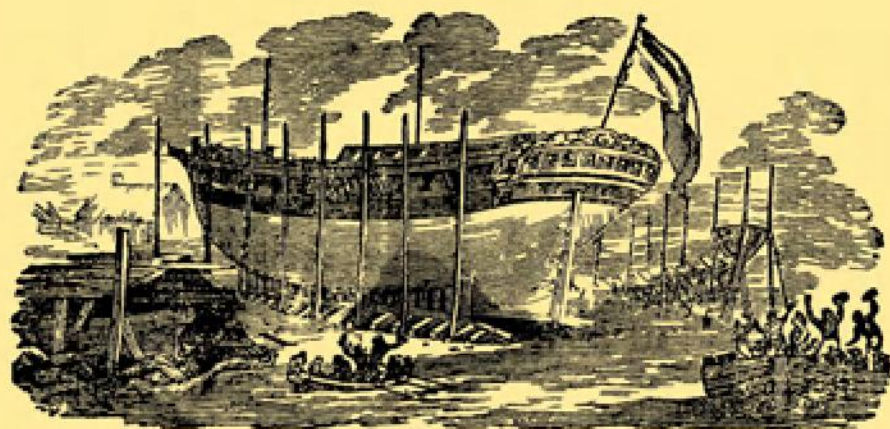


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THE NAVAL CHRONICLE

VOLUME 1:
JANUARY-JUNE 1799

EDITED BY JAMES STANIER CLARKE
AND JOHN MCARTHUR



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The Naval Chronicle

The *Naval Chronicle*, published in 40 volumes between 1799 and 1818, is a key source for British maritime and military history, and is also sought after by those researching family histories. Six instalments per year were produced (and often reprinted with corrections) by Bunney and Gold, later Joyce Gold, in London, and bound up into two volumes per year. Printed economically, on paper of varying weights and often with very small type, the extant copies have been heavily used over the course of two centuries, present significant conservation challenges, and are difficult to find outside major libraries. This reissue is the first complete printed reproduction of what was the most influential maritime publication of its day. The subjects covered range widely, including accounts of battles, notices of promotions, marriages and deaths, lists of ships and their tonnages, reports of courts martial, shipwrecks, privateers and prizes, biographies and poetry, notes on the latest technology, and letters. Each volume also contains engravings and charts relating to naval engagements and important harbours from Jamaica to Timor, Newfoundland to Canton, and Penzance to Port Jackson.

Volume 1

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The Naval Chronicle

*Containing a General and Biographical
History of the Royal Navy of the United
Kingdom with a Variety of Original Papers on
Nautical Subjects*

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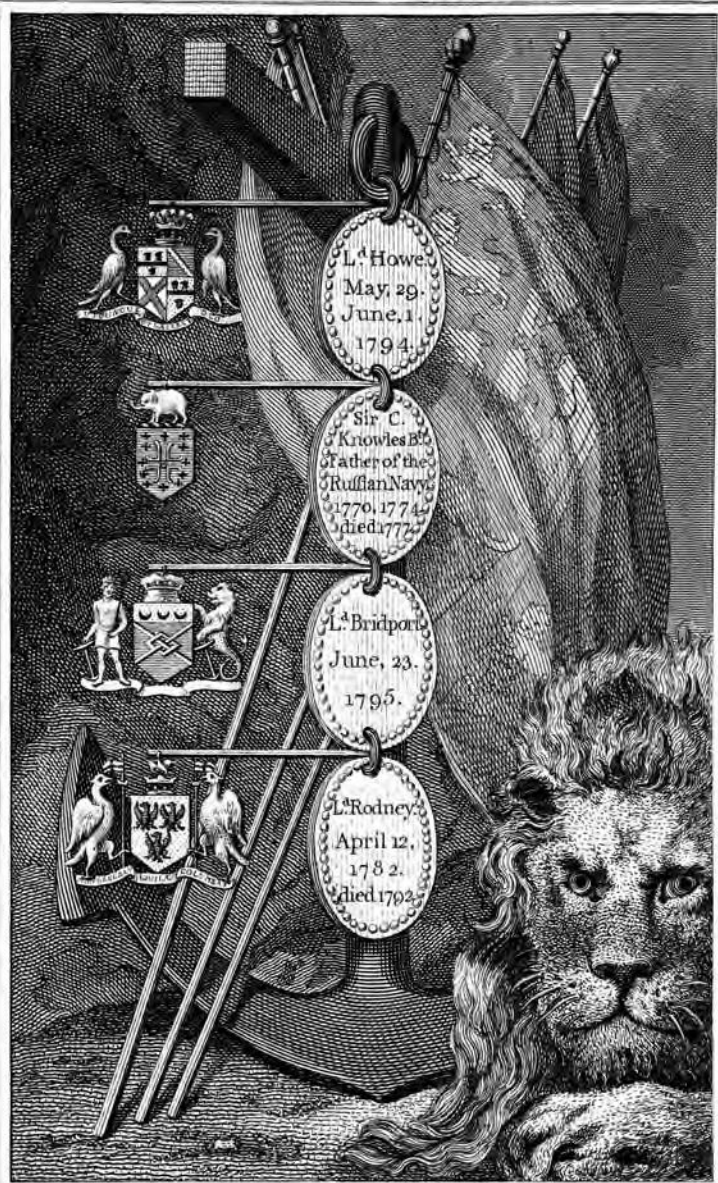
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Dromann del.

Hart, sculp.

*In native Vigour bold, by Freedom led,
 No Path of Honor have they failed to tread
 But, while they wisely plan, and bravely dare,
 Their own Achievements are their latest care.*

Hayley.

THE NAVAL CHRONICLE.

VOL.

I.



FROM JANUARY TO JUNE.

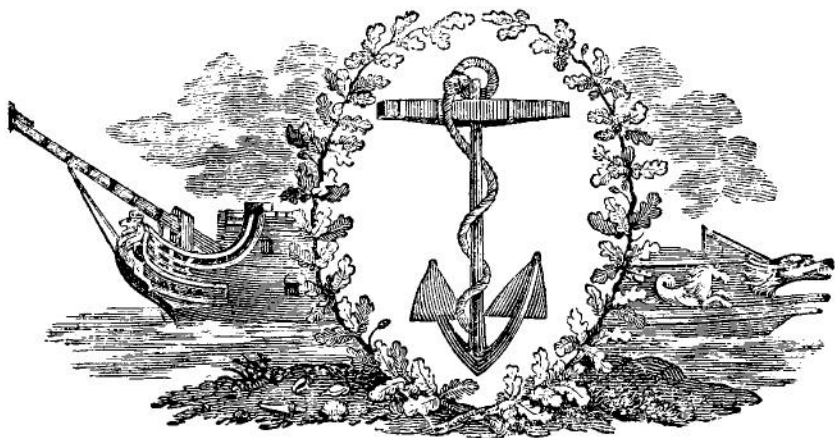
MDCCXCIX.

*— tumida æquora placat,
Collectasque fugat nubes, solemque reducit!*

Æneid. lib. 1. 140.

LONDON.

Published by Bunney & Gold, Shoe Lane.



P R E F A C E

TO THE FIRST VOLUME.

THE periodical writer, at the close of every volume, is expected to come forward like an actor on the dropping of the curtain, who, after making his obeisance to the audience, discusses the plan and execution of the drama performed.

The success of the *Naval Chronicle* has exceeded our expectation, and we take this opportunity of returning our thanks in general for such extensive patronage and support ; we also are greatly obliged to those naval, and commercial correspondents, who so early did us the honour of sending their valuable communications for the work ; thus enabling us to make known many papers, that would otherwise have been irrecoverably lost to the public.

The principal branches, which the *Naval Chronicle* is intended to comprise, have now appeared ; and though it has not been in our power to pay an equal attention unto all, we have endeavoured to render

each interesting and important. To these it is our intention occasionally to add, **DISQUISITIONS ON SHIP BUILDING and MARINE ZOOLOGY.**

Our Biographical Memoirs form a task of considerable difficulty, which a sincere regard for the Naval Character could alone have induced us to undertake. We beheld with pain the wide influence of a calumniating spirit, that tarnished even the pages of History, extending to characters beyond the tomb. We beheld the nettle planted on the grave of many a lamented seaman, and observed with sorrow that it grew unnoticed;—that all were ready to adorn the garland destined for the brow of victory, whilst equal merit, if unsuccessful, was suffered to pine away in obscurity, or was obstinately viewed in an unfavourable light.

With the hope of counteracting this evil, we have published the memoirs of some of the leading characters of the British Navy during their lifetime; that a portion of plain truth might be recorded, and given to the public, before the hand of death increased the difficulty of gaining correct information. An account of professional men, who have in any degree signalled themselves during the present important period, will naturally be sought after by the future historian; and unless some authentic documents are prepared, beyond the mere Gazette Letters of the day, the falsehoods of the calumniator will be recorded as facts, and the prevailing errors in circulation be received as the real sentiments of the liberal and well informed. A periodical work, if conducted on sound

independent principles, has considerable advantage over other publications ; since by means of its progressive appearance, opportunity is given for errors to be noticed, and for their corrections to be inserted, in the same volume.

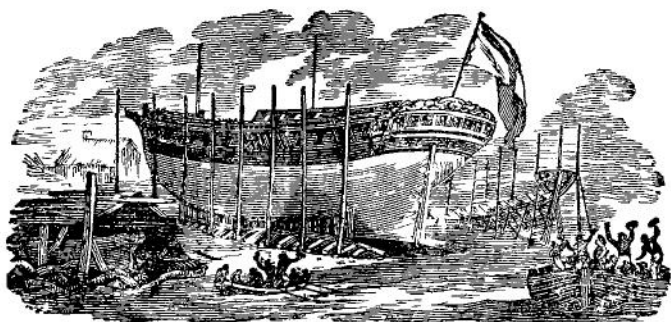
Such memoirs, or anecdotes of naval officers as are sent us, whatever may be their rank, will always be attended to. Our Chronicle is open to all the gradations of the Navy ; and was never intended to be confined to the actions of those who had attained the highest elevation :—all who have trod the path of naval glory have an equal claim to our attention.

The leading objects in this publication are, to do good, and to give pain to no one ; to render justice unto those who deserve praise, and have experienced neglect ; to cheer the uniformity of which the mariner so constantly complains, and to render him sensible of the sources from whence much amusement and instruction may be derived ; and also to enable the public to form a more correct and enlarged idea of that profession, by whose exertions Great Britain stands pre-eminent in the scale of political importance. Such are the motives and principles which direct our labours ; respecting their execution, our countrymen must now judge for themselves : As the great Master of the English Language forcibly observes in the preface to his laborious work,—“ Failures, however frequent, may admit of extenuation and apology. To have attempted much is always laudable, even when the enterprise is above the strength that undertakes it. To deliberate when-

ever I doubted, to enquire whenever I was ignorant, would have protracted the undertaking without end, and perhaps without improvement. I saw that one enquiry only gave occasion to another, that book referred to book, that to search was not always to find, and to find was not always to be informed ; and that thus to pursue perfection, was, like the first inhabitants of Arcadia, to chase the sun, which, when they had reached the hill where he seemed to rest, was still beheld at the same distance from them." —Such was the opinion of Samuel Johnson ! With these sentiments, and with renewed spirit and resolution, we resume our labours ; requesting those of our friends who are willing to assist us by their kind suggestions and communications, to send them before the 20th of every month : we trust they will not be deterred from conferring this favour upon us, by any idea of their hints, or opinions, being in an unprepared state for immediate publication ; since it is our duty, not only to cull, but to prepare them for the sanction of that public tribunal, which we have approached with deference, and shall always contemplate with respect.

Communications, post paid, sent to Messrs. BUNNEY and GOLD, *Crane Court, Fleet Street*, will be duly acknowledged, and attended to.

THE NAVAL CHRONICLE.



"The regards of our Country, though attracted by every species of distinguished merit, must look with a rational preference to her Naval heroes, without whose aid the utmost efforts of profound learning, political skill, or military prowess, would never have produced the faintest gleam of her present prosperity."

ROYAL REGISTER.

BIOGRAPHICAL MEMOIR OF EARL HOWE.*

"Patient of toil; serene amidst alarms;
"Inflexible in faith; invincible in aims"

BEATTIE.

THE Right Honourable Richard Earl Howe, the veteran of the British Navy, is the second son of Sir Emanuel Scrope, the second lord Viscount Howe, Baron of Clonawly, who was appointed Governor of Barbadoes in May 1732, and Maria-Sophia-Charlotte, eldest daughter to the Baron Kilmanseck, Master of the Horse to George the First, as Elector of Hanover.

Sophia-Charlotte, the Baroness Kilmanseck †, of the house of Offen, was sister to the celebrated Countess of Platen, of the German Empire. On the death of her husband in 1721, she was created Countess of Leinster in the kingdom of Ire-

* Admiral of the Fleet, General of Marines, Knight of the Garter, of his Majesty's most honourable Privy Council, and one of the Elder Brethren of the Trinity House.

† An account of this lady is given by Lord Orford, and Mr. Coxe, in his *Memoirs of Sir R. Walpole*, p. 83.

land, and afterwards Baroness of Brentford, and Countess of Darlington in England. She was a woman of uncommon beauty. The family of Howe were of distinction in the counties of Somerset, Wilts, and Dorset, for several generations. The Manor of Langar, in the county of Nottingham, came into the possession of the family by the marriage of John Howe, Esq. with Arabella, daughter of the earl of Sunderland; whose eldest son, Sir Scrope, was created a Baron and Viscount, and was succeeded by Scrope, the father of the present Earl Howe, in the year 1712.

His Lordship was born in, or near the year, 1725. He lost his father early in life; who died March 29th, 1735, in Barbadoes, after having been three years governor of that island. At fourteen years of age his Lordship left Eton School, to share whatever perils the squadron destined for the South Seas, under Commodore Anson, might experience. Even at this age, there was an hardihood and intrepidity about the noble youth, that promised much;

“Dainties he heeded not, nor gaude, nor toy;”

and this probably induced his parents, to dedicate him to the naval profession.

The South Seas opened a scene adapted to his daring and enterprising spirit; and we may easily imagine with what youthful exultation he embarked, for the first time, on board the *Severn*, of fifty guns, commanded by the Honourable Captain Edward Legge*. His first voyage gave the young mariner no inconsiderable idea of the various dangers, and continued fatigue both of body and mind, which were annexed to the profession he had embraced. On the arrival of the squadron off *Terra D’El-Fuego*, a most violent and continued tempest reduced it to the greatest distress. The situation of the *Severn* was particularly desperate; the fury of raging and contrary winds, formed a sea sufficiently tremendous to strike the stoutest hearts with terror. That fortitude which his Lordship has since displayed, during a long yet

* Uncle to the present Earl of Dartmouth; fifth son of William first earl of Dartmouth.

glorious career, was now first tried and confirmed. To use the expression of a celebrated writer, "he bore the blossom and the fruit at once."

Captain Legge returned to Europe as soon as his weakened and dispirited people had recovered a sufficient degree of strength at Rio Janeiro, where he was driven in by distress, to navigate the ship. The next officer under whom our young sailor was placed, appears to have been Sir Charles Knowles, then commodore of a squadron * detached in the month of February 1743, from Admiral Sir Chaloner Ogle's† fleet, to attempt the town of La Guira on the coast of Carraccas. Mr. Howe, who was at this time about eighteen years of age, served on board the *Burford*, commanded by Captain Franklin Lushington; one of the officers concerned in the capture of the well known prize, the *San Josef*. The squadron arrived on the Curacoa coast on the 18th of February. The *Burford* suffered considerably in the action. Captain Lushington, having lost his thigh by a chain shot, died in two hours after he was landed at Curacoa, on the 23d of February, 1742-3.

The tender and grateful attachment which our young officer entertained for his captain, is pleasing to recollect, and must not be passed unnoticed. Being required to give evidence, relative to the conduct of the *Burford*, at a court martial, held subsequent to the action; he proceeded in a clear and collected manner, until he came to relate the melancholy death of his beloved and gallant friend. Though possessing the strongest nerves; nerves, which he has since proved, are not liable to be affected by those passions which often distract the minds, even of the bravest men; the keen emotions of his youthful heart so overcame his hitherto firm recital, that, unable to proceed, he requested the indulgence of the court, until he could sufficiently collect

* This squadron consisted of the *Suffolk*, and *Burford*, of 70 guns; the *Assistance*, *Norwich*, and *Advice* of 50; the *Eltham* of 40; and the *Lively* and *Scarborough* of 20.

† Uncle to the present Admiral Ogle, whose son has the command of the *Meleager*.

himself. He then related, that Captain Lushington, having his thigh shot off, continued giving directions to his first lieutenant, until he sunk down, fainting from loss of blood. He was then conveyed to the cockpit.—I was soon sent, said the young officer, by the first lieutenant for orders, *My dear Howe*, said the noble Lushington, on seeing him approach, *since I have been brought down, I have received a mortal wound :—tell the lieutenant to use his own judgment.* He was proceeding to relate the death of his brave commander, when he again burst into a flood of tears, and retired.

Soon afterwards, Mr. Howe was appointed acting lieutenant, by Commodore Knowles, and in a short time came to England with his ship. His commission not being confirmed by the Admiralty, he returned to his patron in the West Indies, where he was made lieutenant of a sloop of war. An opportunity here offered to display his active and resolute character. An English merchant man had been captured, at the Dutch settlement of Eustatia, by a French privateer, under the guns and protection of the governor; who disregarded the transaction. Lieutenant Howe, unable to bear such an insult to his country, was, at his own earnest request, sent with orders to claim her for the owners; but not meeting with that reply which national faith, and justice demanded, he desired leave to go with the boats, and attempt the cutting her out of the harbour. It was in vain that the captain represented the danger of so adventurous an attempt. The ardor of this young officer was permitted to operate; and the event shewed, that his prudence in conduct was equal to the energy of his original conception. The vessel was cut out, and carefully restored to the proprietors.

In the eventful year of 1745, Lieutenant Howe was with Admiral Vernon in the Downs; whose flag, in the month of August, was flying on board the *St. George* in Portsmouth harbour; but his squadron being soon afterwards equipped, he removed into the *Norwich*, and sailed for the Downs, where he continued, the intervals of cruising ex-

cepted, during the greatest part of the ensuing winter*. Lieutenant Howe was about this time raised to the rank of commander, in the Baltimore sloop of war; which joined the rest of the squadron, on the coast of Scotland, under the command of Admiral Smith.

In the journal of the siege of Fort William, the conduct of Captain Howe, at this period, is thus recorded.—“The Baltimore, Captain Howe, went up towards Killarndy Barns, on Tuesday, March 1, 1746, in order to protect the landing of our men. He fired several shot, and threw some cohorn shells; and set one hovel on fire; but could not attempt landing, for the rebels were intrenched by an hollow road or rill, and in great numbers. The Baltimore’s guns being only four pounders, had no effect on the stone walls of these barns, which the rebels had before loop-holed.”

During the cruise off the coast of Scotland, an action took place, which stamped the character of Captain Howe for ever, as a most able and intrepid officer. The Baltimore, in company with another armed vessel, fell in with two French frigates of 30 guns, crowded with troops and ammunition for the Pretender. Captain Howe immediately ran the Baltimore between them, and almost close on board one of the ships. A desperate and bloody action commenced. After fighting with that singular coolness and resolution, which have since so much distinguished his character, he was at length severely wounded by a musket ball in the head, and carried off the deck, to all appearance dead. The anxiety of the crew for their young hero was however but of short duration. With medical assistance he soon discovered signs of life; and during the painful dressing of his wound, cheered and encouraged the ardour of his men. Scarcely was the operation finished, when he flew again to his post, and was received with shouts of joy by

the sailors. The action was now continued with redoubled spirit, until the French ships sheered off, leaving the Baltimore in so shattered a state, that she in vain attempted to pursue them. Such was the vestibule through which his Lordship advanced to the temple of Fame. He was immediately raised by the Admiralty to the post list of captains, and, on the tenth of April 1746, appointed to the Triton frigate, destined for the coast of Scotland.

Being ordered, with the Triton, to Lisbon, he there found the Rippon commanded by Captain Holburne; who being indisposed, and destined for the coast of Guinea, they changed ships. Having visited that station, Captain Howe joined his early patron Admiral Knowles at Jamaica, and was by him appointed first captain of his ship, the Cornwall of 80 guns. At the conclusion of the war in 1748, he returned with her to England; enjoying a character completely established for an high sense of honour, and every principle that constitutes a brave and valuable officer.

In March 1750-51, Captain Howe was appointed to the command of his Majesty's ships on the coast of Guinea, in La Gloire of 44 guns. On his arrival at Cape Coast, the governor and council represented to him the ill treatment they had received from the Dutch Governor General Van Voorst. Justly indignant at their recitals, Captain Howe prepared his own ship, and the Swan sloop; and proceeding immediately with them, anchored as near the Dutch castle, as the depth of water would permit. In this situation he sent a letter, by Captain Digges, to the governor general, demanding immediate satisfaction, in favour of the English merchants, and a release of all the free negroes who were imprisoned. The Dutch commander sending an evasive answer to the first demand, and an absolute refusal to the second, Captain Howe sent another letter to acquaint him, that he should immediately execute his orders; which were to distress those who interrupted the commerce of his countrymen to the utmost in his power. Captain Howe's

vigilance in cutting off all communication with the Dutch ships, soon reduced the governor to reason, when every difference was finally adjusted.

At the close of the year 1751, Captain Howe was appointed to the *Mary* yacht, as successor to Captain Allen, then deceased; but quitted this station in the month of May 1752, on being commissioned to the *Dolphin* frigate. He was soon afterwards ordered to the *Streights*, and employed in many difficult services, which he executed with his usual spirit. In the course of the year 1754, he returned to England; and at the beginning of the ensuing one, obtained the command of the *Dunkirk* of 60 guns, one of the ships that were commissioned, in consequence of the apprehended rupture with France.

The government of Great Britain, roused by the intelligence that a powerful armament was preparing in the ports of Rochefort and Brest, which was destined for America, ordered a squadron to be immediately equipped: and towards the end of April 1755, Admiral Boscawen sailed with eleven ships of the line, and one frigate*. But more certain and particular intelligence arriving soon after, respecting the strength of the French fleet, which consisted of twenty-five ships of the line, besides frigates and transports, commanded by E. Bois de la Mothe, Admiral Holburne was detached with six ships of the line, and one frigate, to reinforce him†. In this fleet Captain Howe had the command of the *Dunkirk* of 60 guns, to which ship he had been appointed in March. The British admiral, with a view to obstruct the passage of the French fleet into the Gulf of St. Lawrence, took his station off the banks of Newfoundland; but, under cover of the thick fogs, which so commonly prevail in those northern latitudes, the French commander eluded his vigilance. However, whilst the British fleet lay off Cape Race, which is the southernmost point of Newfoundland, and was thought to be a situation

* Smollett's Continuation, vol. iii.

