hitherto been found impossible, notwithstanding the constant and strenuous exertions of the Navy Board, to provide a supply of timber adequate to three years' consumption. The difficulty," says he, "of procuring a great stock (as expressed in Sir Andrew Hamond's letter to Lord St. Vincent, 23d March, 1802,) arises from the scarcity of large oak timber in the country; the increased demand for it in the Merchants' yards, for building large merchantmen, especially the East India Company's China ships; and its general use for country purposes since the extraordinary rise of fir timber."

The second article is a copy of a letter from Captain Winthorp, stating that a number of short bolts had worked out of His Majesty's ship *Ardent*, during a gale of wind.

Next follows an Admiralty statement of the number of ships in commission on the 1st of October, 1801; which were, 121 of the line, and 195 frigates; making a total of 316.

By the fourth article we learn, that in the Merchants' yards of Great Britain and Ireland there were, in April 1804, 8928 shipwrights employed; of whom 736 were above fifty years of age, 4364 under fifty years of age, and 3828 apprentices. Besides which there were 540 caulkers; of whom 50 were above fifty years of age, 337 under fifty years of age, and 153 apprentices.

The remainder of this series consists of Minutes of the Proceedings of a Board of Admiralty, which inspected the different Dock Yards, and Victualling Department, in the months of July, August, September, and October, 1802. The result of these proceedings is best seen by the Commissioners' Report relating thereto.

*Further Accounts and Papers presented to the House of Commons, relating to Ships of War, Timber in the King's Yards, &c. Ordered to be printed 3d July, 1805.*

No. 1 is an account of sums received by the sale of droits of Admiralty, from the 1st of January, 1793, to the 5th of April, 1805, and of the application of the said sums; distinguishing the payments made to persons concerned in the capture of ships or goods adjudged to be droits of Admiralty, from the payments made under other heads.

No. 2 is an account of the number of Riga sticks, of 22 inches and upwards, for making topmasts for ships of 1st and 2d rates, and 74's, which were in store in His Majesty's Dock Yards, from the 25th of March, 1785, to the 25th of March, 1805; distinguishing each year.

No. 3 consists of copies of reports made to the Navy Board, by the officers of the Dock Yards, on examining the Stetin timber, which was imported and used about thirty years ago, by way of experiment, to ascertain its durability. These reports contain nothing satisfactory. Considerable information, respecting timber in general, and foreign timber in particular, will be found in the "*New Key*," &c.

No. 4 is an account of sums paid for repairs of different ships, showing to whom such sums were paid, and the years in which paid; together with the price which each of the ships would have cost, if built by contract, at the respective periods. From this paper it appears, that the expense of repairing a ship is frequently more by nearly three fourths than that of her prime cost. For instance, the *Boston*, of 676 tons, would have cost, at the rate of 11*l.* 15*s.* per ton, 7,943*l.*; and her repairs cost 12,392*l.* 9*s.* 9*d.* The author of the "*New Key*" thus adverts to this subject:—  
 "To account satisfactorily for the magnitude of these charges will require some detail; for we are not disposed to resort to the abrupt solution of the friends of Lord St. Vincent's Admiralty, that the whole is a system of fraud. An excess in the charge of repairs above the prime cost, occurs frequently in the service of the East India Company, and even in the careful and economical arrangements of private Merchants. Will any intelligent man believe, that the Merchants and Ship-owners of Great Britain would submit, year after year, to a system of fraud, in so extensive a branch of business as the repair of their shipping? The fact is, that the labour of repairs may often be greater and more intricate than that of the original construction. To determine at



first to what extent repairs should go, is in many instances impossible; and cases may occur, in which, after having made a certain progress in repair, additional defects are discovered, and the new work must be undone, to re-commence upon a larger scale. A very recent instance of expensive repair in a merchant vessel has occurred in one of 243 tons, (belonging to Mr. Calvert, of London;) the repairs of which, at Bristol, are said to have amounted to 20*l.* 13*s.* 6*d.* per ton, or nearly twice the original cost.—That such excess of repairs above prime cost, does not often occur among Merchants and Ship-owners, is owing to no other cause, than that these persons are not, like Government, reduced to exigencies which admit of no alternative. The Merchant and Ship-owners have a market open to their purchases, and may either buy new vessels or repair the old, as appears most advantageous. Government, having no such market, cannot, at a period of danger, delay preparation until new ships shall be built, or break up old ships capable of being refitted, because such refitment is expensive. In such emergencies the question is not to effect a partial saving, but to ensure the safety of the empire.”

Nos. 5, 6, and 7, relate to the prices of timber, its qualifications, &c.

No. 8 is a list of such ships of the line, and frigates, as were paid off between the 1st of October, 1801, and the 8th of March, 1803; showing the nature of the repair each required, to be put into condition for permanent service.

No. 9 is a list of such ships of the line and frigates as were repaired between the 1st of October, 1801, and the 15th of May, 1804; showing the time when each was completed; the nature of the repair each required when taken in hand to be put into condition for permanent service; and the nature of the repair actually given.

Nos. 10 and 11 relate to the quantity of English oak timber in store, and received into store, at different periods, from 1793 to 1805, both years inclusive. It appears that a larger supply was received in 1798, than in either of the other specified years; and that a greater quantity was in store in 1805, than had been at any time since 1793.

No. 12, the last in the series, is composed of copies of correspondence between the Admiralty and Navy Boards, respecting the supplies of oak timber, from the 1st of January to the 15th of May, 1804; omitting the names of places and persons, where the same cannot be disclosed without inconvenience to the public service.

## Sabal Poetry.

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

FALCONER.

### ON THE DEPARTURE OF CAPTAIN \_\_\_\_\_.

**R**ELENTLESS duty hastens on the day,  
When swelling sails must bear thee far away,  
Far o'er the world of waters vast and wide,  
Where Britain's Navy fearlessly preside.  
Queen of the Flood! behold the vaunting Gaul  
Before thy Sons in wild disorder fall!  
The parent Stork, who has its young one rear'd,  
In helpless age is by that young one cheer'd:  
He, nature-taught, is ever hov'ring nigh,  
Anxious her wants and wishes to supply;  
So, when Britannia's cries invoke their aid,  
Her gen'rous youth desert the tranquil shade,  
Leave weeping friends and relatives behind,  
And dare the fury of the waves and wind.  
Yet from their social joys though forc'd to part,  
Their memory lives entwin'd around the heart.  
Fame shouts their enterprising courage o'er,  
Who hurl destruction on an hostile shore;  
A nation's voice triumphantly proclaims,  
With tributary praise, their honour'd names:  
But when we hear, that, merciful as brave,  
They fly to conquer, and they fly to save;  
Eager a vanquish'd enemy to spare,  
Ev'n watchful to prevent the sufferer's pray'r;  
Oh! then our bosoms thrill with rapture's glow,  
And tears of sweet delight resistless flow.  
Celestial Mercy, sacred gift of Heav'n!  
To erring highly-favour'd mortals giv'n;  
Though frail our conduct, and our efforts weak,  
When Virtue's lofty arduous path we seek;  
Yet, when illum'd by Thee, the human mind  
Beams from the Deity with light refin'd,  
An emanation from the God of Love,  
A foretaste of the happiness above.

Such sentiments as these thy soul inspire,  
 And such the glory that the good desire.  
 May Victory exulting nerve thine arm,  
 And shield her Hero safe from ev'ry harm ;  
 Again her laurel-crown adorn his head,  
 Gemm'd with the drops by soft compassion shed ;  
 Thus virtuous triumph on thy manly brow ;  
 Shall heart-felt pleasure on each friend bestow.  
 When Sol is hid by angry clouds from view,  
 All nature mourns in tints of sombre hue ;  
 But soon his glories o'er the gloom prevail,  
 And lust'rous gild the smiling Hill and Vale.  
 May Thou, thus visiting thy native clime,  
 Once more return'd,—in mental radiance shine,  
 Nobly supporting God's, and Reason's plan,  
 A gallant Patriot, and " An honest Man."

*Greenwich Road, April 22, 1807.*

ANNA.

ONE.

(BY MR. DIBDIN.)

I.

**U**P the Me-dite-ra-nin,  
 One day was explaining  
 The Chaplain, and I, about Poets and Bards :  
 For I'm pretty discerning,  
 And loves about learning  
 To know, and all notions as such things regards.

Then to hear him sing out 'bout the Islands around ;  
 Tell their outlandish names, call'd them all classic ground,  
 Where the old ancient Poets all formerly mess'd,  
 And wrote about love, and the girls they caress'd ;  
 Swore they thought 'em all Goddesses, creatures divine :  
 I thinks that he said each old Gemman had nine.

Cried I, well said old Ones,  
 These Poets were bold ones :  
 But ev'ry thing's vanity under the Sun ;  
 Love's as good sport as any,  
 But Nine's eight too many,  
 I've One worth their Nine, and my Nancy's that one.

## II.

Then we read, for their wishes,  
 They turn'd to queer fishes,  
 To cocks, and to bulls, in some verses they call  
 Ovid Metamorphus ;  
 And one Mr. Orfus  
 Went to Hell for his wife ; but that's nothing at all.

Some figary each hour set these codgers agog,  
 Old Nackron swigg'd off his allowance of grog :  
 Master Jove had his fancies and fine falderals,  
 What a devil that god was for following the girls !  
 But what makes the curisest part of their lives,  
 They were always a chasing of other men's wives,

What nonsense and folly ;  
 Tis quite melancholy,  
 That a man can't be blest till his neighbour's undone ;  
 Why 'tis wicked to ax um,  
 Take the world, that's my maxum,  
 So One be left me, and my Nancy that one.

## III.

Then we'd hot work between us,  
 'Bout the Poets and Venus,  
 With their fine red and white, and their eyes full of darts ;  
 To be sure pretty faces  
 Be well in their places,  
 But, your Reverence, in love there be such things as hearts,

'Tis unmanly to chatter behind people's back,  
 But 'tis pretty well known that the lady's a crack ;  
 Besides, if these things about beauty be true,  
 That there is but one Venus, why I say there's two :  
 Say there is but one Nancy, you'll then not mistake,  
 For she's mine, and I'd sail the world round for her sake.

Then no further norations,  
 Or chatterfications  
 'Bout Venus, and graces, and such pretty fun,  
 That so runs in your fancy ;  
 Just sec but my Nancy,  
 You'll find all their charms spliced together in One.

MR. EDITOR,

I AM not acquainted with the author of the following Song :  
but its celebrity in all the *fashionable* circles, renders it  
worthy of a place in your CHRONICLE.

S. S.

I.

BILLY TAYLOR'S a brisk young fellow,  
Full of mirth and full of glee,  
And he did his mind discover  
To a Lady fair and free.

II.

Four and twenty dashing sailors,  
Drest they vas in rich array,  
They cumm'd and they took bould Billy Taylor,  
Prest he vas, and he vent to sea.

III.

His true Love soon follow'd a'ter,  
Under the name of Richard Carr ;  
And she all bedaub'd her ands and face, Sir,  
Vith their nasty pitch and tar.

IV.

Now begun the first ingagement,  
Bould she fit among the rest,  
And the vind it blew her jacket aside,  
And all discover'd her lilly vite breast.

V.

Ven the Captain he cumm'd for to view it,  
He ax'd her vat vind did blow her that vay :  
" Kind Sir, I've cum for to seek my true Love,  
Whom you've press'd and sent to sea."

VI.

If you've cum for to seek your true Love,  
Tell unto me his name I pray ;  
" Kind Sir, his name is Billy Taylor,  
Prest he vas, and he vent to sea."

VII.

If your true Love's Billy Taylor,  
He's both cruel and severe ;  
And if you'll rise in the morning early,  
You'll see him with his Lady fair.

## VIII.

She rose hurly in the morning,  
 Long before the break of day,  
 And there saw false Billy Taylor  
 A talking with his Lady gay.

## IX.

Then she call'd for a sword and a pistol,  
 Both they cumm'd at her command,  
 And she went a shooting of Billy Taylor,  
 With his Lady in his hand.

## X.

Ven the Captain he cumm'd for to know it,  
 He very much applauded her for vat she had done,  
 And straightway he made her the first Lieutenant  
 Of the gallant THUNDER Bomb.



## ODE FOR HIS MAJESTY'S BIRTH DAY, 1807.

BY HENRY JAMES PYE, ESQ. P. L.

**S**TILL does the trumpet's brazen throat  
 Pour forth a martial sound,  
 Still do the notes of battle float  
 In warlike clangour round ;  
 Nor rural pipe, nor past'ral lay,  
 In peaceful descant hail the day  
 To grateful Britain ever dear ;  
 The thunder of embattled plains,  
 And shouting conquest's choral strains,  
 Burst on the listening ear.

Yet while Bellona's iron car  
 Whirls o'er th' ensanguin'd plains,  
 'Mid Hyperborean climes afar  
 Stern war terrific reigns ;  
 While, with colossal power endow'd,  
 The ruthless minister of blood  
 Calls to his scatter'd naval host,  
 Go forth, and bid the bolts of fate  
 On Britain's trembling harbours wait,  
 Shut commerce from her coast :

Behold, the sovereign Queen of Isles,  
 The Empress of the Waves,  
 Meeting the vaunt with scornful smiles,  
 The empty menace braves ;  
 And see on Plata's sea-broad stream  
 Her banners wave, her bright arms gleam ;  
 While, ploughing seas of classic fame,  
 Nile yields once more to Albion's powers,  
 And Alexandria veils her towers  
 To GEORGE'S mightier name.

Firm are the sons that Britain leads  
 To combat on the main,  
 And firm her hardy race that treads  
 In steady march the plain :  
 And proudly may her Bards record  
 The victor arm, the victor sword,  
 That drives the foe from Ocean's tide ;  
 And loudly too, with fond acclaim,  
 Chant trophied Maida's deathless fame  
 With military pride.