† Belsham's Geo. II. vol. ii.

the best adapted for intercepting the enemy; on the 8th of June at sun-rise *, the fog clearing up, there appeared the Alcide, of 64 guns, and the Lys pierced for 54, but mounting only 22, having eight companies of land forces on board. These ships had been separated from the rest of the fleet, under M. Bois de la Mothe, in the fog.

Captain Howe, with a press of sail, came first alongside the sternmost ship, the Alcide, at twelve o'clock; and, hailing the captain, delivered his orders, that he should go immediately under the English admiral's stern. Monsieur Hoquart quaintly asked *whether it was peace or war*. Captain Howe repeated his orders, and generously exclaimed, *Prepare for the worst, as I expect every moment a signal from the flag ship, to fire upon you, for not bringing to*. The ships being now close together, Captain Howe had an opportunity of seeing the officers, soldiers, and ladies, who were assembled on the deck. He on this took off his hat, and told them in French, that as he presumed they could have no personal concern in the contest, he begged they would leave the deck: adding, that he only waited for their retiring to begin the action. Captain Howe then for the last time demanded that the Frenchman should go under the English Admiral's stern. Monsieur Hoquart, still vehemently refusing, was informed that the signal † was out to engage. He replied, with the civility and *sang froid* of his nation, *Commencez, s'il vous plait!* to which Captain Howe answered, *S'il vous plait, Monsieur, de commencer!* Orders to begin the action were given by both nearly at the same instant. After the first broadside, the most dreadful groans, and screams, were heard from the Alcide; every shot of the Dunkirk went through, all her guns being double shotted with round shot. In about half an hour the Alcide struck to the Dunkirk, her inferior in rate, guns, and men. Captain Howe, perceiving this, generously exclaimed, "My lads!

* From an extract of a private letter then published.

† The red flag hoisted at the fore top-gallant-mast head.

they have behaved like men, treat them like men!"—
The *Lys* surrendered to the *Defiance*, Captain Andrews.

Thus did Captain Howe strike the first blow of that memorable war, in which the naval honours of Great Britain were carried to an higher pitch than had been yet attained. The *Alcide* had on board nine hundred men, chiefly land forces. The general was killed. The governor of *Louisbourg*, and four officers of note were taken prisoners, with £30 000 sterling. We have inserted, an interesting letter, written by an officer on board the *Dunkirk*, to give our readers a more correct and adequate idea, of this memorable action*.

* *Dunkirk, at Sea, June 13, 1755.*

" You know we sailed from Plymouth the 27th day of April. We spoke but with two ships till we made Newfoundland, which was the 1st day of June: where we cruised about to meet the French fleet. On Saturday June the 7th we made a sail; and, as our ship is the best sailer, we gave chase, by signals from the admiral. They made all the sail from us they could croud. Our fleet followed us; but, as we sailed best, it came to our lot to engage, which we had orders to do if they did not comply with our directions. On Sunday about noon we came alongside the *Commodore*, a new ship of 64 guns (the other two made sail and run away). While he spoke with us, our captain ran so close to him that we were yard arm and yard arm. We had cleared our ship for order of fighting; so had the Frenchman. Our captain ordered him to go down, under our admiral's stern, to speak to him, which he refused to do, upon which our captain gave orders for firing; but first observing a great number of land officers standing upon deck, in a very dangerous place, generously warned them of the peril they were exposed to; and advised them, as it was not their duty to defend the ship, to remove out of the way before he began the engagement; which advice they accordingly took; and then poured in a full broadside, and a volley of small arms, which he as readily returned: and so the pastime began, which lasted nearly two glasses, with as much fury on both sides, as all judges of the fleet ever knew: when, to the glory of the *Dunkirk*, she struck just as our fleet came up to us. The first broadside we silenced three of her lower deck guns, and killed forty of their men, and seven officers; which, with what we killed afterwards, made her an entire slaughter-house. She had 700 men, and we had but 420, boys and all. We had our first lieutenant wounded, and seven men killed, and about as many wounded; but she has trimmed our sides pretty well, for her shot has pierced us through in a great many places. Our main mast is shot through, our main top mast shivered, most of our sails so wounded we are forced to bend new ones; all our booms, spare masts, and yards, shot to pieces; our rigging, when we return, must be all new; our barge and yawl shot full of holes; we had one shot between wind and water.

" The *Dunkirk's* guns, in the above skirmish, were all double shotted every round; and being yard arm and yard arm, did such terrible execution, that the
Adm. I.

It was about this period, that Captain Howe was hastily awakened in the middle of the night by the lieutenant of the watch: who informed him in great agitation, that the ship was on fire near the gun room. "If that be the case," said this resolute officer, rising leisurely to put on his clothes, "we shall soon know it." The lieutenant flew back to the scene of danger, and instantly returning exclaimed—"You need not, Sir, be afraid, the fire is extinguished." "Afraid!" exclaimed Captain Howe, "what do you mean by that, Sir? I never was afraid in my life:" and looking the lieutenant full in the face, he added; "How does a man feel, Sir, when he is afraid? I need not ask how he looks."

A well planned and vigorous descent on the coast of France, being in 1757 * much desired, with a view to give a decisive blow to the marine of that kingdom, as well as to make a diversion in favour of the Prussian monarch, and the Duke of Cumberland; a powerful fleet was ordered to be got in readiness, under the command of Sir E. Hawke; and Rear Admiral Knowles was appointed second in command. On the 20th of September the fleet made the Isle of Oleron; and then Sir E. Hawke ordered the vice Admiral to proceed to Basque road; to stand in as near to the Isle of Aix, as the pilot would carry him, with such ships of his division, as he thought necessary; and to batter the fort, until the garrison should either abandon it or surrender.

On the 22d of September, the fleet entered the bay called the Road of Basque, between the islands of Rhée and Oleron. About eight the next morning, Admiral Knowles in the Neptune, with the Magnanime †, the Barfleur, America, Alcide, Burford, and Royal William, made sail towards

officers of the Alcide could not keep the men to their quarters; and ran one of them through in order to deter the others: but all would not do, the Frenchmen not liking such warm work; and Monsieur le Commadore himself, when he was brought prisoner on board the Dunkirk, told our brave Captain Howe, *That it was cruel to engage so very close!*"

* Smollett's Continuation, vol. iv.

† Taken in 1748 by Sir E. Hawke.

Aix. Captain Howe in the *Magnanime* led the van*. At half past twelve the fort upon the island began to fire: but he continued to advance, without exchanging a single shot; continually urging his pilot to lay his ship as close to the fort as possible. He dropped his anchor under the very walls; it was, however, near an hour, before the fort struck her colours. The French pilot who was on board the English fleet, being asked by a court of inquiry which afterwards took place, why he preferred Captain Howe to lead before any other ship, replied—*Parcequ' il est jeune et brave.*

Two squadrons by the latter end of May 1758, were in readiness for sailing: the greater under Lord Anson, the smaller under Commodore Howe. On the first of June, a day auspicious to the name of Howe, the fleet sailed from St. Helen's; but soon separating, Lord Anson with the line of battle ships, stood away to the westward, and proceeded to block up the French fleet at Brest; whilst Commodore Howe in the *Essex* steered with the squadron athwart channel†. The night proved so tempestuous, that one of the store ships rolled away her masts. About eight the next morning, they made Cape la Hague; the commodore directing his course between the continent and the island of Alderney. This channel is called the Race of Alderney, on account of the uncommon rapidity of the torrent. Commodore Howe was the first Englishman‡ who was bold enough to sail with a fleet of ships through this dangerous pass. On the 4th Commodore Howe came to an anchor within three leagues of St. Malo. Next morning he weighed before break of day, and stood into the Bay of Canceille; so called from a village of that name, where the troops were intended to land. Having destroyed an hundred sail of shipping and many magazines, the fleet next reconnoitred the town of Granville, on the coast of Normandy. From thence it moved towards Cherbourg, when the troops

* Campbell's *Lives*, vol. iv. New Ed.

† Account of the expedition by an officer.

‡ Vid. *European Magazine*, vol. ii.

were prevented from landing by an heavy gale blowing in to the shore. On the 1st of July the fleet returned to St. Helen's.

This expedition was soon followed by another, in which Prince Edward *, afterwards Duke of York, was appointed to go, that he might form himself for the service of his country by contemplating the many virtues of his brave and renowned commander. Prince Edward arrived at Portsmouth on the 24th of July, and embarked on board the *Essex*, Commodore Howe's flag ship. He came from the dock yard in the *Essex's* twelve-oared barge, attended by Lord George Sackville, and Admiral Holburne. His Royal Highness went through all the detail of a midshipman's duty with the utmost cheerfulness.

On the 1st of August 1758, the fleet set sail from St. Helen's, and on the 6th in the evening came to an anchor in the Bay of Cherbourg. A few shells were thrown into the town that night. In this expedition the town was taken, and the bason totally destroyed: together with all the forts in the neighbourhood; and about twenty pieces of brass cannon were secured on board the English ships. A small contribution was levied upon the town. This service being happily performed, the fleet set sail for the coast of England, and anchored in the road of Weymouth, under the high land of Portland.

Commodore Howe next sailed towards St. Maloes. By his secret instructions he was ordered to keep the coast of France in continual alarm; to make descents and attack any place that might be found practicable, between the east point of Normandy and Morlaix.

Whilst the fleet was bringing to, the commodore with Prince Edward, went off in his barge to reconnoitre the shore. As soon as the troops were landed, it became evident that the design, however boldly planned, was impracticable. The bay of St. Lunaire is so extremely rocky, that it was

* In June 1759 His Royal Highness was appointed commander of the *Phoenix*, a new ship of 44 guns.

necessary to separate the fleet from the land forces. The commodore therefore moved to the more secure bay of St. Cas, about three leagues to the westward.

In the midst of the carnage, which took place on the retreat of the British troops from thence; in the midst of a fire that staggered the bravest seamen, Commodore Howe exhibited a noble instance of fortitude. He ordered his barge to be rowed through the thickest of the fire; and standing up, encouraged the men by his voice and attitude. As many as his own boat could possibly contain were repeatedly taken in. The rest of the fleet, inspired by such an example, shewed by their actions, that it was not given in vain. About 700 men were by this means saved, who would otherwise have been destroyed. It was a service attended with the utmost peril and personal risk:—in several of the boats, ten or twelve men, out of twenty, were killed; and in one of them, sixteen with a lieutenant.

In the month of July in this year (1758), Commodore Howe lost his brother, Lord Howe. That brave officer was killed in the skirmish between the advanced guard of the French, and the troops commanded by General Abercrombie, in the expedition against Ticonderago. "Like his brother, he was the first *," says the historian, "to endure hunger, and to support fatigue. His officers and soldiers readily obeyed the commander, because they loved the man. It adds, indeed, to the glory of such a death, and to the consolation of his country; that we still possess the heir of his titles, his fortunes, and virtues; whilst we tremble to see the same virtues exposing themselves to the same dangers †."

Commodore Howe, now about thirty-three years of age, succeeded to the distinction and property of his family. At

* Dodsley's Annual Register, 1758. See also the affecting address of Lady Howe to the Freeholders of the County of Nottingham on her Son's Death.

† An appropriate article, published in the public prints about this time, entitled *Ship News* for the year, shews in what high estimation Lord Howe was always held by the nation at large—"Remain in the harbour, with his Majesty's ships, as per last, the *True Briton*, Captain Granby; the *Friend's* Goodwill, Barington; and the *HEART OF OAK—HOWE*."

this period he was Baron of Clonawly in Ireland, and an English baronet. On the 10th of March (1758) he married Mary, daughter of Chiverton Hartop*, Esq. of Welby, in the county of Leicester. His issue by this lady is Lady Sophia Charlotte, married to the Honourable Pen-Asheton Curzon, eldest son of Lord Curzon, who is lately dead; Lady Mary Indiana; and Lady Louisa Catharine, married to the present Earl of Altamont.

In the following year (1759) his lordship was employed in the Channel, on board his old ship the *Magnanime*; having immediately on his return into port, removed to her from the *Essex*. No particular opportunity offered to distinguish himself, until the month of November, at the memorable defeat of the Marquis de Conflans. On his arrival in England, being introduced to the late king, by Sir Edward Hawke, his Majesty thus expressed his high opinion of his conduct: "*Your life, my Lord, has been a continued series of services to your country.*"

On the 22d of March 1760, he was appointed Colonel of the Chatham division of Marines. In September, he was ordered by Sir E. Hawke, in the *Magnanime*, with the *Bedford* and *Prince Frederic*, to reduce the French fort on the Isle of Dumet. It surrendered after a slight resistance; and a considerable expence, by this acquisition, was saved the nation, in the article of transports employed to carry water for the use of the squadron.

During the year 1761, no particular mention is made of his Lordship out of the ordinary routine of service. In 1762 he commanded in turn with Sir Thomas Stanhope, the squadron stationed in Basque Road, and off the coast of France. Towards the middle of the summer he removed into the *Princess Amelia*, of 80 guns, having accepted the command, as captain to his Royal Highness the Duke of York, Rear Admiral of the Blue; serving as second in command under Sir E. Hawke in the Channel.

* Colonel Hartop, we believe, was for some time Governor of Plymouth.

On the 23d of August 1763, his Lordship was appointed to the Board of Admiralty; a station which he continued to hold, through two commissions, until the 30th of August 1765. He was then made Treasurer of the Navy; and, on the 18th of October 1770, when he resigned this post, as well as his Colonelship of Marines, was promoted Rear Admiral of the Blue, and Commander * in chief in the Mediterranean. He experienced no farther advancement until the 31st of March 1775, when he was appointed Rear Admiral of the White; and, on the general election, which took place in the same year, was chosen member for the borough of Dartmouth. On the 7th of December 1775, according to the Admiralty List, he was made Vice Admiral of the Blue.

We now come to a very critical and important part of his Lordship's life; his conduct during the American war. Much as we wish to dwell on it, we are obliged, from the nature of our work, and the attention we have already paid to this distinguished veteran, to be concise. Faithful and upright as have been all his actions; there was a time, when ignorance, or party rage, endeavoured to hurt his reputation as a seaman, his honour as a man, and his loyalty as a British subject.

His Lordship was nominated commander in chief of the fleet to be employed on the American station, soon after his promotion of Vice Admiral of the Blue. Having hoisted his flag on board the *Eagle* of 64 guns, equipped for him, he arrived off Halifax on the 1st of July 1776. Every enterprize ‡ in which the fleet was concerned, was uniformly successful; every undertaking, that was proposed by the general on shore, was warmly supported by the fleet. The conquest of

* It was in consequence of this, that Lord Hawke, then First Lord of the Admiralty, rose in the House and said—"I advised His Majesty to make the appointment—I have tried my Lord Howe on important occasions: he never asked me how he was to execute any service, but always went and performed it."

† In 1771, Lord Howe's flag was flying on board the *Barfleur*.

‡ Charnock's Biog. Nav.

New York, of Rhode Island, of Philadelphia, of every settlement within the power or reach of a naval force, are irrefragable proofs of his abilities and attention.

In the year 1778*, France having become a party in the war, in direct contradiction to all its declarations to our court, D'Estaing appeared on the 11th of July, unexpectedly, in sight of the British fleet at Sandy Hook, with a large force of line of battle ships in complete condition; and this squadron was said to have no less than 11,000 men on board. Most of the ships under Lord Howe had been long on service, and were wretchedly manned, with no line of battle ships of the present day. The terror, however, of the British flag, and the very name of its noble commander, staggered the resolution of D'Estaing, who continued seven days inactive at anchor about seven miles without the Hook; until the exertions of Lord Howe had taken their full effect, and the judicious, defensive dispositions, which he had made, were completed.

On D'Estaing's leaving the Hook, Lord Howe heard of the danger of Rhode Island, and attempted every thing that was possible for its preservation. He put to sea on the 9th of August, and arrived off the island the same evening. In his subsequent conduct he determined to act on the defensive; the safety of his whole fleet, and consequently of all the British dominions in America depended on the event. Thus with honour to himself, and advantage to his country, did this distinguished naval commander bring the campaign, with his powerful adversary, to a conclusion. With an inferiority of force, which held out mere preservation as the summit of hope; he, by a continued and rapid succession of the greatest possible exertions, masterly manœuvres, and judicious measures; having first counteracted, and at length defeated, all the views and attempts of his enemy, obliged him to fly for refuge to those new allies, whom he came to protect.

* On the 29th of January 1778, Lord Howe was advanced Vice Admiral of the White, and on the 19th of March was raised to the same rank in the Red squadron.

At his return into port Lord Howe resigned the command to Mr. Byron, and came to England in the *Eagle*. He arrived at St. Helen's on the 25th of October, and immediately struck his flag.

On the memorable change of ministry, in the spring of the year 1782, Lord Howe was advanced to the dignity of a Peer of Great Britain, by the title of Viscount Howe of Langar, in the county of Nottingham; his patent bearing date April 20th. On the 8th of the same month he had been previously advanced to the rank of Admiral of the Blue. He now accepted the command of the fleet equipping for the relief of Gibraltar. The British fleet*, with its convoy, entered the Streights on the morning of the 11th of October, and about five o'clock in the afternoon arrived off the bay.

Respecting this relief of Gibraltar, it has been justly said—
 “That foreign nations acknowledge its glory, and every future age will confirm it. Not only the hopes, but the fears of his country, accompanied Lord Howe. The former rested upon his consummate abilities, and approved bravery; while the latter could not but look to the many obstacles he had to subdue, and the superior † advantage of the fleet that was to oppose him. Nevertheless, he fulfilled the grand objects of the expedition; the garrison of Gibraltar was effectually relieved, the hostile fleet baffled and dared in vain to battle; and the different squadrons detached to their important destinations; while the ardent and certain hopes of his country's foes were disappointed ‡.”

Lord Howe returned from this expedition, on the 10th of November 1782, and arrived in safety at Portsmouth. The corporation of London, in common council assembled, ordered an historical picture of the siege and relief of Gibraltar

* Vice Admirals Barrington and Milbank, Rear Admirals Hood and Hughes, and Commodore Hotham, had their flags flying in it

† The English fleet consisted of 34 ships of the line:—the combined fleets originally of fifty. A gale of wind which arose on the 10th, drove six from their anchors.

‡ Royal Register.

to be executed by Mr. Copley; as a testimony of respect to Lord Heathfield the governor, and Earl Howe commander of the fleet, as well as the soldiers and sailors for their gallant conduct.

Peace was concluded almost immediately after Lord Howe's return. On the 28th of January 1783, he was nominated First Lord of the Admiralty, which office he resigned to Lord Viscount Keppel on the 8th of April following; but again succeeded to it on the 30th of December in the same year. On the 24th of September 1787, he was advanced to be Admiral of the White. On the 16th of July 1788, he finally quitted his station at the Admiralty, which he had occupied so much to the satisfaction of his country; and on the 19th of August following, was created an Earl of Great Britain, by the title of Earl Howe.

In 1790, until the Queen Charlotte was ready, he hoisted his flag on board the *Victory*. On the 15th of April that ship, which is become so renowned by the brilliant actions of its commander, was launched at Chatham, in the presence of several persons of the first distinction, and a numerous crowd of spectators. A naval prince of the blood, His Royal Highness the Duke of Clarence, named it after her present Majesty.

On the commencement of the war with France, in 1793, his Lordship at the particular request of his sovereign, accepted the painful and arduous command of the Western Squadron. Powers, such as have been seldom delegated to any commander in chief, were wisely entrusted to his prudence. By the short cruizes which he made, the fleet was never obliged to remain long in harbour to refit: but was constantly ready to engage the enemy. He entirely altered the signals then in use, for others more simple and perfect; and, by the system he adopted throughout, prepared the way for the glorious successes which have followed. Yet still, such is the irritated state of the public mind, such a tendency does it possess to murmur, and so perfectly ignorant were the public in general of every thing relating to the nature and real objects of the Western squadron, that the very

means which Lord Howe employed to insure, as far as man could insure, a certainty of victory, should the French fleet put to sea, were ridiculed at home in terms painful to recollect, and highly indelicate to repeat. At length the moment arrived when such prudence and foresight, as his Lordship had firmly resolved to exercise, enjoyed the glorious reward which they merited. On the 19th of May 1794, he received the news, off Ushant, that the French fleet, under the command of Rear Admiral Vallaret, with the representative of the people, Jean Bon St. Andre, on board the Admiral's ship *La Montagne*, had left Brest.

The services which Lord Howe rendered his country, in the month of June 1794, give an added lustre to the evening of a life, that was early dedicated to the defence of Great Britain. We shall rather dwell on the predominant features of this great event, than enter into a minute detail of the action. Some parts have been misrepresented, and others have been indistinctly considered.

The bravery, and perilous situation of Lord Howe on the 29th of May has been too much blended by the public, with his distinguished victory on the first of June. The future historian will be anxious to discriminate the various efforts of this intrepid spirit; that by viewing them in a separate light he may justly appreciate their merit, and arouse posterity to an imitation of them.

Lord Howe *, about noon on the 29th of May, finding that the signal, which he had made for passing through the enemy's line, was not clearly understood by the headmost ships, and being impatient to close with the enemy, tacked himself, at a quarter past two, P. M. and broke through the French line of battle, about six or eight ships from the rear; making the *Queen Charlotte* the leading ship:

“ His bark was stoutly timbered, and his pilot †
“ Of very expert and approv'd allowance.”

* From the MSS. of an officer on board a repeating frigate.

† Mr. Bowen, the distinguished master of the *Queen Charlotte* on this day, since deservedly raised to the rank of post captain, addressing Lord Howe

He continued alone on the weather side of the French line for a considerable time, cut off entirely from the rest of his fleet; and, heaving instantly about, stood unappalled on the same tack with the enemy, raking a French three-decker which had lost her fore topmast, and was edging down into the line.

The *Bellerophon*, who had tacked next in succession to the *Queen Charlotte*, resolutely followed so glorious an example; but could not penetrate the French line, until she came to the second ship, aftern of the space, through which Lord Howe had passed: when bursting through, she passed so close to her opponent, as almost to touch, and totally unrig her; bringing down her top masts and lower yards, with a starboard broadside; and raking the one to leeward at the same time. The *Leviathan*, with the rest of the ships in the rear, also attempted passing the line; but they were so totally disabled as to be obliged instead to pass along the enemy's line to the rear.

From the 29th at night, until the 31st at noon, a fog prevented any thing decisive from taking place; at intervals only, when it cleared, could the enemy be discerned. The fog dispersed at half past one, and discovered the enemy in a line to leeward, seven miles distant. Lord Howe immediately formed the line; but the French ships keeping from the wind, prevented his closing with them. Seeing nothing could be effected that night, his Lordship made the signal to haul the wind on the larboard tack. The enemy soon after did the same; and then the English van was abreast their centre. The frigates in each fleet were placed in the middle, to observe the motions of their respective enemies - and the two fleets continued nearly in this situation during the night. The English carrying more sail in order to be abreast of the French by day light.

At length the eventful morning broke. The night had been passed by the English in firm, yet calm preparation

frequently during the action by his title, was heard by the officers on board to receive from him this grateful and animated reply: "Mr. Bowen, you call me My Lord - and My Lord! - you yourself deserve to be a prince!"

for the approaching contest: by the French in drunkenness and gasconade. At five A. M. Lord Howe made the signal to bear down. At seven, being within three miles of the enemy, the English fleet hauled their wind. Lord Howe after making the signals, that he intended to pass through the enemy's line, and engage to leeward, and that each ship was to steer for, and to engage, independent of each other, the ship immediately opposed in the French line; his lordship bore away for the *Montagne*, a three decker, in the centre of the enemy. The *Queen Charlotte* for some time desisted from firing, not being able to reach the *Montagne*, which endeavoured to draw ahead. At this critical moment Lord Howe, with his usual coolness and resolution, though fired at by several of the enemy, set his top-gallant sails, and dashed through the line, with the signal flying for closer action. The engagement continued very violent until near one o'clock, when the dismasted ships first seemed to emerge from the smoke.

During the action the sailors' wives, who were on board some of the English ships fought with the most determined valour, at the guns, encouraging and assisting their husbands. After the action, seven ships * of the line were in possession of the English; one of which, the *Vengeur*, sunk almost immediately on being taken.

The number of the respective fleets, after the detachment from the English under Rear Admiral Montague, on the 4th of May, with the East India fleet; and the addition made to the French, by Admiral Nyelli's squadron, during the fog of the 31st, was nearly equal. According to Lord Howe's letter, dated at sea, June 2d, the French force, consisting of

* *Le Juste*, 80 guns; *Sans Pareil*, 80; *L'Amerique*, 74; *L'Achille*, 74; *Northumberland*, 74; *L'Impetueux*, 74; *Vengeur*, 74.—The *Mont Blanc*, 74; the *Montagnard*, 74; and *L'Audacieux*, 74; were so completely disabled, as to founder on their return to port, the one after the action of the 29th of May, the others after that of the 1st of June. The *Revolutionaire* was also captured on the 28th of May. Captain Parker, of the *Audacious*, who was detached from the fleet with her, would have had the honour of bringing this ship into port, had not Admiral Nyelli's squadron of nine sail, five of them of the line

26 ships of the line, was opposed to his Majesty's fleet of 25, the Audacious having parted company, with the Revolutionaire.

Never had two fleets, met in those, or indeed in any seas, more resolutely determined to conquer, or to die. Victory or death was emblazoned in gilt letters, on small white silk flags, which were distributed in different parts of the French ships. The French fleet was the strongest they had ever brought to sea: and it was their firm intention, had they succeeded, to have sailed immediately for the anchorage at Spithead.—What a moment of national humiliation was averted by British valour! Every thing that could possibly tend to animate their sailors, even to a degree of phrenzy, had been ordered. Brandy*, in very liberal quantities, was served during the action between the guns; and some of the crews, in a state of savage ferocity, mixing it with gunpowder, drank in no very gentle terms destruction to Great Britain.

Among the false reports that have prevailed, respecting this glorious action, is the fabricated story relative to the patriotic enthusiasm of the crew of the Vengeur†. We have been told that at the moment the ship was sinking, the air resounded with cries of *Vive la Republique! Vive la Liberté!* &c. Such an account but ill accords with the squalid and melancholy figures of those poor wretches, who were rescued from a watery grave by British humanity. If they uttered any shout, it was to thank their deliverers.

On the morning of June the 13th the fleet with the prizes were seen from Portsmouth in the offing. Crowds of eager spectators lined the ramparts and beach. When the Queen Charlotte had come to anchor, a salute was fired from the battery. About half past twelve his Lordship landed at

chased him on the morning of the 29th, and recaptured the prize. The Audacious, though harassed by the enemy's frigates, made her escape from a very superior force.

* From the information of officers who were in the action.

† Although the French colours in this ship were hauled down before she was boarded; the English boats would not come alongside of her, until the French had in the most unequivocal manner, shewed their submission, by hoisting the British Union above the republican colours.

Bally Port, when a second discharge of artillery took place. He was received on his landing with military honours and reiterated shouts of applause, the band of the Gloucester regiment playing, "See the conquering hero comes!" It was a scene that baffles description! The surrounding spectators alternately cheered and wept.

Their Majesties, with three of the Princesses, arriving at Portsmouth on the 26th, proceeded next morning in barges, to visit Lord Howe's ship the *Queen Charlotte* at Spithead*. His Majesty held a naval levee on board, and presented the veteran commander with a diamond hilt and sword, valued at 3000 guineas; and a gold chain, to which the medal †, given on the occasion is suspended. His Lordship also received the thanks of both houses of parliament, and of the common council of London, with the freedom of that city in a gold box. Lord Howe was obliged, on account of ill-health, to resign the command in the Channel, in May 1795; on the 18th of March in the ensuing year, he kissed hands, being appointed General of Marines, vacant by the death of Admiral Forbes.

Lord Howe finally resigned the command of the Western Squadron, in April 1797. Lord Bridport, who for some time had acted in that capacity, succeeded to this anxious and fatiguing service; and Vice Admiral Sir Alan Gardner became, in consequence, second in command. The conduct of Lord Howe, during the mutiny in 1797 ‡, was as commendable as it was arduous. The difficulties he had to encounter, would almost baffle the exertions of the human mind. The kingdom contemplated, with a degree of unusual anxiety, this venerable character, whose head was silvered o'er with age and long service, struggling at the close of life, to with-

* Lord Howe, with the genuine modesty of a seaman, nobly transferred the compliments paid himself, to his crew, by saying with an emphasis that marks his character—" 'Tis not I! 'tis those brave fellows," pointing to the seamen, "who have gained the victory!"

† How glorious would be an Order founded on such an origin, and devoted entirely to naval merit.

‡ On the 24 of June 1797, Earl Howe was invested with the insignia of the garter.

stand the insidious artifice of the enemy, which threatened to lay the proudest honours of Great Britain in the dust. He felt humanely for those who were infected by the noxious poison, and strove with parental tenderness in their behalf. He stood like the guardian genius of his Country, between the dead and the living, and stayed the plague.

Such has been, such is, and, in the contemplation of distant ages, such will be, the Right Honourable Richard Earl Howe :

“ Alofte he bore

“ The British standarde to that ruthlesse coaste,
 “ Where Gallicke streamers deeply stain’d with bloode,
 “ Brav’d the indignant skie ! there proudly conquer’d :
 “ Oh, noblie done ! With laurel wreathe well grac’d,
 “ Nowe let the veteran chiefe seek calme retreat,
 “ Cheer’d by the radiance of his settinge sunne.”

Sir Scrope Howe, the first Viscount, grandfather to the present Earl, was born in 1648; and created a Baron and Viscount by King William in 1701. He was twice married. First to Anne, sixth daughter to John the eighth Earl of Rutland, and afterwards to Juliana daughter to William, Lord Allington, of Haisheath, in the county of Cambridge.

If the present Earl dies, without male issue, his Irish honours descend to his brother Sir William Howe. The English earldom, and viscounty, will be extinct, and the English barony will belong to his daughters, and their heirs male. The baronetcy descends also to Sir W. Howe.

ARMS.] *Or*, a fess between three wolves heads, couped, *sable*.

CREST.] In a ducal coronet, *or*, a plume of five feathers, *azure*.

SUPPORTERS.] Two Cornish choughs, *proper*, beaked and membered, *gules*.

MOTTO.] *Utcunque placuit Deo*.

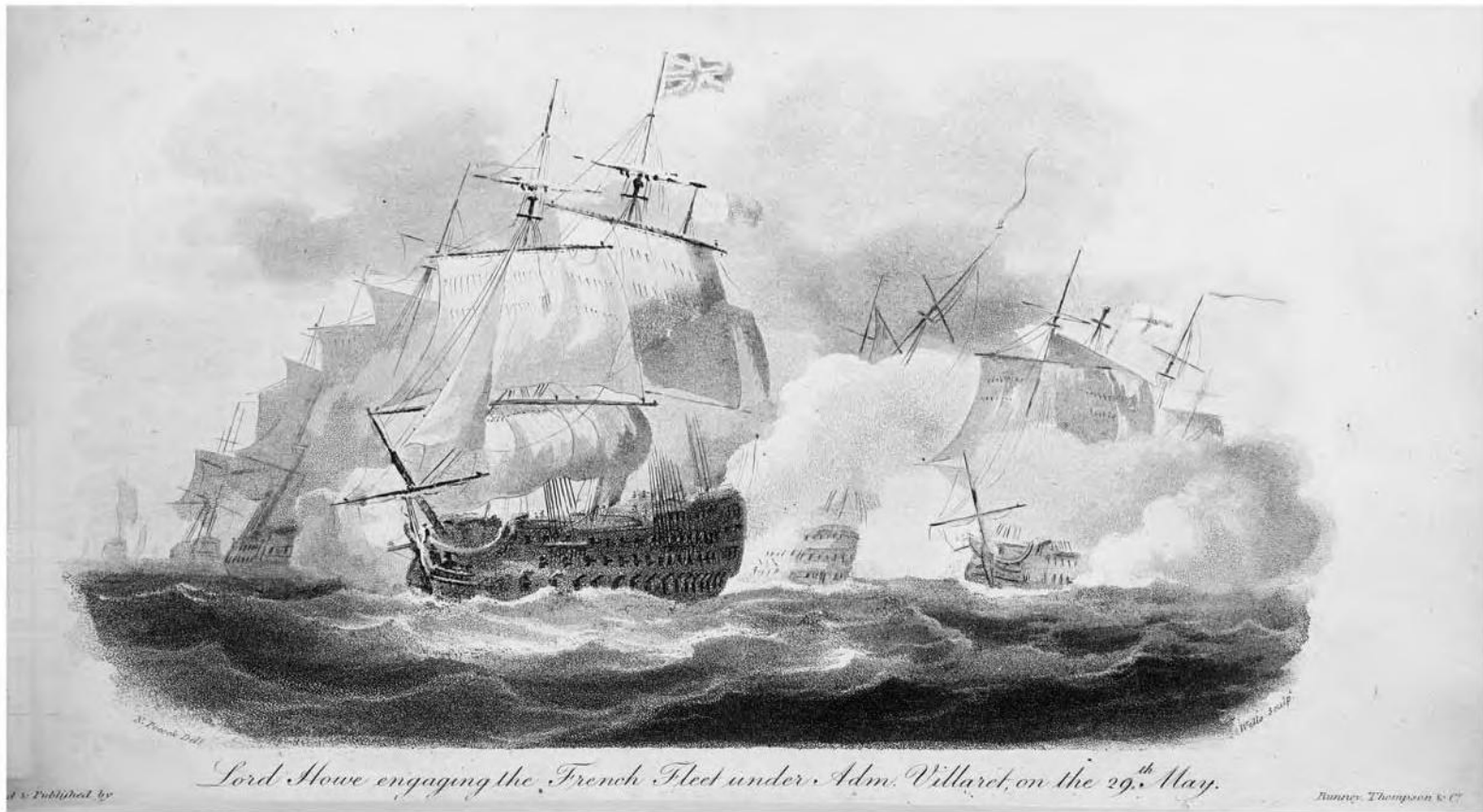
CHIEF SEAT.] At Langar Castle, in the county of Nottingham.

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#### DESCRIPTION OF THE ANNEXED PLATE.

Plate I. represents the *Queen Charlotte*, on the 29th of May 1794, upon the starboard tack, under double-reefed topsails, having led through the French line of battle.

This view is supposed to be taken from the eastward, in order to shew the extent of the enemy's line, which is on the larboard tack. The manner of passing through it is exemplified by the *Bellerophon*, Rear Admiral PASLEY, whose ship is firing on both sides, as she passes. The *Queen Charlotte* and *Bellerophon* are taken from correct sketches of those ships.



*Lord Howe engaging the French Fleet under Adm. Villaret, on the 29<sup>th</sup> May.*

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NAVAL ANECDOTES,  
DETACHED HINTS, RECOLLECTIONS, &c.

~~—————~~  
NANTES IN GURGITE VASTO !

No. I.

LORD HOWE, on the 1st of June, observing a little boy standing in a dangerous situation, and feeling for his tender years, yet unaccustomed to endure the shock of such contention as was about to take place, said to him, " You had better go below, you are too young to be of service here "—" My Lord," replied the blushing boy, " what would my father say, if I was not to remain upon deck during action ?"

NAMES of the OFFICERS killed in the Action with the *French Fleet*, on the 29th and 30th of *May*, and on *June 1st, 1794*,

| <i>Ships Names.</i> | <i>Officers Names.</i> | <i>Rank.</i>        |
|---------------------|------------------------|---------------------|
| Royal Sovereign,    | Mr. W. Ivey,           | Midshipman.         |
| Marlborough,        | Abr. Nelson,           | Ditto.              |
| Defence,            | William Webster,       | Master.             |
|                     | John Fitzpatrick,      | Boatswain.          |
| Impregnable,        | David Caird,           | Master.             |
| Tremendous,         | Francis Ross,          | First Lieutenant.   |
| Queen Charlotte,    | R. Rawlence,           | Seventh ditto.      |
|                     | John Neville,          | Lieut. Queen's Reg. |
| Queen,              | William Mitchell,      | Master.             |
| Royal George,       | George Heigham,        | Eighth Lieutenant.  |
|                     | John Hughes,           | Midshipman.         |
| Montagu,            | James Montagu, Esq.    | Captain.            |
| Glory,              | George Metcalfe,       | Master.             |
|                     | David Greig,           | Midshipman.         |
| Brunswick,          | Alexander Saunders,    | Capt. 29th Reg.     |
|                     | Thomas Dalton,         | Master's Mate.      |
|                     | James Lucas,           | Midshipman.         |

Captain John Harvey of the Brunswick, and Captain Hutt of the Queen, both died on the 30th of June, in consequence of the wounds they received in this action.

LIST of FLAG OFFICERS in the FLEET, on the *First of*  
*June 1794.*

Right Honourable Richard Earl Howe, Commander in Chief.

Thomas Graves, Vice Admiral of the Red.

Sir Alexander Hood, K. B. Ditto.

George Bowyer, Rear Admiral of the White.

Benjamin Caldwell, Ditto.

Alan Gardner, Ditto.

Thomas Pasley, Ditto.

Sir Roger Curtis, First Captain to the Commander in Chief.

BRITISH LINE OF BATTLE given by Lord Howe on sailing  
from *St. Helen's*, May 2d, 1794.

|                  | <i>Ships Names.</i> | <i>Guns.</i> | <i>Captains.</i>                    |
|------------------|---------------------|--------------|-------------------------------------|
|                  | Cæsar               | 80           | Capt. Anthony James Pye Molloy.     |
|                  | Bellerophon         | 74           | { Rear Admiral T. Pasley.           |
|                  | Leviathan           | 74           | { Capt. William Hope.               |
|                  | Russel              | 74           | Right Hon. Lord Hugh Seymour.       |
|                  | Marlborough         | 74           | Capt. John Willet Payne.            |
| Niger, 32,       | Royal Sovereign     | 100          | Hon. George Berkeley.               |
| Hon A. K. Legge, |                     |              | { Admiral T. Graves.                |
| Repeater.        |                     |              | { Capt. Nicholls.                   |
|                  | Audacious           | 74           | Capt. William Parker.               |
|                  | Defence             | 74           | Capt. James Gambier.                |
|                  | Impregnable         | 90           | { Rear Admiral B. Caldwell,         |
|                  | Tremendous          | 74           | { Capt. George B. Westcott.         |
|                  | Culloden            | 74           | Capt. James Pigott.                 |
|                  | invincible          | 74           | Capt. Isaac Schomberg.              |
|                  | Barfleur            | 98           | Hon. Thomas Pakenham.               |
| I atona, 32,     | Arrogant*           | 74           | { Rear Admiral G. Bowyer.           |
| G. Hornborough.  |                     |              | { Capt. Cuthbert Collingwood.       |
|                  | Theseus*            | 74           | Capt. J. Hawkins Whitshed.          |
| Phæton, 38,      | Gibraltar           | 80           | Capt. R. Calder.                    |
| W. Bentinck.     |                     |              | Capt. T. Mackenzie.                 |
|                  | Queen Charlotte     | 100          | { Admiral Earl Howe.                |
| Southampton, 32, |                     |              | { Capt. Sir Roger Curtis, Knt.      |
| Hon. R. Forbes.  |                     |              | { Capt. Sir And. Snape Douglas, Kt. |
|                  | Brunswick           | 74           | Capt. John Harvey.                  |
| Venus*, 32       | Valiant             | 74           | Capt. Thomas Pringle.               |
| W. Brown.        | Orion               | 74           | Capt. John Thomas Duckworth.        |
| Pegasus, 28,     | Queen               | 98           | { Rear Admiral Alan Gardner.        |
| R. Barlow,       | Ganges*             | 74           | { Capt. John Hutt.                  |
| Repeater.        |                     |              | Capt. Truscott.                     |
|                  | Ramillies           | 74           | Capt. Henry Harvey.                 |
|                  | Bellona*            | 74           | Capt. George Wilson.                |
|                  | Alfred              | 74           | Capt. John Bazely.                  |
|                  | Royal George        | 100          | { Admiral Sir Alex. Hood, K. B.     |
|                  |                     |              | { Capt. William Donnett.            |
| Aquilon, 32,     | Montagu             | 74           | Capt. James Montagu.                |
| Hon R. Stopford, | Majestic            | 74           | Capt. Charles Cotton.               |
| Repeater.        | Glory               | 90           | Capt. John Elphinstone.             |
|                  | Hebe*               | 74           | { Rear Admiral G. Montague.         |
|                  | Alexander†          | 74           | { Capt. L. W. Halsted.              |
|                  |                     |              | Capt. Richard Rodney Bligh.         |
|                  | Thunderer           | 74           | Capt. Albemarle Bertie.             |

\* These ships were detached to convoy the East India fleet on the 4th of May.

## OFFICERS of the QUEEN CHARLOTTE.

|                       |   |   |   |                   |
|-----------------------|---|---|---|-------------------|
| Sir Andrew S. Douglas | - | - | - | Captain.          |
| John Cochet           | - | - | - | First Lieutenant. |
| Thomas Larcom         | - | - | - | Second ditto.     |
| Walter Lock           | - | - | - | Third ditto.      |
| Richard Rusdell       | - | - | - | Fourth ditto.     |
| Bernard Hale          | - | - | - | Fifth ditto.      |
| Henry Raper           | - | - | - | Seventh ditto.    |
| Richard Bagot         | - | - | - | Eighth ditto.     |
| Edward Codrington     | - | - | - | Ninth ditto.      |
| James M Farlaue       | - | - | - | Acting ditto.     |
| James Bowen           | - | - | - | Master.           |
| John Isaac            | - | - | - | Capt. 2d Reg.     |

EXTRACT from the curious Journal kept by JEAN BON St. ANDRE. It forms a striking contrast with the modest recital of the English commander, and strongly marks the character of the French : we have therefore given it in the original,

“ Le 13 Praireal (premier Juin) l'armee Angloise parut au vent a nous sur la ligne de front, faisant porter vent arriere sur l'armee de la République ; elle prit ensuite les amures à bâbord, et manœuvra pour nous attaquer ; elle étoit formée alors de 28 vaisseaux de ligne, et l'on apperçut qu'ils en avoient encore quelques-uns au vent, formant un corps de reserve : le capitaine de la frégate *la Proserpine* nous a assuré en avoir compté 34 en tout, dont 8 à trois ponts.

“ Nous étions néanmoins prêts à les recevoir. L'attaque commença vers les neuf heures du matin ; notre avant-garde fit feu beaucoup trop tôt ; elle n'attendit ni les ordres du général, ni de voir l'ennemi à sa portée.

“ Le combat étoit engagé, et il étoit très-vif : on se battoit de part et d'autre avec chaleur, lorsqu'une manœuvre mal-adroite du capitaine Gassin, commandant le vaisseau *le Jacobin*, causa le plus grand désordre. Ce vaisseau étoit de l'arrière du général ; le capitaine, en avançant trop sur nous, laissa un vuide dans la ligne ; il s'aperçut trop tard de sa faute ; il mit son grand hunier sur le mât, mais il se trouvoit engagé, sous le vent à nous ; et la vérité est, qu'il ne savoit plus ce qu'il faisoit. L'Amiral Anglois, qui s'aperçut de son embarras, voulut en profiter : il laissa arriver sur *la Montagne*, dans l'intention de couper la ligne derrière ce vaisseau ; ce qu'il fit en effet.

“ La faute pouvoit être réparée, et l'on pouvoit aisément faire tourner contre l'Amiral Anglois, sa propre imprudence. Si *le Jacobin*

avoit arrive vent arrière, il laissoit au vaisseau ennemi, tout la facilité de prolonger *la Montagne* à stribord, et revenant ensuite au vent, il le placoit entre deux feux. L'ordre d'arriver lui fut donné au portevoy par plusieurs personnes : j'allai moi-même sur la galerie, pour le lui transmettre ; et ce fut en le lui donnant, que le Citoyen Bazire, capitaine de pavillon du Général, fut atteint d'un boulet, dont il mourut quelques heures après. Cependant *le Jacobin* n'arrivoit point, et l'Amiral Anglois, qui nous en vouloit principalement, après avoir lâché sa bordée de stribord sur *l'Achille*, enfla par la hanche le vaisseau *la Montagne*, et lui fit un mal affreux. Cent hommes au moins ont été tués par ces décharges meurtrières, et l'arrière du vaisseau en a beaucoup souffert. Nous avions le feu de l'ennemi, et nous ne pouvions pas le lui rendre, crainte de tirer sur un de nos vaisseau ; cependant nous pûmes enfin arriver, et nous présentâmes le côté à l'Amiral Anglois, qui ne put pas le soutenir long-temps, et qui se retira démâté de son mât d'artimon et de son grand mât. Dans ce moment nous étions entourés de 5 à 6 vaisseau ; nous faisions feu des deux bords ; nous coulâmes un vaisseau ennemi au vent, et tous ceux qui nous approchèrent furent tres-maltraités.

“ Le combat étoit horrible : les armées étoient mêlées et confondues ; on se battoit à la portée du pistolet, avec un acharnement dont on n'a jamais vu d'exemple. Les tourbillons de fumée empêchoient de voir autour de soi ce qui se passoit ; et nos frégates nous ont rapporté que *la Montagne* avoit été pendant deux heurs invisible à leurs yeux, et qu'elles ne la rallioient qu'au bruit de sa formidable artillerie.”

DIMENSIONS of the FRENCH SHIPS of the LINE, taken on the *First of June 1794.*

| Ships Names.        | Guns. | Length of Deck. | Length of Keel. | Breadth. | Depth. | Tons. |
|---------------------|-------|-----------------|-----------------|----------|--------|-------|
| Sans Pareille - -   | 84    | 193,7           | 159             | 516      | 234    | 2347  |
| Le Juste - -        | 84    | 193,7           | 159,6           | 503      | 226    | 2144  |
| L'Amerique - -      | 84    | 182             | 149             | 487      | 217    | 1884  |
| L'Impetueux - -     | 84    | 182             | 149,1           | 488      | 218    | 1878  |
| Le Northumberland - | 74    | 178             | 145,4           | 483      | 211    | 1801  |
| L'Achille - -       | 74    | 178             | 145,6           | 482      | 212    | 1799  |

FLAGS \* worn on the *First of June 1794.*

|                         |   |   |   |                     |
|-------------------------|---|---|---|---------------------|
| The Queen Charlotte - - | - | - | - | Union at the main.  |
| The Royal Sovereign - - | - | - | - | White at the main.  |
| The Royal George - -    | - | - | - | Blue at the main.   |
| The Barfleur - -        | - | - | - | Red at the fore.    |
| The Impregnable - -     | - | - | - | White at the fore.  |
| The Queen - -           | - | - | - | Blue at the fore.   |
| The Cellerophon - -     | - | - | - | White at the mizen. |

\* By order of the Commander in Chief, the Fleet on the 1st of June carried red ensigns.