Be hush'd awhile each ruder sound,  
 While Britain's grateful voice  
 Bids all her echoing vales resound  
 The Monarch of her choice.  
 Though round the tyrant's hated throne  
 Arm'd legions form an iron zone,  
 They cannot blunt guilt's scorpion sting ;  
 While Virtue's sacred shield is spread  
 O'er GEORGE'S heav'n-protected head,  
 The Parent and the King.

~~~~~  
 PROPOSED INSCRIPTION FOR THE MONUMENT OF
 LORD NELSON,

To be erected in St. Paul's Cathedral.

ENGLAND, thy sons beneath this solemn dome
 In mournful triumph pil'd their Nelson's tomb ;
 Groans from assembled thousands here arose,
 And a whole nation hymn'd him to repose.

Fall'n on those times, when, torn by Rapine's lust,
 Pale Europe wept her honours in the dust,

First of the brave he mingled in the strife,
 And for his country's freedom gave his life.
 Not this his monument—the seas that roll
 From Nile's hot region to each freezing pole,
 The dread of foes who crouch'd beneath his power,
 The tears of friends that grac'd his dying hour,
 Navies that fled the terrors of his name,
 And nations sav'd, the glorious Chief proclaim.

Here first the musing Briton shall aspire
 To patriot deeds, and emulate his fire;
 The storm of seas and battles wish to brave,
 And catch a kindred virtue from his grave.

NAVAL HISTORY OF THE PRESENT YEAR, 1807.

(*May—June.*)

RETROSPECTIVE AND MISCELLANEOUS.

By the official report of the distribution of the British Naval Force, down to this day, it appears, that there are now at sea, 83 sail of the line, seven ships from 50 to 44 guns, 121 frigates, 144 sloops, and 168 gun-brigs, &c.; making a total of 523 ships of war, exclusive of those in ordinary, building, repairing, &c.

We lament in common with all the rest of our countrymen, that no account has yet arrived respecting the safety of the *Java*, and His Majesty's ship *Blenheim*, bearing the flag of Admiral Sir T. Troubridge. On inquiry we find that some faint hopes of their safety are still entertained by the Admiralty. According to a letter from an officer on board the *Harrier* sloop at the Cape of Good Hope, dated Table Bay, March 13; they lost sight of the *Blenheim* and *Java* in the afternoon of the first of that month, during a hard gale off Mauritius in long. 64° 11' and lat. 20° 21'. The night was dreadful beyond description; it blew a perfect hurricane, with a most tremendous sea. The *Blenheim* was in a very decayed state, and was particularly bad in her hull. The *Java* was badly manned, and extremely crank. The principal hope is, that they have got into some harbour in the island of Madagascar.

The re-capture of Buenos Ayres was strongly reported when this sheet went to press.

The following is an extract of a letter from Rear-Admiral Stirling, dated Diadem, off Monte Video, 8th March, to W. Marsden, Esq., Admiralty, transmitted to Lloyd's:—

“I understand from Buenos Ayres that five English ships have got in since the re-capture; and I am of opinion, the Underwriters ought to inquire into the circumstances of their going there before they make payment, as well as into the particulars of the loss of the American ship *Bengal*, which ran on shore on the Island of Corretu.”

SHIPS BUILDING AND ORDERED TO BE BUILT, IN HIS MAJESTY'S AND MERCHANTS' YARDS.

[Those marked thus * have been launched since the 1st of January; and those marked thus † are expected to be launched within the year.]

IN HIS MAJESTY'S YARDS.

DEPTFORD.			CHATHAM.		
Rate.		Guns.	Rate.		Guns.
3	La Hogue	74	2	Impregnable	98
5	Semiramis	36	3	Wasp†	74
Sloop			5	Iphigenia†	36
1	Queen Charlotte	100	SHEERNESS.		
3	Bombay†	74	5	La Forte	38
	Blake		Sloop	New	
Yacht	William & Mary†		PORTSMOUTH.		
WOOLWICH.			3	Vindictive	74
1	Nelson	120	Sloop	Brazent	
3	Redoubtable	74	2	Boyne	98
5	Mailla	36	3	Bulwark	74
3	St. Domingo	74	PLYMOUTH.		
3	Invincible†	74	1	St. Vincent	120
5	Undaunted†	38	Sloop	New	
CHATHAM.			1	Caledonia	120
1	Howe	100	9	Union	98
2	Trafalgar	98			

IN THE MERCHANTS' YARDS.

THIRD RATE.					
River Thames	Valiant*	74	Little Hampton	Queen Mab* slip.	
	Elizabeth*	74	Dartmouth	Tweed*	do.
	Cumberland†	74		Hesper†	do.
	Venerable	74		North Star	do.
	Marlborough*	74	Topsham	Partridge	do.
	York†	74		Fawn*	do.
	Sultan†	74	Biddeford	Myrtle†	do.
	Royal Oak	74		Acorn†	do.
Finsbury	Aboukir†	74	Bridport	Minstrel*	do.
Bucklershard	Hamibal	74	East Teignmouth	Egeria†	do.
	Victorious	74		Talbot†	do.
Bombay	Minden	74	Fremington	Ranger†	do.
FIFTH RATE.			Bermuda	Martin	do.
Finsbury	Leonidas†	38		Atalante	do.
Bucklershard	Hussar*	38	Brightlingsea	Eclair†	brig
Bursledon	Horatio*	38	Sandwich	Royalist*	do.
Northam	Stair†	38	Mistleythorn	Clio*	do.
Itchinor	Pyraeus†	36	Yarmouth	Cephalus*	do.
Dartmouth	Dartmouth	36	Berwick	Rover†	do.
	Creole	36	Biddeford	Carnation†	do.
South Shields	Cornelia†	32	Fowey	Primrose†	do.
	Nereus	32	Turnchapel	Derwent*	do.
Paul, near Hull	Proserpine†	32	Southampton	Prometheus* li.p.	
Newcastle	Bucephalus	32	Topsham	Erebus†	do.
Hull	Hyperion†	32	Biddeford	Connet*	do.
SIXTH RATE.			Bermuda	Vesta†	cutter
South Shields	Banter*	22		Breant schoon.	
Topsham	Porcupine*	22		Chub†	do.
Biddeford	Garland*	22		Cuttle†	do.
	Volage*	22		Mullet†	do.
Ringmore	Perseus	22		Porgey*	do.
Yarmouth	Racoon sloop†		Halifax	Tang*	do.
South Shields	Rosamond*	do.		Plumper gun-bg.	

§ She has since been named Coquette.

SHIPS CONTRACTED FOR, BUT NOT TAKEN IN HAND, JANUARY 1,
1807.[Those marked thus * have commenced building since, and are expected to be
launched within the year.]

THIRD RATE.

Frinsbury	Cressey	74
Northam	Conquestadore	74
Turnchapel	New Armada	74
Medway	Poitiers	74
Rochester	New Vigo	74

FIFTH RATE.

South Shields	New Saldanha	36
Paul, near Hull	New Owen Glendower	36
Itchenor	New Curagoa	36
Ringmore	Amcreon	Sloop
Brightlingsea	Sparrowhawk*	Brig
Dover	Eclipse*	do.
Mistleythorn	Nautilus*	do.
Northam	{ Pilot* }	do.
	{ Magnet* }	do.
Ipswich	Barracouta*	do.
Dartmouth	Havannah	36
Lynn	Zenobia*	do.
Bursledon	Peruvian	do.
	Hotspur	36

AN ACCOUNT, SHOWING THE NUMBER OF SHIPS COMPOSING HIS
MAJESTY'S NAVY ON THE 1ST OF JANUARY, 1807.

	No.		No.
Ships of the 1st Rate		Bomb Vessels	18
From 120 to 100 guns	13	Mortar Vessel	1
Second Rate	93 do.	Fire Ships and Vessels	27
Third Rate	84 to 30 do.	Store Ships	10
	73 to 72 do.	Armed Brigs	3
	64 do.	Vessels	3
Fourth Rate	60 do.	Galliot	1
	56 to 50 do.	Tenders	2
Fifth Rate	44 guns	Cutters	32
	40 do.	Schooners	58
	38 do.	Luggers	2
	36 do.	Prison Ships	5
	34 to 32 do.	Hospital Ships	6
Sixth Rate	28 to 24 do.	Gun-brigs	123
	22 guns	Receiving Ships	14
	20 do.	Hulks	11
Sloops, ship-rigged	127	Other small Vessels, Transports,	
do. brig-rigged	99	&c.	65
do. the nature of their rigging			
not yet ascertained	5	Ships & Vessels under the Line	821
Yachts	11	Ships of the Line	211
Brigs	20		
Advice Boats	3	Total of the Royal Navy	1,034
Surveying Vessel	1		

We are happy to have it in our power, from an authentic source, to state the particulars of a gallant enterprise, which was performed by the Sally hired armed ship. The Captain perceiving that the French had got possession of a fort behind a narrow neck of land at the mouth of the Vistula, where they appeared in considerable numbers, disguised the Sally as a merchant ship, and stood into the river, but unfortunately got aground; she, however, was soon got off again, but not before the Frenchmen discovered her to be a ship of force, and had time to prepare for her reception. She sailed boldly up to the fort, and opened such a volley of grape from her carronades, assisted with musketry, that she soon swept the fort, and killed from three to four hundred Frenchmen. Our loss in this daring enterprise did not exceed fourteen or fifteen men.

SHIP LAUNCH.

On the 22d June, 1807, was launched from Messrs. Barnard and Cos. Yard, Deptford, His Majesty's ship Marlborough, of 74 guns. She began building (by contract,) in August, 1805, and is one of five constructed by that most worthy and able servant of the public, Sir John Henslow, late Chief Surveyor of His Majesty's Navy.

Her principal dimensions are as follow:

	<i>Fect.</i>	<i>Inches.</i>
Length of the Gun-deck	175	6
Keel for Tonnage	144	4
Breadth extreme	47	9
Depth	20	6
Burthen in Tons	1754	0

	<i>Fect.</i>	<i>Inches.</i>
Her light Draught of Water is, { Afore	13	11
{ Aft	18	9

On the 7th of next month, will be launched from Messrs. Brent's Yard, at Rotherhithe, His Majesty's ship York, a new 74 gun-ship, of similar construction to the Marlborough, and which began building about the same time.

Imperial Parliament.

HOUSE OF LORDS, FRIDAY, JUNE 26.

AFTER the usual preliminary forms had been gone through, the following Speech was read by commission:—

My Lords and Gentlemen,

We have it in command from His Majesty to state to you, that having deemed it expedient to recur to the sense of his People, His Majesty, in conformity to his declared intention, has lost no time in causing the present Parliament to be assembled.

His Majesty has great satisfaction in acquainting you, that since the events which led to the Dissolution of the last Parliament, His Majesty has received, in numerous Addresses from his Subjects, the warmest assurances of their affectionate attachment to his Person and Government, and of their firm resolution to support him, in maintaining the just rights of his Crown, and the true principles of the Constitution; and he commands us to express his entire confidence, that he shall experience in all your deliberations a determination to afford him an equally loyal, zealous, and affectionate support, under all the arduous circumstances of the present time.

We are commanded by His Majesty to inform you, that His Majesty's endeavours have been most anxiously employed for the purpose of drawing closer the ties by which His Majesty is connected with the Powers of the Continent; of assisting the efforts of those Powers against the ambition and oppressions of France; of forming such engagements as may ensure their continued co-operation; and of establishing that mutual confidence and concert, so essential, under any course of events, to the restoration of a solid and permanent Peace in Europe.

It would have afforded His Majesty the greatest pleasure to have been enabled to inform you, that the mediation undertaken by His Majesty for the purpose of preserving Peace between His Majesty's Ally, the Emperor of Russia, and the Sublime Porte, had proved effectual for that important object. His Majesty deeply regrets the failure of that mediation; accompanied as it was by the disappointment of the efforts of His Majesty's squadron in the sea of Marmora, and followed as it has since been by the losses which have been sustained by his gallant troops in Egypt.

His Majesty could not but lament the extension of hostilities in any quarter, which should create a diversion in the War, so favourable to the views of France; but lamenting it especially in the instance of a power with which His Majesty has been so closely connected, and which has been so recently indebted for its protection against the encroachments of France to the signal and successful interposition of His Majesty's arms.

His Majesty has directed us to acquaint you, that he has thought it right to adopt such measures as might best enable him, in concert with the Emperor of Russia, to take advantage of any favourable opportunity for bringing the hostilities in which they are engaged against the Sublime Porte, to a conclusion, consistent with His Majesty's honour, and the interests of his Ally.

Gentlemen of the House of Commons,

His Majesty has ordered the Estimates for the current year to be laid before you, and he relies on the tried loyalty and zeal of his faithful Commons, to make such provision for the Public Service, as well as for the further application of the sums which were granted in the last Parliament, as may appear to be necessary.

And His Majesty bearing constantly in mind the necessity of a careful and economical administration of the pecuniary resources of the country, has directed us to express his hopes, that you will proceed without delay in the pursuit of those inquiries, connected with the public economy, which engaged the attention of the last Parliament.

My Lords and Gentlemen,

His Majesty commands us to state to you, that he is deeply impressed with the peculiar importance, at the present moment, of cherishing a spirit of union and harmony amongst his people. Such a spirit will most effectually promote the prosperity of the country at home, give vigour and efficacy to its councils and its arms abroad; and can alone enable His Majesty, under the blessing of Providence, to carry on successfully the great contest in which he is engaged, or finally to conduct it to that termination which His Majesty's moderation and justice have ever led him to seek: a Peace, in which the honour and interests of his Kingdom can be secure, and in which Europe and the World may hope for independence and repose.

Lord *Mansfield* moved an Address, which, as usual, was an echo of the Speech.

Lord *Fortescue* moved an amendment. After the House had continued in debate till nearly four o'clock on Saturday morning, the House divided:—

For the Original Address.....	160
For the Amendment.....	67
	<hr/>
Majority in favour of Ministers	93

HOUSE OF COMMONS, FRIDAY, JUNE 26.

An Address to His Majesty on his most gracious Speech, was moved by Viscount *Necker*, and seconded by Mr. *Hull*.

An amendment was moved by Lord *Howick*; and, after a discussion, which lasted till six o'clock on Saturday morning, a division took place, when the numbers appeared:

For the Original Address..... 350

For the Amendment..... 155

Majority 195

Naval Courts Martial.

PORTSMOUTH, 1ST JUNE, 1807.

THIS day a Court Martial was held on board the *Gladiator*, on Lieutenants *Alecock* and *Bates*, of His Majesty's ship *Barfleur*, for conniving at the escape of a prisoner, who was under an arrest. Lieut. *A.* was acquitted; Lieut. *Bates* was reprimanded and dismissed the *Barfleur*. On Tuesday, Lieut. *W. Pennyman Stevenson*, of His Majesty's ship *Malabar*, was tried for neglect of duty. The charge was proved, and he was sentenced to be dismissed from the Navy. Commodore *Keats*, President.