## LORD NELSON.

At the latter end of last year, this gallant officer received a pension of a thousand pounds per annum, in consequence, as was said, of the loss of his arm, but in fact as a small recompence for a whole life of danger, hardship, enterprise, and service. Previous to the issuing of the grant, a positive custom required, that he should distinctly state his services to his Majesty. The following is the Memorial which was delivered in upon the occasion :—

(COPY.)

*“ To the King’s most excellent Majesty, the Memorial of Sir Horatio Nelson, K. B. and a Rear Admiral in your Majesty’s Fleet.*

“ That, during the present war, your Memorialist has been in four actions with the fleets of the enemy, viz. on the 13th and 14th of March 1795; on the 13th July 1795; and on the 14th of February 1797; in three actions with frigates; in six engagements against batteries; in ten actions in boats employed in cutting out of harbours; in destroying vessels, and in taking three towns. Your Memorialist has also served on shore with the army four months, and commanded the batteries at the sieges of *Bastia* and *Calvi*. That, during the war, he has assisted at the capture of seven sail of the line, six frigates, four corvettes, and eleven privateers of different sizes; and taken and destroyed near fifty sail of merchant vessels; and your Memorialist has actually been engaged against the enemy upwards of ONE HUNDRED AND TWENTY TIMES. In which service your Memorialist has lost his right eye and arm, and been severely wounded and bruised in his body. All of which services and wounds your Memorialist most humbly submits to your Majesty’s most gracious consideration.

October 1797.

(Signed)

“ NELSON.”

## P. HEIN, A DUTCH ADMIRAL.

P. Hein, a Dutchman, from a cabin boy rose to the rank of an Admiral. He was killed in an action at the moment his fleet triumphed over that of the Spaniards. Their High Mightinesses sent a deputation to his mother at Delft, to condole with her on the loss of her son. This simple old woman, who had remained in her original obscurity, answered the deputies: *I always foretold that Peter would perish like a miserable wretch that he was; he loved nothing but rambling from one country to another, and now he has received the reward of his folly.*



## SIR WILLIAM PETTY,

Founder of the noble family of Shelburne, raised his reputation in 1663, by the invention of the double-bottomed ship, against the judgment of almost all mankind, to sail against wind and tide. When the ship first ventured from Dublin to Holyhead, she stayed there many days before her return, which occasioned great exultation to its opposers; but her return in triumph, with such visible advantages above other vessels, checked their derision, the first point being clearly gained, that she could bear the sea. She turned into that narrow harbour against wind and tide, among the rocks and ships, with such dexterity as many old seamen confessed they had never before seen. She appeared much to excel all other forms of ships, in sailing, carriage, and security, but at length, in its return from a voyage, was destroyed by a dreadful tempest which occasioned such havoc among the fleet; that the old system of ship building had no reason to triumph over the new construction. Sir William gave a model of this ship to the Royal Society, which is still in their repository. Another, we believe, is preserved in Gresham college. In 1665, he communicated a discourse about the building of ships, to the Royal Society, containing some curious secrets in that art. This was taken away, by Lord Brounker, who kept it in his possession until 1682, and probably until his death, saying, it was too great an arcanum of state to be commonly perused. He wrote also a treatise of Naval Philosophy, in three parts, &c. printed at the end of "An Account of several new Inventions, &c. in a Discourse by way of Letter to the Earl of Marlborough," &c. 1691, 12mo. Wood suspects this may be the same with the discourse about the building of ships, mentioned above, to be many years in the hands of Lord Brounker. Sir William also drew up in the year 1685, the 198th Number of the Philosophical Transactions, entitled, "What a complete Treatise of Navigation should contain." He was born at Rumsey, a small sea-port town in Hampshire, May 16th,

1623, where his father Mr. Anthony Petty was a clothier, and died in his 65th year, December 16th, 1687. A plain flat stone is lain over his grave at Rumsey, with this inscription, cut by an illiterate workman,

HERE LAYES  
SIR WILLIAM  
PETTY.

#### NAVAL REGULATION.

It is of importance to Commerce that our Naval Officers should be informed, it is not requisite, on retaking a vessel, to bring or send her into port, in order to be entitled to salvage, or to ascertain its amount. It has been recently established, in the Case of Sir E. PELLEW, that notes from the papers of the recapture, with the affidavit of three of the crew (which every captain of a man of war is competent to take), is sufficient evidence; and that to detain a ship to the possible loss of her voyage, instead of permitting her to pursue it immediately, is as unnecessary as injurious.

#### NEW METHOD FOR SHEATHING SHIPS.

The Alarm frigate was the first ship ever coppered in the royal navy, 1758. Mr. Faxe, a physician of the Admiralty at Carlsroone, has discovered a method of sheathing ships, superior it is said to copper. It consists of a certain stone, mixed with rags, which forms a substance that resists water so effectually, as to have been boiled seven hours in a copper vessel, sealed hermetically, without experiencing the least alteration.

## NAVAL LITERATURE.

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*An Essay on Naval Tactics, systematical and historical, with explanatory Plates. In Four Parts. Part I. By J. Clerk, Esq. Fellow of the Society of Scottish Antiquaries, and of the Royal Society of Edinburgh.* 4to. 10s. 6d. Cadell. P. 165.

THE glorious victories with which our arms have been crowned at sea in the course of the present war, have given frequent occasion to mention Mr. Clerk of Eldin, the author of the *New System of Naval Tactics*; it may therefore be agreeable to our readers to lay before them a short state of the merits of a work that has been productive of such unexampled benefits to this country.

In the beginning of the year 1782, when the nation was depressed by the disasters of our arms and the want of naval success during the American war, Mr. Clerk printed and distributed among his friends a few copies of this work, which threw such a new light upon the subject of sea engagements, that no doubt can be entertained of the happy change which (since that period) has taken place in the naval affairs of Britain, is to be attributed to this ingenious and scientific work. When we look back to our naval transactions, before the adoption of the present system, the contrast is so striking, as to fill us with regret that it had not been sooner known.

The disappointment which the nation suffered with regard to our great naval armaments, induced Mr. Clerk to study to find out, if possible, the cause of these disappointments, and to publish his ideas on the subject. Though he never was at sea, he had always attended very much to maritime affairs, and had observed that during the greater part of the three last wars, when British single ships met with single ships of equal force belonging to any other nation, they always were an overmatch for the enemy; or that even in the rencounter of small squadrons, our seamen never failed to exhibit the most skilful seamanship, intrepidity, and perseverance, attended with uninterrupted success. Yet when large fleets were assembled, no proper exertion had ever been made, nothing memorable had been achieved, more particularly with the French, whose system was to batter and destroy our rigging, and then escape unhurt themselves, leaving the British fleet too much disabled to follow them; in fine, to use the author's own words when speaking of general engagements, "The result has always been the same, namely, that in such actions our fleets in the two last wars and the present \*, have been invariably baffled—nay,

\* This was written during the American war.

"worsted, without having ever lost a ship, or almost a man." Yet our officers and men were as brave as they are now, and our ships were equally as good; but experience has proved that we were defective in tactics. As our mode of attacking was then to range along the line of the enemy, until the van of our fleet came opposite to the rear of his; thus our ships ran the gauntlet of the enemy's whole fleet, giving them an opportunity to cripple each ship as it passed, of which the French never failed to take advantage. But the happy genius of an individual, by pointing out a superior mode of attack, has been the means of enabling us to carry our naval glory to a pitch hitherto univalled in any age or nation.

The leading principal of Mr. Clerk's system is, to force an enemy's fleet into close engagement, whatever efforts he may make to avoid it, and the breaking through his line of battle, and cutting off one division of his fleet from another, so as to prevent the enemy from being able to extricate himself, is recommended as a certain means of either capturing the division you have cut off, or of bringing on a general engagement. The uniform success of this manœuvre, now so well known, leaves no room to doubt the infallibility of Mr. Clerk's system. Of this the victories of Lords Rodney\*, Howe, St. Vincent†, and Duncan‡, who all read and approved his work and adopted his system, are most brilliant examples.

In the instance of the battle of the Nile, the French had formed themselves in a line, which they very naturally deemed impregnable, but which certainly deprived them of the power of retreating. In

\* Lord Rodney being asked by a mutual friend of his and Mr. Clerk's, what he thought of Mr. Clerk's Essay on Naval Tactics, replied, "You shall see what I think of it whenever I am so happy as to meet the French fleet again, for I am determined to follow it." And he had the magnanimity to acknowledge afterwards in every company, that the victory gained over the French fleet on the 12th of April 1782, was fought upon Clerk's system. A peace was the immediate consequence of this memorable victory.

† General Debbieg, an officer well known from his superior genius in his own profession, and naturally an admirer of works of genius, having read Mr. Clerk's Essay, lent it to Lord St. Vincent, then Sir John Jarvis. Sir John after reading it, enquired of the general where he might buy a copy for himself: "It is not to be bought," answers the general; "I had this copy from the author, who is a particular friend of mine, he had but a few copies printed, all of which he has given away among his friends." "Since that is the case," said Sir John Jarvis, "you shall not have this copy back again: it is too good a thing for you, who are a landsman; I will keep it to myself."

‡ Lord Duncan having received one of the few copies of this Essay first printed, soon after wrote to advise Mr. Clerk to reprint it, as he said it was very much approved of by all the navy officers, many of whom, not being able to procure printed copies, had copied it over in writing. When Lord Duncan returned to Edinburgh, after the battle of Camperdown, he waited on Mr. Clerk, complimented him upon his works, and in a liberal and handsome manner, acknowledged that he and the other admirals had been much obliged to him.

this fixed position they remained to wait our attack, and consequently the superior skill which Lord Nelson has exhibited, was not in *forcing* them to fight, but in his manner of commencing the action. And here it is easy to discern the spirit of the new system in his mode of attacking the van of the enemy's fleet, to which the rear could give no assistance until it was become too late; while the brave Captain Thompson in the *Leander*, by *cutting their line*, completed their confusion and defeat. There is a degree of masterly boldness, as the French observe, in Lord Nelson's manœuvres, and a dauntless intrepidity in the execution of them, that must ever command the admiration of the whole world.

This action is a flattering proof of the superiority of our seamen, a topic much insisted on by Mr. Clerk, and from which he promises certain success whenever our fleets can be brought into close engagement with the enemy.

We believe there are few of our readers who, after perusing the above, will not be touched with one common sentiment, that while the nation pays the tribute of applause, so justly due to the skill and bravery of our naval commanders, it ought not to forget the gratitude no less justly merited by the ingenious author of *Naval Tactics*.

The above account of Mr. Clerk's work, having appeared in a morning print\*, with such considerable testimony in favour of our author, we thought it too interesting not to be inserted.

Mr. Clerk has since published the remaining parts, an account of which will appear in our second number.

This Essay on *Naval Tactics*, strange as it may appear, was the first original scientific treatise published on that subject in this kingdom; all the other treatises that appeared in Great Britain prior to it, being either translations from the French, or remarks upon French authors. Some of the principal French treatises on naval tactics are the following:

1. *L'Art des Armées Navales, ou Traité des Evolutions Navales*, par Paul L'Hoste, 1 vol. folio, printed at Lyons, 1727. This book was translated and published by Christopher O'Bryen, Esq. in 4to. in 1762.

2. *Tactique Navale, ou Traité des Evolutions et des Signaux*, par M. le Viscompte de Moroques, 4to. Paris, 1763.

3. *Le Manœuvrier*, par M. Bourdê de Villehuet.

4. *L'Art de Guerre en Mer, ou Tactique Navale*, &c. par M. le Viscompte de Grenier.

Translations of the two last have appeared in English in 4to. in 1788, under the name of the Chevalier de Sausaül, and a translation of parts of the three last is in the second volume of the *Elements and Practice of Rigging and Seamanship*, published in 1794. Other books on evolutions and tactics are,

\* *True Briton*.

*Théorie de la Manœuvre des Vaisseaux*, Paris, 1689. Pitot's *Theory of Working Ships applied to Practice*, &c. translated by Stone. 1743. *De la Manœuvre de Vaisseaux, ou Traité de Mécanique et de Dynamique*, &c. par M. Bouguer. *The British Mars*, &c. by William Flexney, 1763. *A Sea Manual*, by Sir Alexander Schomberg, 1789. *A view of the Naval Force of Great Britain*, &c. by an Officer of Rank, 1791, &c.

The order of battle, which was first formed in the last century by the Duke of York, and has been continued in use to the present day, the Viscount de Grenier thinks extremely defective. Various causes may conspire to render the task of breaking it not difficult. Its great extent must make it no easy matter for the admiral to judge what orders are proper to be issued to the ships stationed in its extremities; whilst his signals, however distinctly made, are liable to be mistaken by the commanders of those ships. The extremities of a long line are necessarily defenceless, especially if it be to leeward; because, after it is formed, the enemy may throw himself with a superior number, on its van or rear, and put that squadron to flight before assistance can be sent to it from the other squadrons. These defects the Viscount de Grenier thinks may be remedied by never presenting to the enemy any part of a fleet without its being flanked; so that were the commander of the adverse fleet to attack those parts which hitherto have been reckoned weakest, he might find himself defeated when he looked for conquest. With this view the viscount proposes a new order of battle; in which the fleet, composed of three divisions, instead of being drawn up in one line as usual, shall be ranged on the three sides of a regular lozenge, formed by the intersecting of the two close hauled lines. It is obvious that one of the divisions of a fleet ranged in this manner will always be formed in the order of battle; whilst the two others, resting upon the first ship ahead, and the last astern of that division, will be formed on the close-hauled line opposite, and will stand on checquerwise on the same tack with the ships which are in the line of battle serving to cover the headmost and sternmost of those ships, and thereby prevent the enemy from penetrating the line or doubling the rear.

The viscount thought it a great mistake, though very generally fallen into, that the weather-gage is of any advantage to a fleet equal in force to its enemy, and willing to engage. To him the great art of war at sea appears to consist in drawing or keeping to *windward a part of the adverse fleet*, and collecting all one's forces against that part; and it is chiefly to effect this purpose that he proposes his new system of tactics. The reader, who would understand his principles, must never lose sight of this evident truth, that each ship of a fleet necessarily occupies at all times the centre of an horizon; which the author divides into two unequal parts, called the greater the *direct* and *graduated space*, and the less, the *indirect*, *crossed*, and

*ungraduated space.* The reason of these appellations is, that on the greater segment of the horizontal circle there are twenty different points, which may be marked by degrees from one of the close-hauled lines to the other, and to which a ship may sail from the centre by so many direct courses without tacking; whereas to the other twelve points, including that from which the wind blows, she cannot arrive but by steering cross courses, which must necessarily delay her progress.

Having introduced the Viscount de Grenier to the notice of our readers, the celebrated precursor of Mr. Clerk, an attentive perusal of whose work would afford considerable improvement to the seaman, we return to our author.

The first part to which our attention is at present directed, is confined to the attack from the windward. This is accompanied with thirty geometrical plates: in which the British ships are distinguished by a red colour, and letters of reference beginning with the alphabet and ending at E. The ships of the enemy are distinguished by a black colour, with letters beginning at F.

Mr. Clerk divides his work into demonstrations and examples, the latter are admirably chosen to illustrate his principles, and give a very considerable degree of interest to a subject that would otherwise have appeared dry and abstruse.

Mr. Clerk concludes his demonstrations in this volume with the following striking reflections:

“ If, then, after a proper examination of the late sea engagements, or rencounters, it shall be found that our enemy, the French, have never once shown a willingness to risk the making of the attack, but, invariably, have made choice of, and earnestly courted a leeward position: if, invariably, when extended in line of battle in that position they have disabled the British fleets in coming down to the attack: if, invariably, upon seeing the British fleet disabled, they, have made sail, and demolished the van in passing: if, invariably, upon feeling the effect of the British fire, they have withdrawn, at pleasure, either a part, or the whole of their fleet, and have formed a new line of battle to leeward: if the French, repeatedly, have done this upon every occasion: and, on the other hand, if it shall be found that the British, from an irresistible desire of making the attack, as constantly and uniformly, have courted the windward position: if, uniformly and repeatedly, they have had their ships so disabled and separated, by making the attack, that they have not once been able to bring them to close with, to follow up, or even to detain one ship of the enemy for a moment; shall we not have reason to believe, that the French have adopted, and put in execution, some

system, which the British either have not discovered, or have not yet profited by the discovery?"

The following general observations are extracted from some very judicious ones, which conclude the article of examples cited, with Mr. Clerk's opinion of their merit.

"From these examples it appears, that the attack, in every one of them, without variation, has been made by a long extended line, generally from the windward quarter, by steering or directing every individual ship of that line upon her opposite of the enemy, but more particularly the ships in the van.

"That the consequences of this mode of attack have proved fatal in every attempt; that is, our ships have been so disabled, and so ill supported, that the enemy have been permitted not only to make sail and leave us, but to complete the disgrace have, in passing, been permitted to pour in the fire of their whole line upon our van, without a possibility of retaliation on our part."

"——— Another reflection will naturally occur: that, by the great destruction of rigging, the consequence of this mode of attack, the nation has been thrown into a most enormous expence of repair; while our enemy, by their cautious conduct, preserving their ships often unhurt, has been enabled not only to protract the war, but, if persisted in, will, without doubt, ensure the possession, perhaps, of a superior navy, complete and entire to the conclusion.

"Having now demonstrated, from evidence which should be satisfactory, that the mode or instruction hitherto followed for arranging great fleets in line, so as to be able to force an enemy to give battle on equal terms, must be somewhere wrong, it will be required to show whether any other mode may be devised, or put in practice, that will have a better effect."

Mr. Clerk then proceeds to *the mode of attack proposed*, which he divides into sections. The clear and concise manner in which throughout he treats his subject, are deserving of great praise.

In these sections, the attack from the windward upon the rear of the enemy, the leading subject of the volume, is treated of at large.

"Suppose\* a fleet of ten, twenty, or more ships, extended in line of battle, endeavouring to avoid a close engagement, but at the same time keeping under an easy sail, with the intention of receiving the usual attack from another fleet of equal number, three or four miles to windward, sailing in any form; but let it be *in three lines or divisions*: it is required by what method shall *the latter* make the attack on *the former* with advantage.

"The improbability, or rather impossibility, of attacking and carrying the enemy's whole line of ships having already been demon-

\* In this extract we are obliged to leave out the references to the plates.



strated; the next consideration will be, how many ships may be attacked and carried with advantage? Let it be supposed that the three sternmost ships only, and not exceeding the fourth, are possible to be *carried*; let a sufficient strength be sent down to force an attack upon these three ships, disposed and supported according to the judgment of the admiral, while in the mean time, he should keep to windward with the rest of his fleet, formed into such divisions as might best enable him to attend to the motions of the enemy, and the effect of his attack; being himself so far disengaged from action, as to be able to make his observations, and give his orders, with some degree of tranquillity."

Mr. Clerk in the second section considers the *attack upon the enemy's three sternmost ships more particularly*, and, in the succeeding sections, pays attention to the supposed attempts of the enemy to support the attacked ships. The author in this part of his work shews considerable ingenuity, and appears particularly to have studied it. We can only lament that so much nautical knowledge, and of so original a stamp, has arisen without the pale of a profession, that would have been so greatly adorned by its author.

We recommend to Mr. Clerk in a future edition of his work, to make some alterations in the arrangement of the contents of this first part; and submit to his opinion, whether, if they were divided into books, it would not at the first glance give the reader a more correct idea of his design. The demonstrations would form book the first, the examples book the second, and the mode of attack proposed book the third. It appears to us that for want of this trifling alteration, the different sections are not classed with sufficient distinction.

The subjects of national importance, which this work comprehends, have certainly met with a mind, calculated in every respect for their due investigation. There is a modesty and diffidence in Mr. Clerk's manner of introducing himself to the public, which enhances the character of his superior genius and abilities.

"Although the author," says he, "has been flattered with many letters of approbation, not only from gentlemen of literary fame, but from naval officers of distinguished merit, and of the highest rank, while others have taken the trouble to make copies in manuscript; and although since that time, he has been occasionally employed in making additions, and he hopes, some improvements, it is not without solicitude that his performance is now submitted to a more public examination."

We shall conclude our account of the first part of this valuable work, by an extract from the introduction.

"After an interval of twelve years, the Dutch war was the next occasion of a farther display of our naval character. But, it must be

observed, that, while the English seamen had been so often engaged, and generally successful, in the lesser battles, or rather enterprises, yet, till now, they had never been tried in the greater, where a number of ships were assembled together. However, their wonted intrepidity, far from forsaking them on this new and unexperienced occasion, seemed to be augmented, or rather exalted to a state of enthusiastic fury, which was supported with an unremitting perseverance during the course of three dreadful wars; in the first of which we had nine pitched battles; in the second five; and in the third not less than five also; making in all nineteen general engagements; in one of which the fight was renewed for three additional days successively; in another for two days; and in a third for one day: which may fairly be stated for other six engagements; making, when taken together, twenty-five days of general actions. And, what would now be considered as ridiculous and impracticable, many of the officers appointed to the command of these fleets had never been in sea-service till they were past the age of forty, and some even of fifty years. Of the last number was Blake, who, although renowned for the many obstinate battles he had been engaged in, particularly that in the Downs, where he had no more than fifteen ships, did not refuse the combat when attacked by forty-two ships of the enemy, led on by the great Van Trump. Yet for nothing was he more conspicuous than for his patriotic virtue. When in opposition to the party then in power, 'It is still our duty,' said he to the seamen, 'to fight for our country, into whatever hands the government may fall.'

"In all of these enterprises, whether with the Spaniards or the Dutch, whether in making the attack on castles, ships in harbours, or encountering ship with ship in close action, and formed in line of battle, we shall find the British seamen, whether equal or inferior in number, victorious or worsted, invariably fired with such enthusiastic courage, that these battles, though not always decisive, were constantly marked with strong effect, ten, twenty, thirty, or more ships, being taken or destroyed, two thousand men killed, and as many taken prisoners.

"Therefore, without derogating from the gallant behaviour of the Dutch, which was equally displayed in those wars, we are bound, from these proofs and examples, to believe, that British seamen are, by nature or habit, endued with a peculiar extraordinary character. And, though the spirits of the people might have been, for a little time, depressed by the unfortunate battles of Beachy-head and Bantry-bay, which were fought some time after; yet the natural impressions, so justly in favour of our seamen, soon recovered our confidence; which was so much increased by the battle off La Hogue, that,

many years afterwards, the victories off Malaga and Messina were things to be expected of course.