12. A Court Martial was held this day on *J. Graves*, marine of His Majesty's ship *Niobe*, for desertion; he was proved guilty, and was sentenced 150 lashes. Admiral *Holloway*, President.

Letters on Service,

Copied verbatim from the LONDON GAZETTE.

[Continued from page 438.]

ADMIRALTY OFFICE, JUNE 2, 1807.

Copy of a Letter from Admiral Lord Gardner, to William Marsden, Esq.; dated in Town, 30th May, 1807.

SIR,

I DESIRE you will please to lay before their Lordships the enclosed letter, which I received by this post, from Captain *Drummond*, of the *Dryad*, (addressed to me as Commander in Chief on the Irish station,) giving an account of the capture, by His Majesty's ship *Amethyst*, with the *Dryad* and *Plover* sloop in company, of the French schooner privateer *Josephine*.

I have the honour to be, &c.

GARDNER.

MY LORD,

Dryad, at Sea, Ma 15 1807.

Being in company with His Majesty's ships *Amethyst* and *Plover*. Scilly bearing E. N. E. twenty leagues. I made the former ship's signal to examine a strange sail in the N. W., which she captured, and proved to be the *Jose-*

phine, French schooner privateer, mounting four two-pounders, and a proportion of small arms, manned with forty-five men, ten of which were put on board the *Jane* of Greenock, from Lisbon, the only capture she had made. She sailed from the *Ile des Bas* on the 25th of April.

I am, &c.

ADAM DRUMMOND.

To the Right Hon. Admiral Lord Gardner,
Commander in Chief, &c. &c. &c., at Cove
of Cork.

Copy of a Letter from Captain Edward Chatham, Commander of His Majesty's Armed Ship *Sally*, to William Marsden, Esq.; dated in the Fair Water, near Dantzic, April 20, 1807.

SIR,

I have the honour to enclose you, for the information of the Lords Commissioners of the Admiralty, a copy of a letter I have transmitted to Admiral Lord Keith, respecting my proceedings since quitting *Elsineur*, which I hope will meet their Lordships' approbation.

I have the honour to be, &c.

E. CHETHAM, Commander.

*His Majesty's Armed Ship Sally, Fair Water,
near Dantzic, April 20, 1807.*

MY LORD,

I have the honour to inform you of my arrival here with His Majesty's armed ship *Charles*, Captain Clephane, on the 12th instant, the *Falcon* sloop of war having joined us on the same day. His Excellency General Kal-kreuth suspecting that the enemy would be supplied with provisions by sea, I ordered the *Charles* to cruise between *Rose Hind* and *Dantzic Bay*, to intercept any such vessels. Having suggested to His Excellency the Governor, the utility of having a ship in the *Fair Water*, a place of considerable importance, and which had been frequently attacked by the enemy, it met his warmest approbation, and I was honoured with his thanks for having anticipated his wish on this occasion. I accordingly brought my ship in the *Fair Water* on the 16th, and moored her in a flanking position on an isthmus, which the enemy would be obliged to pass in order to make an attack thereon. On the following day, finding the communication stopped between *Fair Water* and the city of *Dantzic*, the enemy having posted themselves on the left bank of the river *Vistula*, called the *Nehrung*, I determined to endeavour to force a communication, and by great exertions on the part of my officers and ship's company, I got the ship lightened that evening so as to enable her to heave through the *Sluice*, the mouth of the river *Vistula*.

At half past six P. M. on the same day, I commenced action with the enemy at the *Great Hollandu*, on the *Nehrung*, who opposed to us a very strong force of musketry, supposed to be about two or three thousand men, in their intrenchments, and sheltered by the ruins of houses lately burnt, with three pieces of artillery, assisted by a small battery on the right bank of the river called the *Legan*. The action continued within pistol shot until nine o'clock, when several of our gun-breechings being shot and carried away, and having no wind to maintain our position, I endeavoured to get the starboard broadside to bear upon the enemy, but without effect, the current setting down. I then hauled down the river to resume my position at the *Fair Water*. The gallant conduct of my officers and seamen was such as ever characterizes British seamen; and though my efforts were not completely successful, from the wind failing us, I have the satisfaction of

saying, that it appears to have a good effect in inspiring the inhabitants here, and at the city, with additional energy and confidence in the cause which we are engaged in; and I have been honoured with a very handsome and flattering letter from his Excellency General Kalkreuth, Governor of Dantzic, on this occasion, in which I am happy to have anticipated his views. I am sorry to add, that my loss has been considerable, having my first Lieutenant and nearly half my ship's company wounded by the incessant fire of musketry, mizen-mast shot through, sails and rigging much cut, and upwards of a thousand musket shot in the hull.

The loss of the enemy, by every information we can obtain, between four and five hundred men in killed and wounded, beside one piece of artillery completely dismantled, which was also observed from the ramparts.

I must beg leave to mention the names of my officers whose conduct give me much satisfaction. Lieutenant Eastman, who was wounded; Lieutenant Young, Mr. Ellsworth, the Master, Mr. Elphinstone, a volunteer, who, on every occasion, has afforded me much assistance. Captain Saunders, Mr. Oldfield, first Lieutenant, and Mr. Jennott. Purser of His Majesty's sloop *Falcon*, handsomely volunteered their services on this occasion.

I have the honour to be, &c.

E. CHETHAM,

His Majesty's armed ship *Sally*.

List of the Wounded.

Badly, but not dangerous.—Lieutenant Eastman; Mr. Elder; Thomas Cheesman, Thomas Robinson, Daniel Gailap, James Johnstone, Hugh Ross, William Robson, Oliver Walter, and Charles Gerrard.

Dangerously.—William Bell, James Fraser, and James Eding.

Slightly.—Mr. Patton, Ralph Gregory, Thomas Wright, Thomas Grimer, and John Salkirk.

To the Right Hon. Lord Keith, &c.

JUNE 6.

Extract of a Letter from Rear-Admiral Stirling, to William Marsden, Esq.; dated on board the Diadem, off Monte Video, March 19, 1807.

SIR,

I have the honour to enclose a letter from Captain Palmer, of His Majesty's sloop *Pheasant*, acquainting me with a detachment of the army under Lieutenant-Colonel Pack, having taken possession of Colonia del Sacramento.

The troops had embarked for the expedition on the 9th instant; but owing to blowing weather, the loss of one of the transports, and foul winds, the squadron under Captain Palmer could not sail until the 13th.

I have the honour to be, &c.

CHARLES STIRLING.

His Majesty's Sloop Pheasant. Colonia del Sacramento Harbour, March 16, 1807.

SIR,