“ The long intervals between these actions, and that of the war 1743, nowise abated the sanguine impressions respecting our seamen. Much effect was expected from the powerful fleet sent into the Mediterranean under the command of Matthews and Lestock, who encountered the combined fleets of France and Spain on the 11th of February 1744. But, intending afterwards to give a more particular description of this affair, we shall only add, that Matthews, who commanded, accompanied with the Marlborough and Norfolk, his two seconds a head and a stern, together with the Berwick in another place, broke out from the line of battle, got within a proper distance, and fought with great bravery; but, being ill supported by the rest of the fleet, little more was done, than to show what cannon shot, at a reasonable distance, might effect. The two admirals mutually accused each other; and Matthews, in consequence of a trial, was broke. But the late king, without attending to the nice distinctions which had determined the court martial, and being satisfied that the admiral had behaved like a brave man, refused to confirm the sentence.

“ Happily some other more favourable opportunities offered, during the course of this war, in which, having a greater superiority, we were more successful. These were the capture of the May fleet by Admiral Hawke; the voyage round the world by Lord Anson; his bold attack of the Acapulco ship, so much his superior in force; his capture of six French ships of the line and Indiamen in October.

“ These, with the unremitting exertions in the many lesser sea-combats, removing the evil impressions made by the miscarriage in the Mediterranean, we still flattered ourselves that the glory of the British flag was yet untarnished.

“ Again, while we remark the wonderful exertions, and constant success, attending the lesser conflicts; while we remark how much, and how often, our ships have been put to severe trial, by being exposed, in all weathers, during the storms of winter, the enemy not daring to set out their heads\*; when, after recollection, we remark, that, to the numerous, bold, and successful enterprises, *coups des mains*, performed during the last 250 years, and that our enemies have only the single disgrace which befel us at Chatham to counterbalance so great an account, should we not at the same time remark, that this boasted intrepidity, this persevering courage of British seamen, has never once been brought to trial, where it would have been of the

\* Alluding to the squadron of British ships kept in the Bay of Biscay during the course of last war, to watch over the motions of the enemy, in winter as well as in summer.

greatest importance; that is, in the greater engagements; of which, because this superiority has never had an opportunity of being displayed, the result has always been the same, namely, that, in such actions, our fleets, in the two last wars and the present, have been invariably baffled, nay worsted, without having ever lost a ship, or almost a man?

“ While we remark these circumstances, is it not evident, and will it not be admitted, that one of three things must be the fact, either that our enemy, the French, having acquired a superior knowledge, have adopted some new system of managing great fleets, not known, or not sufficiently attended to by us? or that, on the other hand, we have persisted in following some old method, or instructions, which, from later improvement, ought to have been rejected?

“ During the course of the wars with the Dutch, much improvement was made, particularly in the invention of signals. But the naval instructions then framed, although founded upon experience and observation, and though they might be admirably fitted for fighting in narrow seas, where these battles are fought; yet, from later experience, it will be found, that they have been but ill qualified for bringing on an action with a fleet of French ships, unwilling to stand a shock, having sea room to range in at pleasure, and desirous to play off *manœuvres* of defence, long studied with the greatest attention.

“ But if it were possible that there could have remained a doubt of the truth or force of these observations before the breaking out of the present war, will not this doubt be resolved, if they shall be confirmed by every case that has followed since; whether we consider the intrepidity and exertion so conspicuous in the lesser conflicts, or the defect of conduct and address, so palpable in most of the greater engagements, although, at the same time, our admirals, whether by good fortune, by skilful seamanship, or by permission of the enemy, have never failed, on every occasion, to acquire their wish, *viz.* the circumstance of being to windward; excepting, indeed, on those occasions, where the French have chosen to keep such an advantage, without availing themselves of it; a circumstance which is plainly a confirmation that their system or mode is different from ours, and that they are uniformly determined never to be brought to make the attack, if it can be avoided.

“ From all which these three conclusions will naturally follow: 1st, That, in bringing a single ship to close action, and in conduct during that action, the British seamen have never been excelled: 2dly, That the instructions (by which is meant the method hitherto practised of arranging great fleets, so as to give battle, or to force our

enemy, the French, to give battle upon equal terms), after so many and repeated trials, having been found unsuccessful, must be wrong : And lastly, that on the other hand the French having repeatedly and uniformly followed a *mode* which has constantly the effect intended, they therefore must have adopted some new system, which we have not discovered, or have not yet profited by the discovery.

" But, it may be asked, Have the French ever effected any thing decisive against us ? Have they ever, in any of these encounters, taken any of our ships ? Have they ever, presuming upon their superior skill, dared to make the attack ? No. But confident in their superior knowledge in naval tactic, and relying on our want of penetration, they have constantly offered us battle to leeward, trusting that our headlong courage would hurry us on to make the customary attack, though at a disadvantage almost beyond the power of calculation ; the consequences of which have always been, and always will be, the same, as long as prejudices prevent us from discerning either the improvements made by the enemy, or our own blunders.

" Before concluding this part of the subject, it may be proper further to observe, that, though our apprehensions of suffering in character and importance, as a naval power, might have been very great at the breaking out of the war with the colonies, from an idea that the recent increase of that importance had arisen alone from the growth of these colonies ; yet, from experience, from the great exertions made, and from the continuance of the war itself, it has been clearly proved, that that increase must have arisen from other resources, which will every day more and more be found to exist in the mother country herself. At the same time, from that superior exertion, so constantly and gloriously exhibited by our seamen in the lesser conflicts, as we'd during the course of the present as of the two last wars, we may rest satisfied that the character of the British Tar is not in the least debased, but still as predominant as formerly.

" Hence if the American colonies shall accomplish their wished-for separation, Britain, by her force *being more collected, and, with these resources, will yet be more powerful than ever.*"

#### DESCRIPTION OF PLATE II.

Gives, what is termed, a bird's eye view of Lord Nelson's action with the French fleet, in Aboukir Bay, on the 1st of August 1798.

The eye, ranging from the south-east to west, discovers in distant perspective the town of Rosetta, the mouth of the Nile, Pompey's Pillar, the castle and island of Aboukir, and extended to the south-west, Old and New Alexandria.

The Toulon fleet, ranged in a line across the Bay, are described with their heads to the westward. The battery is ahead of their line, opening a fire on the British fleet, as it approaches in a body towards the enemy's centre and van. The wind is at N. W. The sun setting.

## ENGAGEMENT OFF THE NILE.

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AN AUTHENTIC NARRATIVE OF THE PROCEEDINGS OF HIS MAJESTY'S SQUADRON UNDER THE COMMAND OF REAR ADMIRAL SIR HORATIO NELSON, FROM ITS SAILING FROM GIBRALTAR TO THE CONCLUSION OF THE GLORIOUS BATTLE OFF THE NILE.

*Drawn up from the Minutes of an Officer of Rank in the Squadron.*

THE glorious victory achieved by Rear-Admiral Sir Horatio Nelson, off the *Mouth of the Nile*, on the 1st and 2d of *August* last, has received, and must ever continue to receive, the warmest tribute of admiration and applause. It has not only filled every British bosom with the proudest exultation, but foreign nations have participated in our feelings, and have hailed the British conqueror as the hero and saviour of Europe. No naval, or perhaps any other battle, ancient or modern, ever had so much dependant upon its consequences—consequences which have even surpassed the anticipations of the most experienced statesmen and profoundest politicians in Europe; and no battle that ever was fought, was perhaps conducted, in its progress, with so much judgment, or contested, to its issue, with so much ardent and persevering courage.

The account of the general result of this action, even the best historians that shall hereafter record it, will be proud to borrow from the simple and eloquent letter of the admiral himself: but in every transaction of the kind, after the first tumult of national exultation shall have in some degree subsided, a thousand circumstances remain to be supplied for the satisfaction of the enquiring mind, and which are essential to gain a just and perfect impression of the actual merit of the great services which have been performed. The hero, like every other man, is best known and remembered by minute traits of character. Great and brilliant events dazzle and astonish, while the deliberations and turns of mind in a great man, that produce such events, attract our attention, awaken all our admiration, and permanently fix our esteem.

To supply what the British nation have long anxiously wished for, an authentic detail of all the operations of the British squadron, previous to the battle, and of its particular conduct in the grand crisis which ensued, we are happy that we can, through the kindness and indulgence of an officer who bore a most distinguished share in that great event, now present a Narrative, at once minutely circumstantial and studiously accurate.

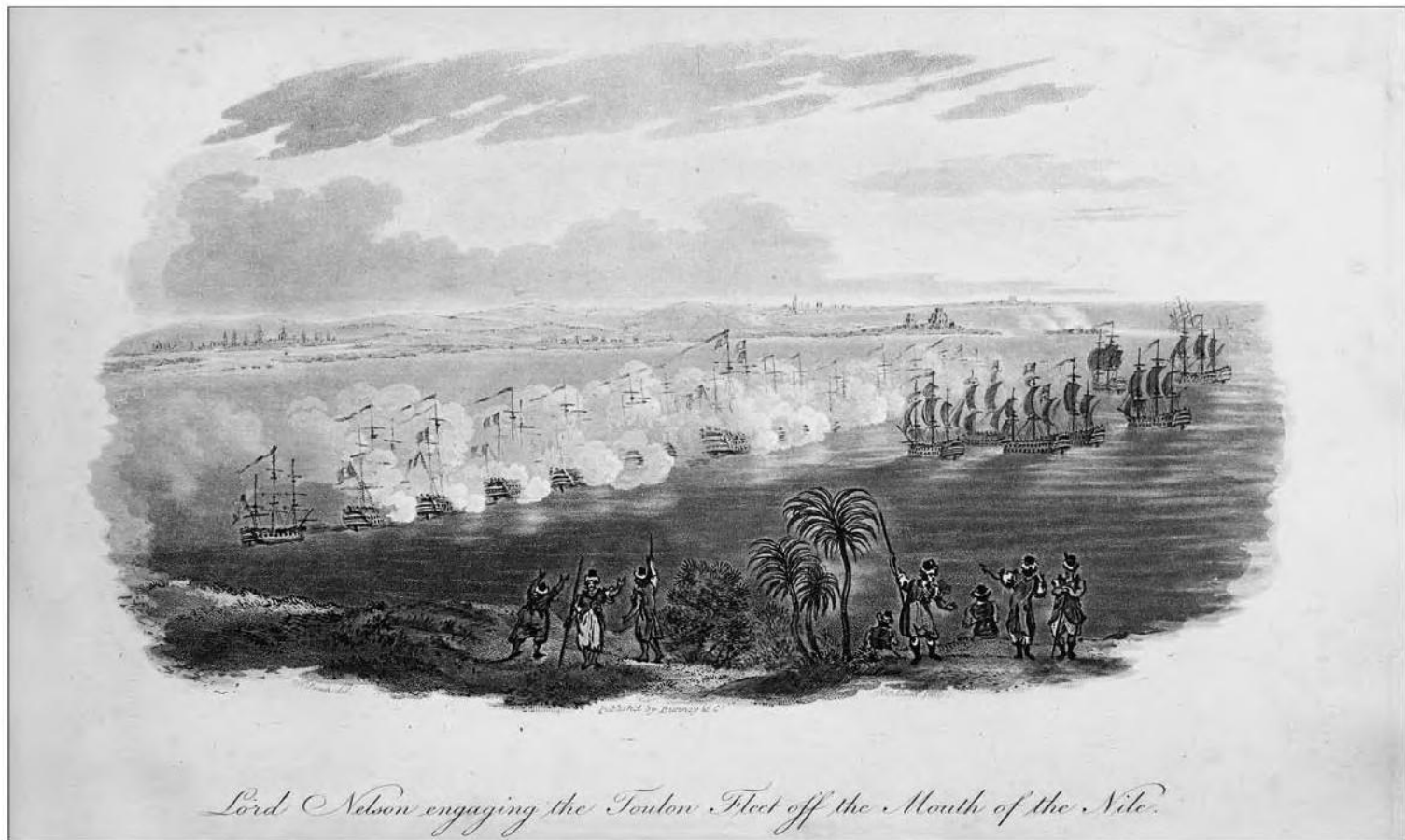
## NARRATIVE.

SIR Horatio Nelson had been detached by Earl St. Vincent into the Mediterranean with the Vanguard of 74 guns, the Rear Admiral's flag ship, the Orion and Alexander of 74 guns each, the Emerald and Terpsichore frigates, and La Bonne Citoyenne sloop of war.

Nothing material occurred to the squadron from the day it sailed from Gibraltar, which was on the ninth of May, till the 22d, when, being in the Gulph of Lyons, at two A. M. a most violent squall of wind took the Vanguard, which carried away her topmasts, and at last her foremast. The other ships experienced the fury of the gale, but not in the same degree as the Vanguard, a stronger vein of the tempest having taken that ship. The three line of battle ships lost sight of the frigates on the same day, and at the moment of the misfortune which befel the Vanguard, the British squadron was not many leagues distant from the French fleet under Buonaparte, which had on that very day set sail from Toulon.

The squadron bore up for Sardinia, the Alexander taking the Vanguard in tow, and the Orion looking out ahead to endeavour to get a pilot, for the purpose of gaining St. Pierre's Road.

On the 24th, with very great difficulty we reached that anchorage, where we were in hopes of meeting with a friendly reception, which our distresses seemed to demand from a neutral power: the governor of St. Pierre, however, had orders from the French not to admit any British ship; but their utmost hostility could not prevent us from anchoring in the road.—The resources which British seamen always have within themselves, availed us much upon this occasion. Captain Berry, with the very able assistance he received from Sir James Saumarez and Captain Ball, was enabled with great expedition to equip the Vanguard with a jury foremast, jury main and mizen topmasts, and to fish the bowsprit, which was sprung in many places; and on the fourth day from our anchoring in St. Pierre's Road, we again put to sea with top-gallant yards across.



*Lord Nelson engaging the Toulon Fleet off the Mouth of the Nile.*





It is proper here to observe, that although the governor of St. Pierre, in consequence of peremptory orders from the French, denied us a *public* reception, he yet *privately* acted in a friendly manner, giving us in an underhand way every assistance in his power.

The admiral, eager to execute the orders which he had received, did not think of sailing to Naples, or any other port where he could have received the most open and friendly assistance, in getting the ship properly refitted, which her condition evidently required, but immediately steered for his appointed rendezvous; nor did he ever express the smallest intention of shifting his flag to either of the other ships, which to many officers the peculiar circumstances of his own ship might have seemed to render desirable.—The admiral and officers of the Vanguard indeed had the happiness to find that the ship sailed and worked as well as the other ships, notwithstanding her apparently crippled condition.

The squadron reached the rendezvous on the 4th of June, and on the following day was joined by La Mutine, Captain Hardy, who was charged with orders to the admiral, and who brought the highly acceptable intelligence, that Captain Troubridge had been detached with ten sail of the line, and a fifty gun ship, to reinforce us. This intelligence was received with universal joy throughout our little squadron; and the admiral observed to Captain Berry, that he would then be a match for any hostile fleet in the Mediterranean, and his only desire would be to encounter one.

June 6th.—The squadron was spread, anxiously looking out for the expected reinforcement. By a vessel spoke with on that day, we were informed that several sail then in sight were Spanish ships richly laden; but prize money was not the object of the admiral; all selfish consideration was absorbed in his great mind by that of the honour and interests of his country, and his attention and anxiety were solely engrossed by his desire to meet his promised reinforcement, that he might pursue the enemy, of the sailing of whom from

Toulon he had certain intelligence. The *Alexander*, being on the look-out, stopped one of these ships; finding she had on board eighty or ninety priests, driven by the French persecutions and cruelties from Rome, he thought it would be an act of humanity to permit the ship to pursue her voyage; and he accordingly released her, and rejoined the admiral, bringing with him a few volunteers from the Spanish vessel, chiefly Genoese, who were desirous of the honour of serving in the British fleet, expressing at the same time their detestation and resentment at the ill usage which they had experienced from the French.

On the 8th at noon, we had the happiness to discover from the mast head ten sail, and it was not long before we recognized them to be British ships of war, standing upon a wind in close line of battle, with all sails set. Private signals were exchanged, and before sun-set the so much wished for junction was formed, an event which was certainly facilitated by the great professional ability, judgment, and zeal of Captain Troubridge.

The admiral had received no instructions what course he was now to steer, and no certain information respecting the destination of the enemy's fleet; he was left, therefore, entirely to his own judgment. He had the happiness, however, to find, that to the captains of his squadron he had no necessity to give directions for being in constant readiness for battle. On this point their zeal anticipated his utmost wishes, for the decks of all the ships were kept perfectly clear night and day, and every man was ready to start to his post at a moment's notice. It was a great satisfaction to him likewise, to perceive that the men of all the ships were daily exercised at the great guns and small arms, and that every thing was in the best state of preparation for actual service.

The admiral knew that the enemy had sailed with a N. W. wind, which naturally led him to conclude that their course was up the Mediterranean. He sent *La Mutine* to Civita Vecchia, and along the Roman coast, to gain intelligence, and steered with the fleet for Corsica, which he reached on

the 12th of June. Several vessels had been spoken with on the passage thither, but no intelligence whatever had been obtained from them. He continued his course on the 13th between Corsica and Elba, and between Pianosa and Elba, through the latter of which passages large ships or fleets had not been accustomed to pass. We made the Roman coast, and were rejoined by *La Mutine*, without gaining any intelligence, notwithstanding the active exertions of Captain Hardy. The admiral now determined to steer towards Naples, in the hope of some satisfactory information. It had been reported that the plundering *Algiers* was the object of the French armament; but this account was too vague to warrant the admiral in implicitly adopting it. We saw Mount Vesuvius on the 16th, and detached Captain Troubridge, in *La Mutine*, to obtain what information he could from Sir William Hamilton. He returned with a *report* only, that the enemy were gone towards Malta. The admiral now lamented that even a day had been lost by visiting the Bay of Naples, and determined, by the shortest cut, to make the Faro di Messina, which the fleet passed through on the 20th, with a fair wind. The joy with which the Sicilians hailed our squadron, when it was discovered by them to be British, gave the most sincere satisfaction to every one on board of it. A vast number of boats came off, and rowed round it with the loudest congratulations, and the sincerest exultation, as they had been apprehensive that the French fleet was destined to act against *them* after the capture of Malta. Here we gained intelligence from the British consul, that Malta had actually surrendered. We had now hopes of being able to attack the enemy's fleet at Goza, where it was reported they were anchored, and the admiral immediately formed a plan for that purpose.

We were now steering with a press of sail for Malta, with a fresh breeze at N. W. On the 22d of June, *La Mutine*, at day-light in the morning, spoke a Genoese brig from Malta, which gave intelligence that the French had sailed from thence on the 18th, with a fresh gale at N. W. The

admiral was not long in determining what course he should take, and made the signal to bear up and steer to the S. E. with all possible sail. At this time we had no certain means of ascertaining that the enemy were not bound up the Adriatic.

From the day we bore up, till 29th of June, only three vessels were spoken with, two of which had come from Alexandria, and had not seen any thing of the enemy's fleet; the other had come from the Archipelago, and had likewise seen nothing of them. This day we saw the Pharos Tower of Alexandria, and continued nearing the land with a press of sail, till we had a distinct view of both harbours; and, to our general surprize and disappointment, we saw not a French ship in either. *La Mutine* communicated with the governor of Alexandria, who was as much surprized at seeing a British squadron there, as he was at the intelligence that a French fleet was probably on its passage thither.

It now became the subject of deep and anxious deliberation with the admiral what could possibly have been the course of the enemy, and what their ultimate destination. His anxious and active mind, however, would not permit him to rest a moment in the same place, he therefore shaped his course to the northward, for the coast of Carmania, to reach as quickly as possible some quarter where information could most probably be obtained, as well as to supply his ships with water, of which they began to run short.

On the 4th of July we made the coast of Carmania; steering along the south side of Candia, carrying a press of sail both night and day with a contrary wind, on the 18th we saw the island of Sicily, when the admiral determined to enter the port of Syracuse. With this harbour no person in the fleet was acquainted—but by the skill and judgment of the officers, every ship safely got in, and immediately proceeded to get in water, &c. with all possible expedition. This was the first opportunity that the *Vanguard* had had of receiving water on board from the 6th of May, so that not only the stock of that ship, but of several others of the

squadron, was very nearly exhausted. Although there was no proper or regular watering place, yet the great exertions of the officers and men enabled us to complete this necessary service in five days, and on the 25th the squadron again put to sea.

We received vague accounts while at Syracuse, that the enemy's fleet had not been seen in the Archipelago nor the Adriatic, nor had they gone down the Mediterranean; the conclusion then seemed to be, that the coast of Egypt was still the object of their destination; therefore, neither our former disappointment, nor the hardships we had endured from the heat of the climate, though we were still to follow an uncertain pursuit, could deter the Admiral from steering to that point where there was a chance of finding the enemy.

Now that it is ascertained by events, that Alexandria was the object of the enemy, it may seem strange that they should have been missed by us both in our passage thither and our return to Syracuse; but it appears that the French steered a direct course for Candia, by which they made an angular passage towards Alexandria, whilst we steered a direct course for that place, without making Candia at all, by which we of course very considerably shortened the distance. The smallness of our squadron made it necessary to sail in close order, and therefore the space which it covered was very limited; and as the admiral had no frigates that he could have detached upon the look-out, added to the constant haze of the atmosphere in that climate, our chance of descrying the enemy was very much circumscribed. The distance likewise between Candia and the Barbary coast, about thirty-five leagues, leaves very sufficient space for more than two of the largest fleets to pass without mutual observation, particularly under the circumstances described.

On our return to Syracuse, the circumstance of our steering up to the northward, while the enemy kept a southern course for Alexandria; makes it obvious that our chance of falling in with them was still less than before.

On the 25th of July we left Syracuse, still without any positive information respecting the enemy; but it occurred to the admiral, that some authentic intelligence might be obtained in the Morea. We steered for that coast, and made the Gulph of Coron on the 28th. Captain Troubridge was again employed on that important service of obtaining intelligence, and was dispatched in the *Culloden* into Coron, off which place, by the great exertions of that able Officer, the fleet was not detained above three hours. He returned with intelligence from the Turkish governor, that the enemy had been seen steering to the S. E. from Candia about four weeks before. Captain Troubridge had had the satisfaction of observing, during his very hurried visit to Coron, that the inhabitants there entertained the most serious apprehensions from the French armament, and the most perfect detestation against that people.

Upon the information obtained by Captain Troubridge, the Admiral determined again to visit Alexandria, and carried all sail steering for that place, which we had the pleasure to descry on the first of August at noon; but not as before, it now appearing full of vessels of various kinds; and we soon had the satisfaction of perceiving the French flag flying on board some of the ships. The utmost joy seemed to animate every breast on board the squadron at sight of the enemy; and the pleasure which the admiral himself felt, was perhaps more heightened than that of any other man, as he had now a certainty by which he could regulate his future operations.