It was not before yesterday afternoon that the vessels you put under my directions were able to reach this anchorage, owing to baffling winds, and some times heavy squalls with rain. A flag of truce was sent on shore previous to the disembarkation of the troops, announcing the sentiments of your's and Sir Samuel Auchmuty's proclamation to the inhabitants of Monte Video; and about half-past five the detachment of the 95th were

landed; the weather at that time was so unfavourable with heavy rain, that Colonel Pack deferred landing the remainder till this day, as not a single gun, nor any force, was here to oppose him; and the rest of the light brigade, with the artillery, were landed this morning. The Commandant of the town, and a Captain of the militia, the only military here, escaped before the troops landed; they were both natives of this town.

I have the honour to be, &c.

J. PALMER.

*To Charles Stirling, Esq., Rear-Admiral
of the White, and Commander in Chief,
River Plate.*

JUNE 9.

Copy of a Letter from Commodore Sir Samuel Hood, K. B., to William Marsden, Esq.; dated on board His Majesty's Ship Centaur, at Sea, March 16, 1807.

SIR,

I beg leave to enclose you, for the information of the Lords Commissioners of the Admiralty, a copy of a letter I have received from Captain Shipley, of His Majesty's ship *Comus*, stating the capture of eight of the enemy's vessels; which service appears to have been planned and executed with good judgment and energy.

I have the honour to be, &c.

SAMUEL HOOD.

*His Majesty's Ship Comus,
March 15th, 1807.*

SIR,

I have the honour to report, for your information, the capture of six of the enemy's vessels, (described in the margin*) by the boats of His Majesty's ship under my command, under the direction of Lieutenants G. E. Watts and Hood Knight, and Lieutenant G. Campbell, of the Royal Marines, with a detachment of petty officers, seamen, and marines. They were moored in the Puerto de Huz, Grand Canaria, and defended by the cross fire of three batteries; Lieutenant Campbell was the only person wounded on the occasion.

Since your orders of the 1st instant, His Majesty's ship has also captured two Spanish brigs, *St. Philip*, with salt fish, and *Nostra Senora de los Remedios*, with a mixed cargo of merchandize.

I have the honour to be, &c.

CONWAY SHIPLEY.

Commodore Sir S. Hood, K. B. &c. &c. &c.

Copy of another Letter from Commodore Sir Samuel Hood, K. B., to William Marsden, Esq.; dated on board His Majesty's Ship Centaur, Funchal Bay, Madeira, May 18, 1807.

SIR,

His Majesty's ship *Comus* has just anchored, and I have the honour to

- * 1. Spanish brig, five guns, loaded with salt pork.
- 2. Spanish brig, loaded with wine and fruit.
- 3. Spanish brig, loaded with salt fish.
- 4. Spanish brig, in ballast.
- 5. Spanish brig, in ballast.
- 6. Spanish brig, in ballast.

enclose you a copy of a letter from Captain Shipley, detailing a gallant exploit effected by the boats of that ship.

I have the honour to be, &c.

SAMUEL HOOD.

P. S. Enclosed is a list of the killed and wounded in the boats of the *Comus*.

His Majesty's Ship Comus, off Canaria,

May 9, 1807.

SIR,

I have the honour to relate to you the particulars of a gallant exploit performed last night by the boats of His Majesty's ship, under the direction of Lieutenant George Edward Watts, and assisted by Lieutenant Hood Knight, and Mr. Jeaffreson Miles, Master's Mate, with a party of petty officers, seamen, and royal marines, in the Port of Grand Canaria.

A large armed felucca, with His Catholic Majesty's colours flying, had been for the three last days lying under the protection of a strong fort, and two-batteries, and the wind yesterday evening proving favourable, she was boarded by Lieutenant Watts in the large cutter, under a severe fire of musketry from between thirty and forty soldiers, sent to assist in her defence; and he had nearly cleared her deck when the two other boats, which did not row so well, arrived, and fully accomplished the business.

Her cables were now cut, and the boats took her in tow, (the enemy having had the precaution to send her sails and rudder on shore,) when a hawser, fast under water a-stern, was manned in the fort, and the vessel dragged nearly under the muzzles of the guns before it could be cut, upon which an exceeding heavy fire from all the batteries was commenced, and continued until she was out of sight.

She proves to be the St. Pedro Spanish packet, having a cargo of bale goods, &c. from Cadiz, bound to Buenos Ayres.

This was effected with the loss of one man killed and five wounded, as per enclosed list. Mr. Watts has several wounds, but none of them dangerous; and I feel convinced his gallant conduct, with the exertions of every officer and man employed on this service, will meet your approbation.

Twenty-one of the enemy's troops were made prisoners, eighteen of whom are wounded; the rest, excepting a few who swam on shore, were killed, as was her Captain and some of her crew.

She had captured, since her departure from Cadiz, the Lord Keith, bound from London to Mogador.

His Majesty's ship has taken and destroyed, since the 1st instant, the St. Francisco Spanish lugger, with wheat and salt; and la Louisa schooner, in ballast; the latter perfectly new.

I am, &c.

CONWAY SHIPLEY.

To Commodore Sir S. Hood, K. B., &c.

Centaur.

A List of the Killed and Wounded in the Boats of His Majesty's Ship Comus, off Canaria, on the 8th May, 1807.

Robert Noble, private marine, killed; Lieutenant Watts, severely wounded; John Robinson, private marine, ditto; Edward Evans, seaman, ditto; James Trimble, seaman, ditto; Richard Tully, private marine, dangerously wounded.

Given on board the Centaur, Funchal Bay, Madeira, 18th May, 1807.

CONWAY SHIPLEY

JUNE 13.

Copy of a Letter from Vice-Admiral Dacres, Commander in Chief of His Majesty's Ships and Vessels at Jamaica, to William Marsden, Esq.; dated at Port Royal, March 25, 1807.

SIR,

I enclose to you, for the information of the Lords Commissioners of the Admiralty, the copy of a letter I have received from Captain Nicholas, of the *Lark*, detailing the particulars of the destruction of some gun-boats and small craft when on a cruise on the Spanish main.

I am, &c.

J. R. DACRES.

*His Majesty's Sloop Lark, at Sea,
March 10, 1807.*

SIR,

I have the honour to report you the proceedings of His Majesty's sloop *I* command during her late cruise.

On the 19th of January we fell in with and chased an enemy's schooner, which carrying a very heavy press of sail to escape from us, was upset in a squall, when the whole of her crew perished before the *Lark* reached the spot.

On the 20th, late in the evening, we discovered two guarda costa schooners under the land, and by steering a suitable course to cut them off from Porto Bello, we, after fourteen hours chasing, on the 27th captured them both; they were *el Postillon*, of one twelve-pounder, two six-pounders, and seventy-six men, and *el Carmen*, of one twelve-pounder, four six-pounders, and seventy-two men, both commanded by Lieutenants of the Spanish Navy, and were from Carthagena bound to Porto Bello.

With these vessels in company, on the 1st of February, a convoy of market-boats, protected by two gun-boats and an armed schooner, were fallen in with; the former were driven on shore, but the latter took refuge in a creek of Zispata Bay, protected by a four gun battery. I followed them into the bay, and in a short time silenced the fort; but not being able to get at the gun-boats with the ship, the *Lark* was anchored at a convenient distance, and with the whole of our crew, (twenty men excepted, on board the prizes,) I proceeded to attack them.

The Spaniards rowed out to meet us, and keeping up a resolute fire, approached, until we closed, when they fled; this moment was seized to board the sternmost of the enemy, carrying a long twenty-four pounder and two six-pounders; she ran on shore, but was carried after a desperate resistance, in which, of sixteen men, three were disabled, and myself wounded. But here our success ended, for in following the others up the creek, the Pilot missed the channel, and ran the schooners on shore, without any prospect of getting them off; the action was therefore continued in this situation until five o'clock, when Mr. Pound, (the Purser,) and two more men, being added to the list of wounded, I gave up the attempt, directing Lieutenant Bull to set the schooners on fire, and to cover the retreat. The *Carmen* blew up, and the *Postillon* was in flames, and otherwise so much disabled, that she must be lost to the enemy.

The good conduct of the *Lark's* officers and crew entitle them to my thanks, and I trust their exertions may be rewarded by better fortune on a future occasion.

I am, &c.

ROBERT NICHOLAS.

To James Richard Dacres, Esq., Vice-Admiral of the White, &c. &c. &c.

JUNE 16.

Copy of a Letter from Captain Robert Winthrop, of His Majesty's Ship Sybille, to William Marsden, Esq.; dated at Spithead, June 12, 1807.

SIR,

Enclosed you will receive, for the information of my Lords Commissioners of the Admiralty, a copy of my letter to Commodore Sir Samuel Hood, K.B., of this day's date. I am, Sir, &c.

ROBERT WINTHROP.

*His Majesty's Ship Sybille, Spithead,
June 12, 1807.*

SIR,

I have the honour to inform you, that on the 3d of May last, in latitude 33 deg. 50 min. N., and longitude 20 degrees W., after a long chase, His Majesty's ship Sybille under my command, captured the French schooner l'Oiseau, letter of marque, mounting four long six-pounders, fourteen days from Bourdeaux, bound to Cayenne. She had made one capture, the Perseverance, Barber, Master, from St. Michael's, bound to London.

I have the honour to be, &c.

R. WINTHROP.

To Commodore Sir S. Hood, K. B.

JUNE 20.

Copy of a Letter from Admiral Lord Gardner, Commander in Chief of His Majesty's Ships and Vessels employed in the Channel, Soundings, &c., to William Marsden, Esq.; dated the 19th instant.

SIR,

I desire you will be pleased to lay before their Lordships the enclosed letter, which I have received this morning from Rear-Admiral Sir Richard Strachan, accompanying one to the Rear-Admiral from Captain Barrie, of the Pomone, giving an account of his having taken and destroyed part of a convoy of the enemy, from Nantz bound to Rochfort, laden with naval stores, &c.; in which affair great credit is derived by Captain Barrie, as well as the officers and men employed on this occasion.

I have the honour to be, &c.

GARDNER.

*Cesar, off the Pytus d'Antioche,
June 7, 1807.*

MY LORD,

I enclose a letter from Captain Barrie, giving an account of his having taken part of a convoy of the enemy, from Nantz bound to Rochfort, laden with various articles and naval stores. Captain Barrie's zealous conduct, as well as that of his officers and ship's company, is highly meritorious.

I have the honour to be, &c.

R. J. STRACHAN.

*Right Honourable Lord Gardner, Admiral
of the White, &c. &c. &c.*

SIR,

Pomone, June 6, 1807.

I have the honour to acquaint you, that yesterday, when working up to windward, in order to gain the station you had pointed out to me by signal, at about half past seven o'clock A. M. three vessels were reported from the mast-head, bearing N. E.; these we soon made out to be armed vessels (brigs). As the distance of the squadron rendered it impossible for me to communicate this circumstance to you, I took upon myself to give chase to these brigs, conceiving it my duty to do so, as I thought I could cut them off before they could get into the Sables d'Olonne. As we approached the

shore, a convoy was observed under escort of the brigs. At about nine o'clock we got within random-shot of one of the brigs, when the breeze unfortunately failed us, and I had the mortification to observe that we should not be able (in the ship) to cut of the brigs, especially as we were obliged to make a tack to clear the barges, which were only about two cables' length from us. Some of our shot reached the convoy, two of which (supposed to be naval transports) ran on shore; a third (a brig) was deserted by her crew; I therefore dispatched Lieutenant Jones, in the six-oared cutter, to take possession of the deserted brig, and of any others of the convoy that were not close to the shore. This service Lieutenant Jones performed with great judgment and gallantry, and fortunately without loss, though the grape from the shore and gun-brigs passed through and through his boat. One of the gun-brigs making a show of pulling out with her sweeps, I sent Lieutenant J. W. Gabriel, first of this ship, with three boats, to meet him; but as the brig retreated under the protection of the batteries on shore, and also within musket-shot of the numerous soldiery which lined the beach, I would not allow my gallant friend to make the attack under such great disadvantage, but directed him to proceed with the boats towards St. Gilles's, where several vessels were observed nearly becalmed. At about half-past eleven o'clock the boats got up with the easternmost brig, and by half-past two they were all (fourteen in number) in our possession, except one, which drove on shore and was lost. The crews of the enemy's vessels took to their boats; but I fear, as the sea ran very high, some of them were drowned in attempting to land. Had the breeze fortunately continued, I have no doubt but we should have taken and destroyed the whole convoy, which, exclusive of the gun-brigs, appears to consist of about twenty-seven sail of brigs, sloops, and chasse mares. I have the pleasure to add, that the officers and seamen employed on this service, performed it to my satisfaction and to their own credit. Enclosed is a list of the vessels taken and destroyed, with their cargoes, &c.

I have the honour to be, &c.

ROBERT BARRIE.

*To Rear-Admiral Sir Richard John Strachan,
Bart., K. B. &c. &c. &c.*

A List of Vessels captured and destroyed by His Majesty's Ship Pomone, Robert Barrie, Esq., Captain, between the 21st Day of April and the 7th of June, 1807.