The admiral had, and it appeared most justly, the highest opinion of, and placed the firmest reliance on the valour and conduct of every captain in his squadron. It had been his practice during the whole of his cruize, whenever the weather and circumstances would permit, to have his captains on board the *Vanguard*, where he would fully develope to them his own ideas of the different and best modes of attack, and such plans as he proposed to execute upon falling in with the enemy, whatever their position or situation might be, by night or by day. There was no pos-

sible position in which they could be found, that he did not take into his calculation, and for the most advantageous attack of which, he had not digested and arranged the best possible disposition of the force which he commanded. With the masterly ideas of their admiral, therefore, on the subject of naval tactics, every one of the captains of his squadron was most thoroughly acquainted; and upon surveying the situation of the enemy, they could ascertain with precision what were the ideas and intentions of their commander, without the aid of any further instructions; by which means signals became almost unnecessary, much time was saved, and the attention of every captain could almost undistractedly be paid to the conduct of his own particular ship, a circumstance from which, upon this occasion, the advantages to the general service were almost incalculable.

It cannot here be thought irrelevant, to give some idea of what were the plans which Admiral Nelson had formed, and which he explained to his captains with such perspicuity, as to render his ideas completely their own. To the naval service at least they must prove not only interesting, but useful.

Had he fallen in with the French fleet at sea, that he might make the best impression upon any part of it that should appear the most vulnerable, or the most eligible for attack, he divided his force into three sub-squadrons. viz.

|            |              |            |
|------------|--------------|------------|
| Vanguard,  | Orion,       | Culloden,  |
| Minotaur,  | Goliath,     | Theseus,   |
| Leander,   | Majestic,    | Alexander, |
| Audacious, | Bellerophon, | Swiftsure. |
| Defence,   |              |            |
| Zealous.   |              |            |

Two of these sub-squadrons were to attack the ships of war, while the third was to pursue the transports, and to sink and destroy as many as it could.

The destination of the French armament was involved in doubt and uncertainty; but it forcibly struck the admiral, that, as it was commanded by the man whom the French had dignified with the title of the Conqueror of Italy, and as he



had with him a very large body of troops, an expedition had been planned, which the land force might execute without the aid of their fleet, should the transports be permitted to make their escape, and reach in safety their place of rendezvous; it therefore became a material consideration with the admiral, so to arrange his force, as at once to engage the whole attention of their ships of war, and at the same time materially to annoy and injure their convoy. It will be fully admitted, from the subsequent information which has been received upon the subject, that the ideas of the admiral upon this occasion were perfectly just, and that the plan which he had arranged was the most likely to frustrate the designs of the enemy.

It is almost unnecessary to explain his projected mode of attack at anchor, as that was minutely and precisely executed in the action which we now come to describe. These plans, however, were formed two months before an opportunity presented itself of executing any of them, and the advantage now was, that they were familiar to the understanding of every captain in the fleet.

It has been already mentioned, that we saw the Pharos of Alexandria at noon on the first of August. The *Alexander* and *Swiftsure* had been detached ahead on the preceding evening to reconnoitre the ports of Alexandria, while the main body of the squadron kept in the offing. The enemy's fleet was first discovered by the *Zealous*, Captain Hood, who immediately communicated, by signal, the number of ships, sixteen, laying at anchor in line of battle, in a bay upon the larboard bow, which we afterwards found to be Aboukir Bay. The admiral hauled his wind that instant, a movement which was immediately observed and followed by the whole squadron; and at the same time he recalled the *Alexander* and *Swiftsure*. The wind was at this time N. N. W. and blew what seamen call a top-gallant breeze. It was necessary to take in the royals when we hauled up a wind.

The admiral made the signal to prepare for battle, and that it was his intention to attack the enemy's van and centre as

they lay at anchor, and according to the plan before developed. His idea, in this disposition of his force was, first to secure the victory, and then to make the most of it as circumstances might permit. A bower cable of each ship was immediately got out abaft, and bent forward. We continued carrying sail and standing in for the enemy's fleet in a close line of battle. As all the officers of our squadron were totally unacquainted with Aboukir Bay, each ship kept sounding as she stood in.

The enemy appeared to be moored in a strong and compact line of battle, close in with the shore, their line describing an obtuse angle in its form, flanked by numerous gun-boats, four frigates, and a battery of guns and mortars on an island in their van. This situation of the enemy seemed to secure to them the most decided advantages, as they had nothing to attend to but their artillery, in their superior skill in the use of which the French so much pride themselves, and to which indeed their splendid series of land victories was in general chiefly to be imputed.

The position of the enemy presented the most formidable obstacles; but the admiral viewed these with the eye of a seaman determined on attack; and it instantly struck his eager and penetrating mind, *that where there was room for an enemy's ship to swing, there was room for one of ours to anchor.* No further signal was necessary than those which had already been made. The admiral's designs were as fully known to his whole squadron, as was his determination to conquer, or perish in the attempt.

The Goliath and Zealous had the honour to lead inside, and to receive the first fire from the van ships of the enemy, as well as from the batteries and gun-boats with which their van was strengthened. These two ships, with the Orion, Audacious, and Theseus, took their stations inside the enemy's line, and were immediately in close action. The Vanguard anchored the first on the outer side of the enemy, and was opposed within half pistol shot to Le Spartiate, the third in the enemy's line. In standing in, our leading ships

were unavoidably obliged to receive into their bows the whole fire of the broadsides of the French line, until they could take their respective stations: and it is but justice to observe, that the enemy received us with great firmness and deliberation, no colours having been hoisted on either side, nor a gun fired, till our van ships were within half gun shot.

At this time the necessary number of our men were employed aloft in furling sails, and on deck, in hauling the braces, &c. preparatory to our casting anchor. As soon as this took place, a most animated fire was opened from the Vanguard, which ship covered the approach of those in the rear, which were following in a close line. The Minotaur, Defence, Bellerophon, Majestic, Swiftsure, and Alexander, came up in succession, and passing within hail of the Vanguard, took their respective stations opposed to the enemy's line. All our ships anchored by the stern, by which means the British line became inverted from van to rear.

Captain Thompson, of the Leander, of 50 guns, with a degree of judgment highly honourable to his professional character, advanced towards the enemy's line on the outside, and most judiciously dropped his anchor athwart hause of Le Franklin, raking her with great success, the shot from the Leander's broadside which passed that ship all striking L'Orient, the flag ship of the French commander in chief.

The action commenced at sun-set, which was at thirty-one min. past six P. M. with an ardour and vigour which it is impossible to describe.

At about seven o'clock total darkness had come on; but the whole hemisphere was, with intervals, illuminated by the fire of the hostile fleets. Our ships, when darkness came on, had all hoisted their distinguishing lights, by a signal from the Admiral.

The van-ship of the enemy, Le Guerrier, was dismasted in less than twelve minutes; and, in ten minutes after, the second ship, Le Conquerant, and the third, Le Spartiate, very nearly at the same moment were also dismasted. L'Aquilon and Le Souverain Peuple, the fourth and fifth

ships of the enemy's line, were taken possession of by the British at half past eight in the evening.

Captain Berry, at that hour, sent Lieutenant Galwey, of the *Vanguard*, with a party of marines, to take possession of *Le Spartiate*, and that officer returned by the boat, the French captain's sword, which Captain Berry immediately delivered to the admiral, who was then below in consequence of the severe wound which he had received in the head during the heat of the attack.

At this time it appeared that victory had already declared itself in our favour, for although *L'Orient*, *L'Heureux*, and *Tonnant* were not taken possession of, they were considered as completely in our power, which pleasing intelligence Captain Berry had likewise the satisfaction of communicating in person to the admiral.

At ten minutes after nine, a fire was observed on board *L'Orient*, the French admiral's ship, which seemed to proceed from the after part of the cabin, and which increased with great rapidity, presently involving the whole of the after part of the ship in flames. This circumstance Captain Berry immediately communicated to the admiral, who, though suffering severely from his wound, came upon deck, where the first consideration that struck his mind was concern for the danger of so many lives, to save as many as possible of whom he ordered Captain Berry to make every practicable exertion. A boat, the only one that could swim, was instantly dispatched from the *Vanguard*, and other ships that were in a condition to do so, immediately followed the example; by which means, from the best possible information, the lives of about seventy Frenchmen were saved.

The light thrown by the fire of *L'Orient* upon the surrounding objects, enabled us to perceive with more certainty the situation of the two fleets, the colours of both being clearly distinguishable. The cannonading was partially kept up to leeward of the centre till about ten o'clock, when *L'Orient* blew up with a most tremendous explosion. An awful pause and death-like silence for about three minutes

ensued, when the wreck of the masts, yards, &c. &c. which had been carried to a vast height, fell down into the water and on board the surrounding ships. A port fire from *L'Orient* fell into the main royal of the *Alexander*, the fire occasioned by which was however extinguished in about two minutes, by the active exertions of Captain Ball.

After this awful scene, the firing recommenced with the ships to leeward of the centre till twenty minutes past ten when there was a total cessation of firing for about ten minutes; after which it was revived till about three in the morning, when it again ceased.

After the victory had been secured in the van, such British ships as were in a condition to move, had gone down upon the fresh ships of the enemy.

At five minutes past five in the morning the two rear ships of the enemy, *Le Guillaume Tell* and *Le Genereux*, were the only French ships of the line that had their colours flying.

At fifty-four minutes past five a French frigate, *L'Artemise*, fired a broadside and struck her colours; but such was the unwarrantable and infamous conduct of the French captain, that after having thus surrendered, he set fire to his ship, and with part of his crew, made his escape on shore.

Another of the French frigates, *La Serieuse*, had been sunk by the fire from some of our ships; but as her poop remained above water, her men were saved upon it, and were taken off by our boats in the morning.

The *Bellerophon*, whose masts and cables had been entirely shot away, could not retain her situation abreast of *L'Orient*, but had drifted out of the line to the lee side of the bay, a little before that ship blew up. The *Audacious* was in the morning detached to her assistance.

At eleven o'clock *Le Genereux* and *Guillaume Tell*, with the two frigates, *Le Justice* and *Le Diane*, cut their cables and stood out to sea, pursued by the *Zealous*, Captain Hood, who, as the admiral himself has stated, handsomely endeavoured to prevent their escape; but as there was no other

ship in a condition to support the *Zealous*, she was recalled.

The whole day of the second was employed in securing the French ships that had struck, and which were now all completely in our possession, *Le Tonnant* and *Timoleon* excepted; as these were both dismasted, and consequently could not escape, they were naturally the last of which we thought of taking possession.

On the morning of the third the *Timoleon* was set fire to, and *Le Tonnant* had cut her cable and drifted on shore, but that active officer, Captain Miller, of the *Theseus*, soon got her off again, and secured her in the British line.

The British force engaged consisted of twelve ships of 74 guns, and the *Leander* of 50.

From the over anxiety and zeal of Captain Troubridge to get into action, his ship, the *Culloden*, in standing in for the van of the enemy's line, unfortunately grounded upon the tail of a shoal running off from the island, on which were the mortar and gun batteries of the enemy; and notwithstanding all the exertions of that able officer and his ship's company, she could not be got off. This unfortunate circumstance was severely felt at the moment by the admiral and all the officers of the squadron; but their feelings were nothing compared to the anxiety and even anguish of mind which the captain of the *Culloden* himself experienced, for so many eventful hours. There was but one consolation that could offer itself to him in the midst of the distresses of his situation, a feeble one it is true—that his ship served as a beacon for three other ships, viz. the *Alexander*, *Theseus*, and *Leander*, which were advancing with all possible sail set close in his rear, and which otherwise might have experienced a similar misfortune, and thus in a greater proportion still have weakened our force.

It was not till the morning of the 2d, that the *Culloden* could be got off, and it was found she had suffered very considerable damage in her bottom; that her rudder was

beat off, and the crew could scarcely keep her afloat with all pumps going.

The resources of Captain Troubridge's mind availed him much, and were admirably exerted upon this trying occasion. In four days he had a new rudder made upon his own deck, which was immediately shipped; and the Culloden was again in a state for actual service, though still very leaky.

The admiral, knowing that the wounded of his own ships had been well taken care of, bent his first attention to those of the enemy. He established a truce with the commandant of Aboukir, and through him made a communication to the commandant of Alexandria, that it was his intention to allow all the wounded Frenchmen to be taken ashore to proper hospitals, with their own surgeons to attend them; a proposal which was assented to by the French, and which was carried into effect on the following day.

The activity and generous consideration of Captain Troubridge were again exerted at this time for the general good. He communicated with the shore, and had the address to procure a supply of fresh provisions, onions, &c. which were served out to the sick and wounded, and which proved of essential utility.

On the 2d, the Arabs and Mamelukes, who during the battle had lined the shores of the Bay, saw with transport that the victory was decisively ours, an event in which they participated with an exultation almost equal to our own; and on that and the two following nights, the whole coast and country were illuminated as far as we could see, in celebration of our victory. This had a great effect upon the minds of our prisoners, as they conceived that this illumination was the consequence not entirely of our success, but of some signal advantage obtained by the Arabs and Mamelukes over Buonaparte.

Although it is natural to suppose that the time and attention of the admiral, and all the officers of his squadron, were very fully employed in repairing the damages sustained

by their own ships, and in securing those of the enemy, which their valour had subdued, yet the mind of that great and good man felt the strongest emotions of the most pious gratitude to the Supreme Being, for the signal success which, by his divine favour, had crowned his endeavours in the cause of his country, and in consequence, on the morning of the 2d, he issued the following memorandum to the different captains of his squadron.

## MEM.

*" Vanguard, off the Mouth of the Nile, 2d day of August 1798.*

" Almighty God having blessed his Majesty's arms with victory, the admiral intends returning public thanksgiving for the same at two o'clock this day, and he recommends every ship doing the same as soon as convenient.

*" To the respective Captains of the Squadron."*

At two o'clock accordingly on the day, public service was performed on the quarter deck of the Vanguard by the Rev. Mr. Comyn, the other ships following the example of the admiral, though perhaps not all at the same time.

This solemn act of gratitude to heaven seemed to make a very deep impression upon several of the prisoners, both officers and men, some of the former of whom remarked, " that it was no wonder we could preserve such order and discipline, when we could impress the minds of our men with such sentiments after a victory so great, and at a moment of such seeming confusion."

On the same day the following memorandum was issued to all the ships, expressive of the admiral's sentiments of the noble exertions of the different officers and men of his squadron.

*" Vanguard, off the Mouth of the Nile, 2d day of August 1798.*

" The admiral most heartily congratulates the captains, officers, seamen and marines of the squadron he has the honour to command, on the event of the late action, and he desires they will accept his most sincere and cordial thanks for their very gallant behaviour in this glorious battle. It must strike forcibly every British seaman, how superior their conduct is, when in discipline and good order, to the riotous behaviour of lawless Frenchmen.

" The squadron may be assured the admiral will not fail, with his dispatches to represent their truly meritorious conduct in the strongest terms to the commander in chief.

*" To the Captains of the Ships of the Squadron."*



The praise expressed in this memorandum could not fail to be highly acceptable and gratifying to every individual in the squadron; and the observation which it endeavoured to impress upon the minds of all, of the striking advantages derived from discipline and good order, was so much the effect of recent experience, that every heart immediately assented to its justice.

The benefit of this important truth will not, we trust, be confined to any particular branch of the British navy: the sentiment of the Hero of the Nile must infuse itself into the heart of every British seaman, in whatever quarter of the globe he may be extending the glory and interests of his country, and will there produce the conviction, that *courage* alone will not lead him to conquest, without the aid and direction of exact discipline and order. Let those, who desire to emulate (as every British seaman must) the glory acquired upon this signal occasion, pursue the same means which principally led to its acquisition. Let them repose the most perfect reliance in the courage, judgment, and skill of their superior officers, and let them aid the designs of these by uniformly submissive obedience and willing subordination—so shall the British navy continue to be the admiration of the world, till time shall be no more!

Immediately after the action, some Maltese, Genoese, and Spaniards, who had been serving on board the French fleet, offered their services in ours, which were accepted; and they expressed the greatest happiness at thus being freed, as they themselves said, from the tyranny and cruelty of the French.

On the fourth day after the action, Captain Berry, of the *Vanguard*, sailed in the *Leander*, of 50 guns, with the admiral's dispatches to the commander in chief, Earl St. Vincent, off Cadiz, containing intelligence of the glorious victory which he had obtained.

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[Here ends the Journal from which this Narrative has been compiled; and we are of opinion it cannot be better closed than by the letter of the Admiral himself, published in the London Gazette Extraordinary of the 2d of October, which we therefore subjoin.

It would to us, however, appear a want of just feeling and sentiment, were we to send a Narrative into the world, so *authentic* and *circumstantial*, without attempting to express, however inadequately, our homage for the splendid talent and heroic energy by which the glorious event of which it is descriptive was achieved. The daring enterprize of the attack could only be rivalled by the persevering courage with which it was supported, and the unparalleled success with which it was crowned.

Where the services of all upon this great occasion were so eminently marked by the most animated gallantry, it would not only be invidious, but perhaps impossible, to make a selection of individual pre-eminence. If every man had not done his duty to the utmost stretch of his ability, it seems impossible that an inferior force should have obtained so signal a victory over one so very considerably superior. The different situations, however, of the different ships, certainly placed some in circumstances of more arduous and unequal combat than others. The undaunted magnanimity with which the *Bellerophon* was placed alongside *L'Orient*, excited at the moment the highest admiration, and the perseverance with which she retained her situation, must ever be the theme of eulogium with every officer and man in the British squadron. Other instances which gave room for a more peculiar display of heroism might be adduced, but where the merit of all was so conspicuous, the praise of heroism is justly due to all.

In the chief commander upon this occasion, it is evident that the high gallantry of his spirit is the least striking qualification for the command with which he had so judiciously been invested. To fight and to conquer had been familiar to him; but he was now called upon for the exercise of qualities which raise the true hero above the level of the general mass of mankind, and constitute the character of a *great commander*. These, it has been seen, he not only fully possessed, but most admirably exerted. He pursued to every point in which there seemed the best chance of finding his enemy—he suffered incertitude and disappointment with unshaken firmness; and the delay which occurred in the gratification of his wishes, only added to the heroic feeling from which they arose.

An idea has gone abroad, that the attack in Aboukir Bay was directed by accident. No idea can be more unfounded, or more derogatory to the professional character of the gallant Admiral. It is proved from this Narrative, that his mode of attack was the result of deep and deliberate cogitation; and so clearly had he explained himself to those who were to bear their respective shares in the execution of his plans, that when they discovered their enemy, little remained to be done but to commence the premeditated attack. How well the

plan for the attack at anchor was concerted, the event has fully proved; and there is certainly every just ground for the conclusion, that wherever, or in whatever situation the British squadron, under Rear Admiral Nelson, had fallen in with the enemy, the result would have been successful and glorious in a superlative degree.

As it was, no battle was ever more desperately fought—no victory was ever more complete in itself, or more important in its consequences; and when the superiority in force of the enemy, and his advantages of situation, are considered, it must be pronounced to be the most daring enterprize, under the conduct of reason and skill, that ever was attempted; and the Battle of the Nile, which now fills all Europe with sensations of astonishment and admiration, must continue to be our favourite theme of panegyric, our pride, and our boast, while generous and heroic feelings shall continue to be cherished by the British nation.]

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THE LONDON GAZETTE EXTRAORDINARY.

TUESDAY, OCTOBER 2, 1798.

*Admiralty-Office, Oct. 2, 1798.*

The Honourable Captain Capel, of his Majesty's sloop *Mutine*, arrived this morning with dispatches from Rear Admiral Sir Horatio Nelson, K. B. to Evan Nepean, Esq. Secretary of the Admiralty, of which the following are copies:

SIR, *Vanguard, Mouth of the Nile, Aug. 7, 1798.*

Herewith I have the honour to transmit you a copy of my letter to the Earl of St. Vincent, together with a line of battle of the English and French squadrons, also a list of killed and wounded. I have the pleasure to inform you, that eight of our ships have already top gallant yards across, and ready for any service; the others, with the prizes, will soon be ready for sea. In an event of this importance, I have thought it right to send Captain Capel with a copy of my letter (to the commander in chief) over land, which I hope their Lordships will approve; and beg leave to refer them to Captain Capel, who is a most excellent officer, and fully able to give every information; and I beg leave to recommend him to their Lordships' notice.

I have the honour to be, &c.

HORATIO NELSON.

P. S. The island I have taken possession of, and brought off the two thirteen inch mortars, all the brass guns, and destroyed the iron ones.

*Evan Nepean, Esq.*

*Vanguard, off the Mouth of the Nile,*

*Aug. 3, 1798.*

MY LORD,

Almighty God has blessed his Majesty's arms in the late battle, by a great victory over the fleet of the enemy, whom I attacked at sunset on the 1st of August off the Mouth of the Nile. The enemy were moored in a strong line of battle for defending the entrance of the Bay (of Shoals), flanked by numerous gun-boats, four frigates, and a battery of guns and mortars on an island in their van; but nothing could withstand the squadron your Lordship did me the honour to place under my command. Their high state of discipline is well known to you, and with the judgment of the captains, together with their valour and that of the officers and men of every description, it was absolutely irresistible.

Could any thing from my pen add to the characters of the captains, I would write it with pleasure, but that is impossible.

I have to regret the loss of Captain Westcott, of the *Majestic*, who was killed early in the action; but the ship was continued to be so well fought by her first lieutenant Mr. Cuthbert, that I have given him an order to command her till your Lordship's pleasure is known.

The ships of the enemy, all but their two rear ships, are nearly dismasted; and those two with two frigates, I am sorry to say, made their escape; nor was it, I assure you, in my power to prevent them. Captain Hood most handsomely endeavoured to do it, but I had no ship in a condition to support the *Zealous*, and I was obliged to call her in.

The support and assistance I have received from Captain Berry cannot be sufficiently expressed. I was wounded in the head, and obliged to be carried off the deck, but the service suffered no loss by that event. Captain Berry was fully equal to the important service then going on, and to him I must beg leave to refer you for every information relative to this victory. He will present you with the flag of the second in command, that of the commander in chief being burnt in the *L'Orient*.

Herewith I transmit you lists of the killed and wounded, and the lines of battle of ourselves and the French.

I have the honour to be, &c.

HORATIO NELSON.