French lugger *la Marie*, from Bourdeaux bound to Brest, laden with wine and brandy; cut out of the harbour of Oyle, Isle Rhé, by the boats of the *Pomone* and *Hazard*, May 7, 1807, and destroyed.

A French lugger, name unknown, bound to Brest, laden with canvass and sundries; cut out of the same harbour, by the boats of the same ships, the same date, and sunk by the enemy's shot after in our possession.

A French lugger, name unknown, from Bourdeaux bound to Brest, laden with wine; cut out of the same harbour, by the boats of the same ships, the same date, and destroyed.

A French lugger, name unknown, from Bourdeaux bound to Brest, laden with wine; cut out of the same harbour, by the boats of the same ships, the same date, and destroyed.

A French brig, name unknown, from Nantz, laden with provisions and wheat; cut out from St. Gilles by the boats of the *Pomone*, June 5, 1807, and sent to Plymouth.

A French brig, name unknown, from Nantz, laden with provisions and wheat; cut out from the same place, by the boats of the same ship, the same date, and sent to Plymouth.

A French brig, name unknown, from Nantz, laden with flour; cut out from the same place, by the boats of the same ship, the same date, and sent to Plymouth.

A French brig, name unknown, from Nantz, laden with flour, wheat, and iron; cut out from the same place, by the boats of the same ship, the same date, and sent to Plymouth.

A French brig, name unknown, from Nantz, laden with flour and wheat; cut out from les Sables d'Olonne, by the boats of the Pomone, June 5, 1807, and sent to Plymouth.

A French dogger, with an anchor, from Nantz, supposed bound to Rochfort, laden with large oak timber; cut out from the same place, by the boats of the same ship, the same date, and sent to Plymouth.

A French brig, name unknown, from Nantz, laden with flour, wheat, and iron; cut out from St. Gilles, by the boats of the Pomone, June 5, 1807, and sent to Plymouth.

A French brig, name unknown, from Nantz, laden with flour and wheat; cut out from the same place, by the boats of the same ship, the same date, and sent to Plymouth.

A French sloop, name unknown, from Nantz, laden with flour and wheat; cut out from the same place, by the boats of the same ship, the same date, and sent to Plymouth.

A French sloop, name unknown, from Nantz, laden with flour and wheat; cut out from the same place, by the boats of the same ship, the same date, and sent to Plymouth.

A French sloop, name unknown, from Nantz, laden with flour and wheat; cut out from the same place, by the boats of the same ship, the same date, and sent to Plymouth.

A French sloop, name unknown, from Nantz, laden with flour and wheat; cut out from the same place, by the boats of the same ship, the same date, and sent to Plymouth.

A French sloop, name unknown, from Nantz, laden with flour and wheat; cut out from the same place, by the boats of the same ship, the same date, and sent to Plymouth.

A French chasse maree, name unknown, from Nantz, laden with flour and wheat; cut out from the same place, by the boats of the same ship, the same date, and sent to Plymouth.

A French brig, name unknown, from Nantz, supposed bound to Rochfort, supposed laden with naval stores; ran on shore and was bilged on the rocks near the Sables d'Olonne, June 5, 1807.

A French brig, name unknown, from Nantz, supposed bound to Rochfort, supposed laden with naval stores; ran on shore and was bilged on the rocks near the Sables d'Olonne, the same date.

A French schooner, name unknown, from Nantz supposed bound to Rochfort, laden with wheat; ran on shore and was bilged near St. Gilles, the same date.

ROBERT BARRIE, Captain.

Memorandum.—The brig *Mr. Cave Gregory* was in was run down by the *Spartiate*, in the night of the 6th inst. and lost, all the crew saved.

Promotions and Appointments.

The Hon. William Wellesley Pole is appointed Secretary to the Admiralty in the room of William Marsden, Esq., resigned.

Captain Bedford is appointed to the *Ville de Paris* (Lord Gardner's flag ship); Captain Conn, to the *Hibernia*; Captain McNamara, to the *Edgar*;

Captain D. Campbell, to the Dictator; Captain Jackson, to the Texel; Captain A. Innes, to the Goshawk; Captain Hoare, to the Amsterdam; Mr. Williamson, to be Purser of the Royal William; Mr. Godfrey, to be Purser of the Isis.

Admiral Holloway was presented to Her Majesty at Court, on the King's birth-day, by Earl Morton, upon his appointment of Governor and Commander in Chief of Newfoundland.

The Hon. Captain Pakenham is promoted to a Post Captain, and appointed to the *Mocasser* frigate.

Sir T. Williams is appointed to the *Neptune*, at Portsmouth; Captain T. Wolley, to the *Salvador del Mundo*; Captain J. Loring, to command the *Sea Fencibles*, at Portsmouth district; Hon. Captain Curzon, to the *Elizabeth*; Captain G. Scott, to the *Horatio*; and Captain Godfrey, to the *Etna*.

Captain Lukin, of the *Mars*, of 74 guns, is appointed Governor of the Island of Dominica, and intends shortly to proceed thither.

Captain Fancourt is appointed to the *Zealand*; Captain Forbes, to the *Coquette*, the finest and largest sloop in the British Navy; Captain Fisher, to the *Racchorse*; Mr. Burrell, Purser of the *Mutine*, to the *Batavier*; and Captain Gordon to the *Mercury*, *vice Pelly*, ill.

BIRTH.

On the 11th of June, the Lady of Captain T. Searle, Royal Navy, of a son.

MARRIAGES.

On the 13th of June, Mr. Mottley, of the Customs, to Miss Cowie, daughter of the late W. G. Cowie, Esq. Lieutenant of the Royal Navy.

On the 7th of June, by the Rev. W. Bussell, Mr. Joseph Chase, of the dock-yard at Portsmouth, to Miss Mary Hayter of Gosport.

Last week was married, Lieutenant Britton, of the Royal Marines, to Miss Sheldon, of Portsmouth.

OBITUARY.

On the 13th of March last, died of his wounds in his 16th year, on board of His Majesty's ship *Repulse*, Lieut. F. Marshall, Royal Marines, second son to Captain Marshall, Royal Navy: he received his mortal wound on the 3d of the same month, by a granite shot, in their retreat through the *Dardanelles*; the shot weighed upwards of 500lb., killed and wounded 21 men. He was a youth beloved and respected by all who knew him, and died with the resignation of a good Christian, fighting for his King and Country: and is an irreparable loss to his friends.

On the 25th of May, at Gosport, much respected, P. Le Vesconte, Esq., Purser of His Majesty's ship *Royal William*.

On the 1st of June, Mrs. Bailey, wife of Mr. Bailey, of the Royal Naval Academy, at Portsmouth.

Lieutenant A. Wistinghausen, of the Navy of His Imperial Majesty of Russia, and a volunteer in the British Navy, in his 28th year. At Cardington, near Bedford, Captain J. Barfoot, many years in the sea service of the Hon. East India Company.

On the 15th of June, Mr. Duncan Grant, a foreman of the boat-builders, in the dock-yard, Portsmouth, fell down in a fit and expired.

I N D E X

TO THE

MEMOIRS, HINTS, PHILOSOPHICAL PAPERS, MEDICAL
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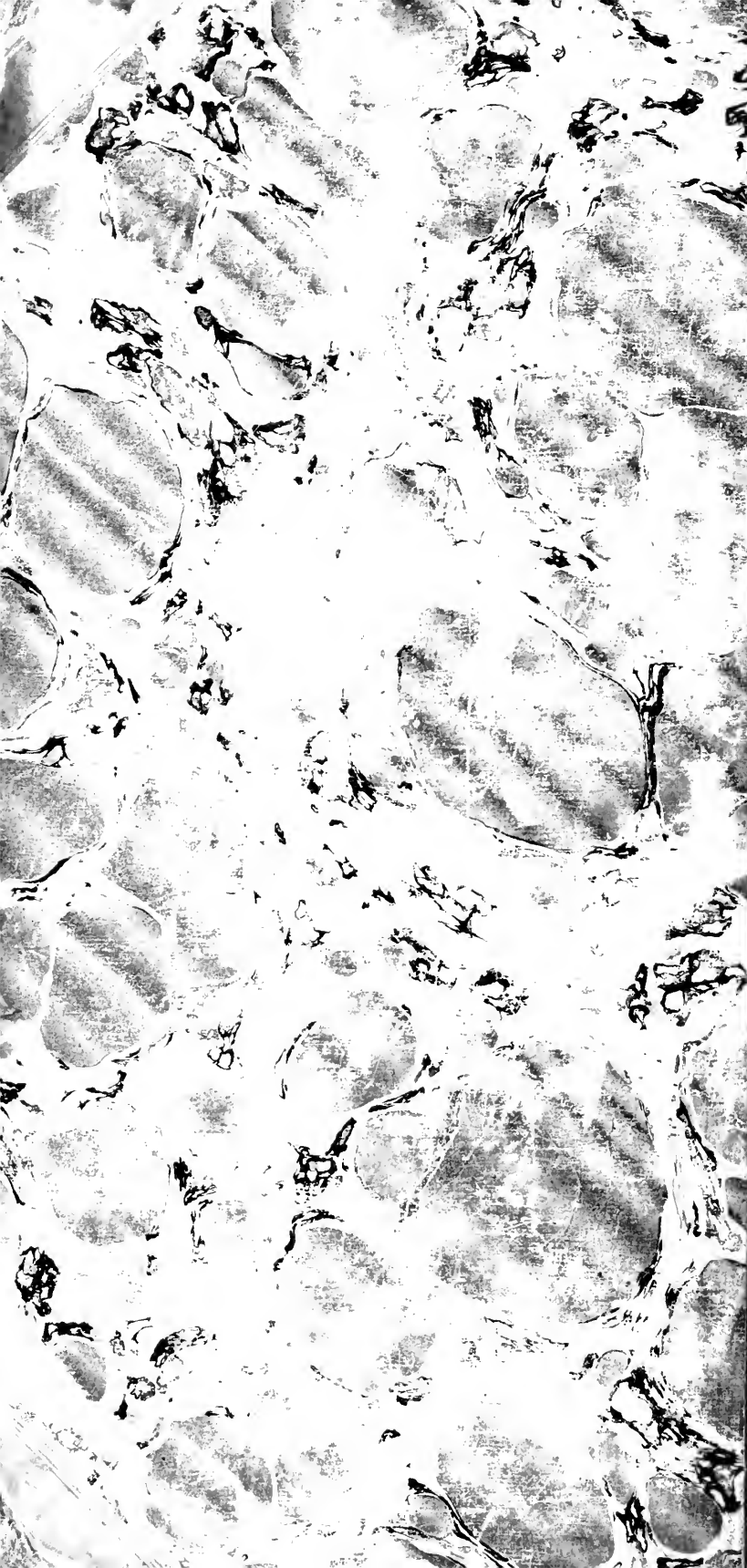
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