*To Admiral the Earl of St. Vincent,  
Commander in Chief, &c. &c.  
&c. off Cadix.*

## LINE OF BATTLE.

| <i>Ships Names.</i> | <i>Captains.</i>                  | <i>Guns.</i> | <i>Men.</i> |
|---------------------|-----------------------------------|--------------|-------------|
| Culloden            | T. Troubridge                     | 74           | 590         |
| Theseus             | R. W. Miller                      | 74           | 590         |
| Alexander           | Alexander J. Ball                 | 74           | 590         |
| Vanguard            | { Rear Ad. Sir H. Nelson, K. B. } | 74           | 595         |
| Mimotaur            | { Edward Berry }                  | 74           | 640         |
| Leander             | Thomas Louis                      | 50           | 343         |
| Swiftsure           | T. B. Thompson                    | 74           | 590         |
| Audacious           | B. Hallowell                      | 74           | 590         |
| Defence             | Davidge Gould                     | 74           | 590         |
| Zealous             | John Leyton                       | 74           | 590         |
| Orion               | Samuel Hood                       | 74           | 590         |
| Goliath             | Sir James Saumarez                | 74           | 590         |
| Majestic            | Thomas Foley                      | 74           | 590         |
| Bellerophon         | Geo. B. Westcott                  | 74           | 590         |
| La Mutine Brig      | Henry D. E. Darby                 | 74           | 590         |

HORATIO NELSON,

*Vanguard, off the Mouth of the Nile,  
August 3, 1798.*

## FRENCH LINE OF BATTLE.

| <i>Ships Names.</i> | <i>Captains.</i>            | <i>Guns.</i> | <i>Men.</i>  |
|---------------------|-----------------------------|--------------|--------------|
| Le Guerrier         |                             | 74           | 600—Taken.   |
| Le Conquerant       |                             | 74           | 700—Taken.   |
| Le Spartiate        |                             | 74           | 700—Taken.   |
| L'Aquilon           |                             | 74           | 700—Taken.   |
| Le Souverain Peuple |                             | 74           | 700—Taken.   |
| Le Franklin         | { Blanquet, First Contre }  | 80           | 800—Taken.   |
|                     | { Admiral. }                |              |              |
| L'Orient            | { Brueys, Admiral and }     | 120          | 1010—Burnt.  |
|                     | { Commander in Chief. }     |              |              |
| Le Tonant           |                             | 80           | 800—Taken.   |
| L'Heureux           |                             | 74           | 700—Taken.   |
| Le Timoleon         |                             | 74           | 700—Burnt.   |
| Le Mercure          |                             | 74           | 700—Taken.   |
| Le Guillaume Tell   | { Villeneuve, Second Con- } | 80           | 800—Escaped. |
|                     | { tre Admiral. }            |              |              |
| Le Genereux         |                             | 74           | 700—Escaped. |

HORATIO NELSON,

*Vanguard, off the Mouth of the Nile,  
August 3, 1798.*

## FRIGATES.

| <i>Ships.</i> | <i>Guns.</i> | <i>Men.</i>             |
|---------------|--------------|-------------------------|
| Le Diane      | 48           | 300—Escaped.            |
| Le Justice    | 44           | 300—Escaped.            |
| L'Artemise    | 36           | 250—Burnt.              |
| Le Serieuse   | 36           | 250—Dismasted and sunk. |

HORATIO NELSON.

*Vanguard, off the Mouth of the Nile,  
August 3, 1798.*

*A Return of the Killed and Wounded in his Majesty's Ships under the Command of Sir Horatio Nelson, K. B. Rear Admiral of the Blue, in Action with the French, at Anchor, on the 1st of August 1798, off the Mouth of the Nile.*

| Ships Names. | KILLED.   |         |          | WOUNDED.  |         |          | Total. |
|--------------|-----------|---------|----------|-----------|---------|----------|--------|
|              | Officers. | Seamen. | Marines. | Officers. | Seamen. | Marines. |        |
| Theseus      | 0         | 5       | 0        | 1         | 24      | 5        | 35     |
| Alexander    | 1         | 13      | 0        | 5         | 48      | 5        | 72     |
| Vanguard     | 3         | 20      | 7        | 7         | 60      | 8        | 105    |
| Minotaur     | 2         | 18      | 3        | 4         | 54      | 6        | 87     |
| Swiftsure    | 0         | 7       | 0        | 1         | 19      | 2        | 29     |
| Audacious    | 0         | 1       | 0        | 2         | 31      | 2        | 36     |
| Defence      | 0         | 3       | 1        | 0         | 9       | 2        | 15     |
| Zealous      | 0         | 1       | 0        | 0         | 7       | 0        | 8      |
| Orion        | 1         | 11      | 1        | 5         | 18      | 6        | 42     |
| Goliath      | 2         | 12      | 7        | 4         | 28      | 9        | 62     |
| Majestic     | 3         | 33      | 14       | 3         | 124     | 16       | 193    |
| Bellerophon  | 4         | 32      | 13       | 5         | 126     | 17       | 197    |
| Leander      | 0         | 0       | 0        | 0         | 14      | 0        | 14     |
| Total        | 10        | 156     | 46       | 37        | 562     | 78       | 895    |

OFFICERS KILLED.

| Ships Names. | Officers Names.    | Rank.              |
|--------------|--------------------|--------------------|
| Vanguard     | — Taddy            | Captain of Marines |
|              | Thomas Seymour     | Midshipman         |
|              | John G. Taylor     | Ditto              |
| Alexander    | John Collins       | Lieutenant         |
|              | — Baird            | Captain's Clerk    |
| Orion        | William Davies     | Master's Mate      |
|              | Andrew Brown       | Midshipman         |
| Majestic     | George B. Westcott | Captain            |
|              | Zebedee Ford       | Midshipman         |
| Bellerophon  | Andrew Gilmore     | Boatswain          |
|              | Robert Savage      | Lieutenant         |
|              | Daniel W. Launder  | Ditto              |
|              | George Jolliffe    | Ditto              |
|              | Thomas Ellison     | Master's Mate      |
| Minotaur     | J. S. Kirchner     | Master             |
|              | Peter Walters      | Master's Mate.     |

OFFICERS WOUNDED.

| Ships Names. | Officers Names.         | Rank.               |
|--------------|-------------------------|---------------------|
| Vanguard     | N. Vassal               | Lieutenant          |
|              | J. Adye                 | Ditto               |
|              | J. Campbell             | Admiral's Secretary |
|              | M. Austin               | Boatswain           |
|              | J. Weatherston          | Midshipman          |
|              | George Antrim           | Ditto               |
|              | — Hawks                 | Lieutenant          |
| Theseus      | Alexander T. Ball, Esq. | Captain             |
|              | J. Cresswell            | Captain of Marines  |
|              | W. Lawson               | Master              |
|              | G. Bully                | Midshipman          |
| Alexander    | Luke Anderson           | Ditto               |
|              | John Jeans              | Lieutenant          |
|              | Christopher Font        | Gunner              |

| <i>Ships Names.</i> | <i>Officers Names.</i> | <i>Rank.</i>       |
|---------------------|------------------------|--------------------|
| Orion               | Sir James Saumarez     | Captain            |
|                     | Peter Sadler           | Boatswain          |
|                     | Philip Richardson      | Midshipman         |
|                     | Ch. Miell              | Litro              |
|                     | — Lanfesty             | Ditto              |
| Goliath             | William Wilkinson      | Lieutenant         |
|                     | Law. Graves            | Midshipman         |
|                     | P. Strachan            | Schoolmaster       |
|                     | James Payne            | Midshipman         |
| Majestic            | Charles Seward         | Midshipman         |
|                     | Charles Royle          | Ditto              |
|                     | Robert Overton         | Captain's Clerk    |
| Bellerophon         | H. D. Darby, Esq.      | Captain            |
|                     | Ed. Kirby              | Master             |
|                     | John Hopkins           | Captain of Marines |
|                     | — Chapman              | Boatswain          |
|                     | Nicholas Betson        | Midshipman         |
| Minotaur            | Thomas Irwin           | Lieutenant         |
|                     | John Jewell            | Lieut. of Marines  |
|                     | Thomas Foxton          | Second Master      |
|                     | Martin Wills           | Midshipman         |
| Swiftsure           | William Smith          | Midshipman.        |

*Vanguard, off the Mouth of the Nile,*

*August 11, 1798.*

SIR,

Herewith I send you a copy of my letter to the Earl of St. Vincent of this date.

I have the honour to be, &c.

HORATIO NELSON.

*Evan Nepean, Esq.*

*Vanguard, off the Mouth of the Nile,*

*August 11, 1798.*

MY LORD,

The Swiftsure brought in this morning La Fortune, French corvette, of 18 guns, and 70 men.

I have the honour to be, &c.

HORATIO NELSON.

*Earl St. Vincent.*



# PHILOSOPHICAL PAPERS.

## *CURIOUS FISH,*

OBSERVED BY M. VAILLANT\*, IN HIS VOYAGE FROM THE CAPE  
OF GOOD HOPE.

I EMBARKED in the Ganges, commanded by Captain Paardehooper. We sailed from False Bay the 14th of July 1784, accompanied by four other of the Company's ships. We had scarcely cleared the Bay, when contrary winds drove us to the southward, where an horrible tempest assailed us, and we were driven by a violent gale to the latitude of  $37^{\circ}$  south. I felt by experience how much reason the Portuguese had to call the southernmost part of Africa the Cape of Tempests.

The four vessels sailed in company, without losing sight of each other; and we even visited one another, when the weather was calm, and we could hoist out our boats.

When this kind of intercourse was rendered impracticable by high winds and a too stormy sea, we had recourse to another, that of mutually writing letters, of which the gulls and terns were the carriers.

These birds, beaten by the winds, and tired with their flight, would pitch upon our yards to rest themselves, where the sailors easily caught them. Having fastened our little epistles to their legs, we then let them fly, and, making a noise to prevent their alighting again on the vessel, obliged them to wing their course to the next. There they were caught again by the crew, and sent back to us in the same manner with answers to our letters.

In the latitude of  $10^{\circ} 15'$  north, and longitude  $355^{\circ}$ , we met with a calm that delayed us several days, and in the interval I witnessed a phenomenon, which, though known to the crew, was to me perfectly new.—Page 476, v. 3, to page 482, “evidently appear to be of the same species.”

The Lopkins, Fishing Frog, *Toad Fish* or Sea Devil, is a genus of the branchiostegious order of fish, whose head is in size equal to all the rest of the body. A very correct engraving of this hideous animal is to be seen in Pennant's *Zoology*, four vols. 8vo. published by Mr. White in Fleet-street, a work which officers of the navy, would find a compendious and useful addition to their Marine Library. There are three species of this fish, the most remarkable of which is the piscatorious, or common fishing Frog, an inhabitant of the British seas. It was known to the ancients by the name of *Bπαρχαε*, and

\* New Travels into the interior Parts of Africa, vol. iii. p. 474.



*rana*. Pliny takes notice of the artifice used by it to take its prey : *eminentia sub oculis cornicula turbato limo exerit, assultantes pisciculos attrahens, donec tom prope accedunt, ut assiliat*. "It puts forth the slender horns it has beneath its eyes, enticing by that means the little fish to play round till they come within reach, when it springs on them." The Fishing Frog \*, some being between four and five feet in length. Mr. Pennant mentions one taken near Scarborough, whose mouth was a yard wide. The fishermen on that coast have a great regard for this fish, from a supposition that it is a great enemy to the Dog-Fish ; and whenever they take it with their lines set it at liberty. The bodies of that fierce and voracious fish are often found in the stomach of the Fishing Frog.

Immediately above the nose are two long tough filaments, and on the back three others : there are what Pliny calls *Cornicula*, and says it makes use of them to attract the little fish. Mr. Pennant says, they appear to him like lines flung out for that end ; he therefore changed the old name of Fishing Frog for the more simple one of Angler.

Along the edges of the head and body are a multitude of short finned skins, placed at equal distances. The colour of the upper part of this fish is dusky, the lower part white, the skin smooth.

The Fishing Frog of Mount's Bay †, called by Mr. Pennant Long Angler, is a species not generally known.

It is, says Dr. Borlase, of a longer form than the common kind the head more bony, rough, and aculeated. It had no finlike appendages round the head, but on each side the thinner part of the body, beginning beneath the dorsal fin, and reaching within two inches of the tail, was a series of them, each three quarters of an inch in length.

At the end of the pectoral fins were spines an inch and three quarters in length ; at the end of the tail others three quarters of an inch long.

The French style this fish—*La Grenouille de Mer, ou pescheuse* — *Le Diable de Mer, Bauldroy et Pescheteau*.

## OBSERVATIONS ON THE MONSOONS.

[From the BOMBAY CALENDAR.]

OUR readers will not require to be told, that our year is divided into two grand seasons, or, as they are called, the south-west and north-east monsoons ; that the first generally prevails from May to the middle of September, inclusive, the other during the remaining months ; yet we must premise this as an introduction to what follows :

\* So called from its figure resembling that animal in a tadpole state.

† Borlase's Cornwall, 266. tab 27, fig 6.—Phil. Trans. vol. Lii. 170.

We need scarcely to observe, that during the south-west monsoon, all the ports and roadsteads on this side of India deny approach ; so much so, that between the 15th of May and the 1st of September, ships are precluded by their policies from touching upon the Malabar coast, or from lying in Surat Roads between the 1st of May and the 1st of September. Generally speaking, the monsoon is considered to extend from Dunder-head, the southern extremity of Ceylon, to the Persian Gulph ; in order to attain which, they who should sail at this season, would be obliged to make what is called a southern passage, that is, go first to the south of the equator, before they could stretch over to the westward ; a voyage that would occupy for Muscat about forty days, and to Bussorah about two months ; the same objection exists against sailing at this season to any part of the Arabian coast : as for the Red Sea, it is considered in vain to attempt entering it at this season—nor can it be said to be favourable to sail now to the Cape, the Mauritius, or any port to the westward.

To the other side of India, on the contrary, it is now the most advantageous period of departing. From the middle of April even to the middle of August, a voyage to Madras may be made in about twelve or fifteen days ; to Bengal, from fifteen to twenty days ; after this time, it becomes excessively tedious from the necessity of keeping to the eastern side of the bay to avoid the violent weather on the Coromandel coast ; for the same reason the south-west monsoon is eligible to leave Bombay for any of the ports in the Gulph of Bengal, or the Straits of Malacca :—hence also it is the season for sailing to China : after the 20th of August, however, what is called the direct passage to China becomes very precarious, with much probability of finding blowing weather in the China seas.

With regard to the ports from which ships may be expected to arrive at Bombay during this monsoon ; it may be laid down as a general rule, that the quarters favourable to sail to during any season, are those that it is unfavourable to expect arrivals from ; and *vice versa* ; hence from the Persian Gulph, the Red Sea, the Cape of Good Hope, and the westward in general, this is the most seasonable period to expect arrivals : from Muscat, a trip may be now made in ten or twelve days, from Mocha in twenty days, and Suez in about a month ; it should be remarked, that after September the Red Sea admits of no egress : ships consequently remaining there beyond that time, must continue there all the north east monsoon, and are said to have lost their passage ; on this account the 25th of August is the latest day to which our cruisers are allowed to remain at Suez. From the Cape a passage may be in five or six weeks : from the Mauritius, in three weeks or a month.

The south-west monsoon is also the most favourable season in which a passage may be made from Batavia or any ports to the eastward, through these southern straits; from Batavia to Bombay in particular, a passage may be made in about thirty-five days. From Madras and Bengal during the south-west monsoon, it is necessary to make the southern passage in order to reach Bombay; this will require in a passage from Madras from thirty to forty days, and from Bengal from forty-five to sixty days, from the necessity of working out of the river and beating down the bay to clear Acheen-head; from the Straits of Malacca, it is an arduous task to sail for this port, or even to any one on the Peninsula of India, owing to the difficulty of working round Acheen-head.

We have now to treat of the north-east monsoon, or the season which may be considered as included between the 15th of August and the 15th of April, in which, the first circumstance that occurs to us to remark, is that our coast is rendered in a peculiar manner secure and favourable to navigation; it is now considered the most eligible period for sailing to the Persian Gulph, and in general to all ports to the westward: to Muscat the trip is generally fifteen, and to Bussorah twenty-eight days. The time suitable for sailing to Mocha and Suez is from the middle of February to the middle of March, when a passage may be made to the first in eighteen days, to the second in twenty five. If a ship be delayed till the latter end of March or the beginning of April, the passage becomes more tedious, being then obliged to make the land to the southward of the island of Socatra, before the gulph can be entered, on account of the southerly winds which prevail, and a current setting to the northward. After the 15th of April a ship bound to the Red Sea would be very likely to lose her passage.

Between the 15th of August and the 15th of September, it may be considered favourable to sail to Madras and Bengal, but after this time the season is suspended, owing to the setting in of the north-east monsoon on the other side of India, which closes the ports on the coast of Coromandel, Golconda, and Orissa, between the 15th of October and the 15th of December, at least this period is excepted in common policies of insurance: after this time again a passage may be made to Madras in thirty, and Bengal in fifty days; this season may be deemed unfavourable to the coast of Pegue and the Straits of Malacca, but for the Straits of Sunda, Batavia, for example, it is the best adapted: a passage thither may be made in thirty-five days.

## NAVAL POETRY.

" NOR LET THE SONS OF LETTER'D PRIDE DESPISE  
 " GERME, WHENCE THE VIG'ROUS SHOOTS OF VALOUR RISE;  
 " SO ATTIC FREEDOM OWN'D HARMODIUS' STRAIN,  
 " SO ROUS'D TYRTÆUS' SONG THE SPARTAN TRAIN."

Pyc's Naucraticæ,

### POOR TOM:—A TALE.

From "TALES OF THE HOY," by PETER PINDAR,  
 (LATELY PUBLISHED.)

NOW the rage of battle ended,  
 And the French for mercy call;  
 Death no more in smoke and thunder  
 Rode upon the vengeful ball.  
 Yet, what brave and loyal heroes  
 Saw the sun of morning bright—  
 Ah! condemn'd by cruel fortune  
 Ne'er to see the star of night.  
 From the main-deck to the quarter,  
 Strew'd with limbs, and wet with blood,  
 Poor Tom Halliard, pale and wounded,  
 Crawl'd where his brave captain stood.  
 " O, my noble captain! tell me,  
 " Ere I'm borne a corpse away,  
 " Have I done a seaman's duty  
 " On this great and glorious day?  
 " Tell a dying sailor truly,  
 " For my life is fleeting fast;  
 " Have I done a seaman's duty?  
 " Can there aught my mem'ry blast?"  
 " Ah! brave Tom!" the captain answer'd,  
 " Thou a sailor's part hast done!  
 " I revere thy wounds with sorrow—  
 " Wounds by which our glory's won."  
 " Thanks, my captain! life is ebbing  
 " Fast from this deep-wounded heart;  
 " But, O grant one little favour,  
 " Ere I from the world depart.

" Bid some kind and trusty sailor,  
 " When I'm number'd with the dead,  
 " For my dear and constant Cath'rine  
 " Cut a lock from this poor head.  
 " Bid him to my Cath'rine give it,  
 " Saying, her's alone I die !  
 " Kate will keep the mournful present,  
 " And embalm it with a sigh.  
 " Bid him too this letter bear her,  
 " Which I've penn'd with panting breath :  
 " Kate may ponder on the writing,  
 " When the hand is cold in death."  
 " That I will," replied the captain,  
 " And be ever Cath'rine's friend."—  
 " Ah ! my good and kind commander,  
 " Now my pains and sorrows end !"

Mute towards his captain weeping,  
 Tom uprais'd a thankful eye—  
 Grateful then, his foot embracing,  
 Sunk with Kate on his last sigh !  
 Who, that saw a scene so mournful,  
 Could without a tear depart ?  
 He must own a savage nature—  
 Pity never warm'd his heart.  
 Now in his white hammock shrouded,  
 By the kind and pensive crew,  
 As he dropt into the ocean,  
 All burst out—" Poor Tom, adieu !"



# SONNET ON ABSENCE,

BY A YOUNG LADY.

(NEVER BEFORE PUBLISHED.)

**B**LEAK howls the wintry wind ! and o'er the world  
 Dull night in Stygian darkness draws her veil :  
 Rude, 'gainst the lattice, beating rain is hurl'd,  
 While my sad fancy chilling fears assail.  
 Ah ! where is he, who thus my Muse deplores ?  
 On the cold deck, far from these friendly shores,

The long mid-watch he keeps : no haven near  
 Shelters the treasure that my soul holds dear.  
 No moon beam lights him o'er th' inconstant deep,  
 Yet still their course the patient helmsmen keep.  
 To thee, great God, I kneel ! at thy decree  
 List grows the wind, and calm the troubled sea.  
 Thy guardian angel watchful still shall stand ;  
 Support him o'er the waves, and guide him safe to land.

~~~~~  
 ADDRESS TO THE WINDS,

BY MRS. RATCLIFFE.

VIEWLESS through Heav'n's vast vault your course ye steer,
 Unknown from whence ye come, or whither go !
 Mysterious powers ! I hear ye murmur low,
 Till swells your loud gust on my startled ear,
 And awful ! seems to say—some God is near !
 I love to list your midnight voices float
 In the dread storm that o'er the ocean rolls,
 And, while their charm the angry wave controuls,
 Mix with its sullen roar, and sink remote.
 Then, rising in the pause, a sweeter note,
 The dirge of spirits, who your deeds bewail,
 A sweeter note oft swells while sleeps the gale !
 But soon, ye sightless powers ! your rest is o'er ;
 Solemn and slow, ye rise upon the air,
 Speak in the shrouds, and bid the sea boy fear—
 And the faint warbled dirge is heard no more !
 Oh, then I deprecate your awful reign !
 The loud lament yet bear not on your breath !
 Bear not the crash of bark far on the main,
 Bear not the cry of men, who cry in vain,
 The crew's dead chorus sinking into death !
 Oh, give not these, ye pow'rs ! I ask alone,
 As wrapt I climb these dark romantic steeps,
 The elemental war, the billows moan ;
 I ask the still, sweet tear, that list'ning fancy weeps !

~~~~~  
 HUMAN LIFE COMPARED TO THE OCEAN,

BY DR. YOUNG.

OCEAN ! thou dreadful and tumultuous home  
 Of dangers, at eternal war with man !  
 Death's capital ! where most he domineers,

With all his chosen terrors frowning round,  
 Tho' lately feasted high at Albion's cost,  
 Wide op'ning, and loud roaring still for more !  
 Too faithful mirror ! how dost thou reflect  
 The melancholy face of human life ?  
 The strong resemblance tempts me farther still :  
 And, haply, Britain may be deeper struck  
 By moral truth in such a mirror seen,  
 Which nature holds for ever at her eye.

Self-flatter'd, unexperienc'd, high in hope,  
 When young, with sanguine cheer, and streamers gay,  
 We cut our cable, launch into the world,  
 And fondly dream each wind and star our friend ;  
 All in some darling enterprize embarked :  
 But where is he can fathom its event ?  
 Amid a multitude of artless hands,  
 Ruin's sure perquisite ! her lawful prize !  
 Some steer aright ; but the black blast blows hard,  
 And puffs them wide of hope : with hearts of proof  
 Full against wind and tide, some win their way ;  
 And when strong effort has deserv'd the port,  
 And tugg'd it into view, 'tis won ! 'tis lost !  
 They strike ; and, while they triumph, they expire,  
 In stress of weather, most : some sink outright ;  
 O'er them, and o'er their names the billows close ;  
 To-morrow knows not they were ever born :  
 Others a short memorial leave behind ;  
 Like a flag floating, when the bark's ingulph'd,  
 It floats a moment, and is seen no more :  
 One Cæsar lives, a thousand are forgot.  
 How few beneath auspicious planets born,  
 With swelling sails make good the promis'd port,  
 With all their wishes freighted ! Yet even these,  
 Freight with all their wishes, soon complain :  
 They still are men ; and when is man secure ?  
 As fatal time as storm ! the rush of years  
 Beats down their strength ; their numberless escapes  
 In ruin end : and now their proud success  
 But plants new terrors on the victor's brow :  
 What pain to quit the world just made their own,  
 Their nest so deeply down'd, and built so high  
 Too low they build, who build beneath the stars.

## MONTHLY REGISTER OF NAVAL EVENTS

FOR THE PRECEDING MONTH.

ADMIRALS IN COMMISSION, WITH THEIR SECRETARIES AND STATIONS.

Those with \* are Commanders in Chief.

|    |                                                                         |                       |                           |
|----|-------------------------------------------------------------------------|-----------------------|---------------------------|
| 11 | Admiral Sir Peter Parker, Bart.                                         | S. Hodgson, Esq.      | <i>Perimoth</i>           |
| 12 | Admiral Right Hon. Lord Blandford                                       | J. Henderson, Esq.    | <i>Chatham &amp; West</i> |
| 14 | Admiral J. Peyton, Esq.                                                 | W. Goldfinch, Esq.    | <i>Dorset</i>             |
| 15 | Admiral Sir R. Yum, Bart.                                               | C. Clarespencer, Esq. | <i>Plymouth</i>           |
| 16 | Admiral Earl St. Vincent, K. B.                                         | G. Lurvis, Esq.       | <i>Lisbon</i>             |
| 18 | Admiral Right Hon. Lord Viscount Duncan                                 | G. Noble, Esq.        | <i>Nep &amp; Sea</i>      |
| 9  | Admiral Sir R. Richardson, Bart.,<br>Second in Command in the North Sea | James Harris, Esq.    | <i>North Sea</i>          |
| 7  | Vice Admiral Robert Kingsmill, Esq.                                     | L. Vidal, Esq.        | <i>Cat</i>                |
| 11 | Vice Admiral Sir H. Parker, Capt.                                       | P. Osborn, Esq.       | <i>West Indies</i>        |
| 13 | Vice Admiral G. Vanceport, Esq.                                         | Esq.                  | <i>Hullifax</i>           |
| 14 | Vice Admiral Sir A. Gaitner                                             | G. Grant, Esq.        | <i>Guiney</i>             |
| 15 | Vice Admiral Sir C. T. Thompson                                         | J. John Scott, Esq.   | <i>Guiney</i>             |
| 16 | Vice Admiral S. Lutwidge, Esq.                                          | Benjamin Sewell, Esq. | <i>Sierra Leone</i>       |
| 7  | Vice Admiral Lord Keith, K. L.                                          |                       | <i>Lisbon</i>             |
| 13 | Vice Admiral Hon. W. A. Levesque                                        | P. R. Rance, Esq.     | <i>P. L. with</i>         |
| 10 | Reverend Admiral Sir Pope Curtis, Bart.                                 | W. P. Wallis, Esq.    | <i>Lisbon</i>             |
| 10 | Reverend Admiral H. Huxley, Esq.                                        | Esq.                  | <i>West Indies</i>        |
| 12 | Reverend Admiral Sir P. Parker, Bart.                                   | William Goodwin, Esq. | <i>West Indies</i>        |
| 14 | Reverend Admiral R. P. Rich, Esq.                                       | Joan Griffiths, Esq.  | <i>West Indies</i>        |
| 16 | Reverend Admiral P. Raimet, Esq.                                        | J. Brynner, Esq.      | <i>East Indies</i>        |
| 18 | Reverend Admiral Sir H. C. Christian, K. B.                             | L. McLean, Esq.       | <i>Cape of Good Hope</i>  |
| 18 | Reverend Admiral Lord H. Seymour                                        |                       | <i>Grand</i>              |
| 18 | Reverend Admiral J. C. M. P. R.                                         | Esq.                  | <i>Grand</i>              |
| 18 | Reverend Admiral P. R. P. R.                                            | G. Campbell, Esq.     | <i>Mediterranean</i>      |
| 19 | Reverend Admiral J. L. Fred. R. P.                                      |                       | <i>Lisbon</i>             |

### Gazette Letters.

ADMIRALTY OFFICE, DEC. 1, 1798.

*Copy of a Letter from Sir Charles Thompson, Bart. Vice Admiral of the Blue, to Ewan Nepean, Esq. dated at Spithead, Nov 29.*

SIR,  
BE pleased to acquaint their Lordships that his Majesty's ship Ambuscade arrived at Spithead this afternoon, with L'Hirondelle, a French prize of twenty guns and fifty men, from the Isle of France. I am, Sir, &c.

CHARLES T HOMPSON.

ADMIRALTY OFFICE, DEC. 4.

*Copy of a Letter from the Right Hon. Lord Bridport, K. B. Admiral of the White,  
 &c. to Evan Nepean, Esq. dated the 2d instant.*

SIR,  
 ENCLOSED is a copy of a letter which I have received from the Honourable Captain Stopford, of his Majesty's ship *Phæton*, which I transmit to you for their Lordships' information. I have the honour to be, &c.

BRIDPORT.

MY LORD,

*Phaeton, at Sea, Nov. 24.*

I have the honour to inform your Lordship, that his Majesty's ship under my command has this day captured a French brig privateer, called La Resolue, mounting 18 guns, and carrying 70 men.

she was returning from a cruise, in which she had captured one English merchant ship, called the General Wolfe, from Poole, bound to Newfoundland; and an American sloop from Boston to Hamburg, which latter was recaptured by the Stag last night. The Phaeton having continued the chase after the privateer, the two ships separated, but I am in hopes that we shall soon again join.

ROBERT STOFFORD.



*Copy of another Letter from the Earl of St. Vincent, K. B. Admiral of the Blue and Commander in Chief of his Majesty's ships and Vessels in the Mediterranean to Evan Nepean, Esq. dated at Gibraltar, October 31.*

SIR,

I inclose a letter from Captain Bland, of L'Espoir, acquainting me with the capture of a small French cutter (La Fulminante). This vessel is so admirably adapted for an advice-boat, of which we are in extreme want, and so well found, that I immediately ordered Commissioner Inglefield to cause her to be surveyed and estimated, and she proceeded to sea the day after she was taken.

I am, Sir, &c.

ST. VINCENT.

MY LORD,

L'Espoir, Oct. 29, 1798.

I have the pleasure to inform your Lordship, his Majesty's brig under my command has captured a French national cutter, that was cruising between Tarrisa and Tangiers, who had the impudence to attack us. I am, my Lord, &c.

LOEUS BLAND.

*Extract of another Letter from the Earl of St. Vincent, K. B. to Evan Nepean, Esq. dated at Gibraltar, Nov. 15, 1798.*

You will perceive by the inclosed copy of a letter and list of captures and recaptures from Captain Middleton, of his Majesty's ship the Flora, that the position I placed her and the Caroline in furnished a considerable degree of protection to the outward bound African and West India trade.

MY LORD,

His Majesty's ship Flora, off the Salvages, Oct. 4.

I have the honour to inform your Lordship that the Salvages bearing N. by W. six or seven leagues distant, I fell in with his Majesty's ship the Caroline, in chase of a cutter; after passing the private signal, I joined in the chase until nine A.M. when she struck. She proves to be the President Parker, of L'Orient, Citizen Ferry, commander; a new vessel, sails well, and belongs to the Republic, but has a letter of marque for six months. In the chase he hove all her guns overboard, also the shot and a quantity of provisions. She had captured the Bird of Liverpool, Robert Tyne, master, bound to Africa, which Captain Bowen of the Caroline, had recaptured this morning at four o'clock. Annevay send your Lordship a list of the guns thrown overboard; and have the honour to be, my Lord, &c.

R. G. MIDDLETON.

*A List of Guns, &c. thrown overboard by the Cutter during the chase.*

Eight carronades, 36-pounders; 1 long gun, 9-pounder; six months provisions of all species (nearly), and all her boats.

*List of Ships and Vessels captured, re-captured, and destroyed by his Majesty's Ships Flora and Caroline, between the 19th day of July and the 5th of Nov. 1798.*

Portuguese brig Nostra Senora de Monte, of 12 men, belonging to Madeira, bound from Madeira to St Michael, laden with bale goods, prize to L'Abeille French privateer re-captured the 1st of August 1798, off Palma, by the Flora, and sent to Madeira.

Spanish packet Grimaldi, of 2 guns, and 28 men, belonging to Corunna, bound from Corunna to the Havannah, laden with wine, &c. captured the 4th September off Teneriffe, by the Flora, and sent to Madeira.

Spanish ship La Carlota, of 19 men, belonging to Teneriffe, bound from the river de Plata to Teneriffe, laden with leather and tallow, captured the 30th September off Teneriffe, by the Flora, and sent to Madeira.

English ship Bird, of 10 guns and 30

men, belonging to Liverpool, bound from Liverpool to the coast of Guinea, laden with various Guinea stores, prize to President Parker privateer, re-captured the 4th of October off the Salvages, by the Caroline, and sent to Madeira.

French cutter privateer, President Parker, of 12 guns, and 50 men, belonging to Dunkirk, bound from L'Orient on a cruise, captured off the Salvages by the Flora and Caroline, and sent to Madeira.

French lugger privateer L'Esperance, 1 gun with musquets, and 38 men, belonging to Santa Cruz, bound from Santa Cruz on a cruise, destroyed the 16th October at Teneriffe, by the Caroline's boats.

French ship polacre privateer, *Le Baret*, 10 guns and 77 men, belonging to Malaga, bound from Grand Canary on a cruize, captured the 20th October off Teneriffe, by the *Caroline* and *Flora*, and sent to Madeira.

R. G. MIDDLETON.

ADMIRALTY OFFICE, DEC. 15.

*Copy of a Letter, dated at Ramsgate, the 6th Instant, from Mr. Thomas Robert Ridge, Commander of the Badger Excise Cutter, to the Honourable the Commissioners of Excise, and transmitted to this Office.*

HONOURABLE SIRS,

I BEG leave to inform your Honours, that being cruizing with the *Badger* cutter on the morning of the 5th instant, I fell in with and captured between Folkstone and Dungenness a French lugger privateer of four carriage guns, and manned with eight men, called the *Calaisien*, Citoyen Jacques Duillaume Lamey, commander, of and from Calais, out 18 hours, and had captured nothing, quite new, being her first cruize. I have put in here with the prize, owing to its blowing very strong from the southward, and as soon as it moderates I shall proceed to Dover with her. I am, &c.

THO. R. RIDGE.

ADMIRALTY OFFICE, DEC. 22.

*Copy of a Letter from the Right Hon. Lord Bridport, K. B. Admiral of the White, &c. to Evan Nepean, Esq. dated the 18th ult.*

INCLOSED is a copy of a letter from Captain Jenkins, of his Majesty's ship *Ambuscade*, which is transmitted to you for their Lordships' information.

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

BRIDPORT.

MY LORD.

*Ambuscade, at Sea, Dec. 13.*

I beg to acquaint your Lordship, that I have captured the Letter of Marque *Taucon*, from Guadaloupe bound to Lourdeaux, loaded with sugar, coffee, &c. She is near 200 tons, has been 46 days on her passage, and had not taken any thing.

I have the honour to be, &c.

HENRY JENKINS.

*Copy of a Letter from the Earl of St. Vincent, K. B. Admiral of the Blue, and Commander in Chief of his Majesty's Ships and Vessels in the Mediterranean, to Evan Nepean, Esq. dated Le Souverain, Gibraltar, Nov. 23, 1798.*

SIR,

I enclose a letter from Lieutenant Coryndon Eoger, of the *Majestic*, who commands his Majesty's sloop *El Corso* in the absence of Lord William Stuart her Captain, giving an account of the capture of one of the most mischievous of the enemy's privateers which infest the entrance of the Straits; and his activity on the occasion does him great credit. I am, &c.

ST. VINCENT.

MY LORD,

*Tangier Bay, Nov. 21.*

I have the honour to acquaint your Lordship, that after seeing the convoy into the Bay of Gibraltar, I chased two French privateers, one of which, *l'Adolphe*, mounting six carriage guns and 42 men, I captured yesterday evening. The other I drove on shore about two miles to the westward of Tariff, but for the day being far advanced, and very hazy weather, I found it impossible, with safety, to attempt destroying her. I am your Lordship's, &c.

CORYNDON EOGER.

ADMIRALTY OFFICE, DEC. 23, 1798.

LIEUT JONES, of his Majesty's ship *Leviathan*, arrived here this afternoon with a dispatch from Admiral the Earl of St. Vincent to Mr. Nepean, of which the following is a copy:

SIR,

*Le Souverain, Gibraltar, Dec. 6, 1798.*

I inclosed the copy of a letter from Commodore Duckworth, with other documents relating to the conquest of the Island of Minorca, upon which important event I request you will congratulate the Lords Commissioners of the Admiralty.

Lient. Jones, First of the *Leviathan*, is the bearer of this dispatch, who, from the report of Commodore Duckworth, and my own observation when my flag was on board that ship, is highly deserving their Lordships' favour and protection. I am, Sir, &c. &c.

ST. VINCENT.

MY LORD,

*Leviathan, off Fournelles, Minorca, 19th Nov. 1798.*

In pursuance of your Lordship's instructions to me of the 18th and 20th of October, I proceeded with the ships under my orders, and the troops under the command of the Hon. Gen. Charles Stuart, to the rendezvous off the Colombrites; and, after having been joined by his Majesty's sloop *Peterell*, and the arrangements for landing had been completed, on the 5th in the afternoon I stood for Minorca, but in consequence of light winds I did not make that island till day-break on the 7th, then within five miles of the Port of Fournelles, where finding the wind directly out of that harbour, and the enemy prepared for our reception, I (having previously consulted the General) made the signal for Capt. Bowen of the *Argo*, accompanied by the *Cormorant* and *Aurora*, to assist in covering the landing, to lead into the Creek of Addaya, there not being water or space enough for the line of battle ships; which he executed in a most officer-like and judicious manner; and in hauling round the Northern point a battery of four twelve pounders fired one gun; but, on seeing the broadside, the enemy left it, blowing up their magazines, and spiking the guns, when the transports were got in without damage, though there was scarcely room for stowing them in tiers. During this service, which was rapidly executed, the *Leviathan* and *Centaur* plied on and off Fournelles, to divert the attention of the enemy; but knowing an expeditious landing to be our greatest object, as soon as I observed the transports were nearly in the creek, I bore away, and anchored with the *Leviathan* and *Centaur* off its entrance, to see that service performed. One battalion was put on shore by eleven o'clock, and directly took the height, which proved fortunate, as the enemy very quickly appeared in two divisions, one of which was marching down towards the battery before mentioned, when I ordered the covering ships to commence a cannonade, which effectually checked their progress, and the General kept them at bay with the troops he had; and by six o'clock in the afternoon the whole were on shore, with eight six-pounders, field pieces, and eight days' provisions, as also two howitzers. On the same evening, after ordering the *Cormorant* and *Aurora* to proceed off Port Mahon, with seven transports, to form a diversion, I got under way with the *Leviathan* and *Centaur*, and turned up to Fournelles with an intent to force the harbour; but on my entering the passage, I found the enemy had evacuated the forts, and the wind throwing out caused me to anchor, when I made the *Centaur*'s signal (which was following me) to haul off, landed the marines of the *Leviathan*, took possession of two forts of four guns each, and one of six: but soon after the General requesting I would not enter this port, I ordered Capt. Digby to embark the marines, and to put to sea, and cruise under the command of Capt. Markham, who was employed in covering the Port of Fournelles and Addaya, and preventing succour being thrown in, whilst my pendant was hoisted on board the *Argo*, where I continued two days, aiding and directing the necessary supplies for the army. In this I was ably assisted by Captain Bowen. During these two days I visited head quarters to consult with the General, when it was decided, as the anchorage at Addaya was extremely hazardous, and the transports in hourly risque of being lost, to remove them to Fournelles; which was executed under cover of the *Leviathan* and *Centaur*. On the 11th, I ordered the *Centaur* off Ciudadella to prevent reinforcements being thrown in, and anchored the *Leviathan* at Fournelles, landed some twelve pounder field-pieces and howitzers, the sailors drawing them up to the army, shifted my pendant to the *Leviathan*, and left the *Argo* at Addaya, ordering Capt. Bowen to continue there till all the depots were re-embarked and removed, which was effected that day. Late that evening I received information from the General that four ships, supposed to be of the line, were seen between Minorca and Majorca. In the middle of the night, the General sent me another corroborating report from the look out man, of the four ships seen being of the line. I instantly put to sea (though one-fifth of the crews were on shore) with two ships of the line, a forty four, and three armed

transports, and stood towards Ciudadella; when at day-light the next morning, that place bearing S. E. by S. eight or nine miles, five ships were seen from the mast-head standing directly down for Ciudadella. I instantly made the signal for a general chase, when I soon observed the enemy haul their wind for Majorca: but I continued the pursuit to prevent the possibility of their throwing in succour to Minorca; and at noon I discovered the enemy from the fore-yard to be four large frigates and a sloop of war; this latter keeping her wind, I made the Argo's signal to haul after her, and Capt. Bowen by his letter of the 15th, informs me he took her at half past three in the afternoon, and proved to be his Majesty's sloop Peterell, which had been captured the preceding forenoon by the squadron of frigates I was in chase of.—For further particulars on that head I shall refer you to Captain Bowen's letter, where I am convinced you will observe with great concern the very harsh treatment the officers and crew of the Peterell met with when captured; and he has since added, that one man, who resisted the Spaniards plundering him of forty guineas, was murdered and thrown overboard. I continued the chase till 11 o'clock that night, when I was within three miles of the sternmost frigate; but finding the wind become light, I feared it would draw me too far from the island of Minorca; I therefore hailed the Centaur, and directed Capt. Markham to pursue the enemy, steered directly for Ciudadella, which I made the subsequent afternoon (the 14th), with the Calcutta and Ulysses. The next morning (the 15th) at day break, the Argo joined us off Ciudadella. Having had no communication from the General, I sent the First Lieutenant, Mr. Jones, though a very hazardous night, in the ship's cutter, with a letter to the General, proposing to cannonade Ciudadella if it would facilitate his operations. In the morning of the 16th, Lieutenant Jones returned with duplicates of two letters I had previously received by Captain Gifford, the General's Aid-de-Camp, acquainting me that he had summoned the town on the 14th, and that Terms of Capitulation were agreed upon on the 15th to surrender to his Majesty's arms. When I went on shore, I signed the Capitulation the General had made, on which fortunate event I most truly congratulate your Lordship.—The Centaur joined, not having been so fortunate as to capture either of the Spanish Frigates, though within four miles of the sternmost. Capt. Markham being apprehensive the continuance of the chase would carry him to a great distance from more essential service.—From the 10th in the morning, when Fort Charles was put into our possession, and Lord Mark Kerr in the Cormorant, with the Aurora, Capt. Caulfield, entered the port, those ships have been employed for the defence of the harbour, guarding the prisoners: and I have the pleasure to assure your Lordship, in the performance of the various services incident to the movements I have stated, I cannot pass too high encomiums on the Captains, Officers, and Seamen under my command. From Captains Poulton and Pressland, agents of transports, I received every possible assistance in their departments; and when it was necessary I should proceed to sea to bring to action a reputed superior force, they shewed great spirit, and used every exertion to accompany me in their armed transports, as did Lieut. Simmonds, the other agent, in his. I must now beg leave to mention my First Lieutenant, Mr. George Jones, who, in the various and hazardous services he had to undergo during the attack of the island, has proved highly deserving my praise; I have therefore put him to act as commander of the Peterell, which ship I have presumed to recommit to convey the present dispatches. There is also high merit due to my Second Lieutenant, Mr. William Buchanan, whom I landed as second in command under Captain Bowen, with more than 250 seamen. There were likewise the Leviathan's and Centaur's Marines with the army, to the number of 100; but the other essential service calling Capt. Bowen on board his ship, the command of the seamen devolved on Lieutenant Buchanan, and as will appear by the strongest accompanying testimony given him from the Commander in Chief of the Army, he performed the services with the army with the greatest ability and exertion. I should feel myself remiss were I to close this without noticing to your Lordships the particular exertions, activity, and correctness of Lieut. Whiston, of the Constitution cutter, in the various services and messages he had to execute.

The General having signified a wish that his dispatches should be sent without delay, I have not yet been able to visit the port of Mahon, to obtain a return of the state of the dock-yard or vessels captured in that place; but I un-

derstand, from Captain Lord Robert Mark Kerr, that there are no ships of war, and only one merchant ship of value the particulars of which I will transmit by the earliest opportunity. I have the honour to be, my Lord, with the highest respect, &c

*Admiral the Earl of St Vincent, K B*

J. T. DUCKWORTH.

SIR,

*Argo, at Sea, 15th Nov 1798.*

I have the honour to acquaint you, that at half past three P M on the 13th inst I had the good fortune to come up with the ship that I hauled the wind after round Cape Rouge, conformable to your signal, she proved to be his Majesty's ship Peterell, in possession of Don Antonio Franco Gandrada, second Captain of the Spanish frigate Flora, who, in company with three others, named in the margin, captured her the day before.

These frigates had come from Carthagena had touched at Barcelona sailed from thence on Sunday last bound to Mahon, with eight millions of dials to pay the troops.

Deeming it absolutely necessary to make the Peterell useful until your return took all the Spaniards out, (72 in number) and gave her in charge of my first Lieutenant, Mr Lyne with a Mate two Midshipmen thirty seamen, and twelve marines directing them to land an officer and guide at Fournelles, with a letter for General Stuart and to return here immediately.

I am sorry to inform you the Spaniards behaved very ill to the officers and seamen of the Peterell, having robbed and plundered them of every thing. Great part of the captain's and officers' clothes I have recovered. I returned off this place yesterday, but being calm I could not get near the shore.

I have the honour to be, Sir, &c

*Commodore Duckworth*

JAMES BOWEN.

SIR,

*Before Ciudadella, Nov 18, 1798*

I have the honour to return you and the gentlemen employed on shore under your command, my sincere thanks for your activity, zeal, and assistance, in forwarding the light artillery of the army, neither can too much praise be given to the seamen for their friendly and cheerful exertions under very hard labour exertions which were accompanied with a propriety of behaviour which I greatly attribute to your management, and which will ever merit my acknowledgements, and affords me the satisfaction of assuring you that I am with sincere regard, yours, &c.

*Lieutenant Buchanan*

CHARLES STUART.

*A List of Stores found in the Arsenal of Port Mahon*

The keel and stern frame for a man of war brig on the stocks, with all the timbers, and part of the clothing, all the rigging, &c

14 Gun boats, hauled up with all their rigging in good order, but the boats very old—13 boats from 36 to 20 feet in length, all the rigging in good order, and fit for service

2 Cables of 17 inch—2 do of 9 inch.—2 do of 5 ½ inch

Rope of 5 inch 400 fathoms—do of 3 inch, 400 fathoms—do of 2 ½ inch 600 fathoms—do of 1 ½ inch 400 fathoms—do of 1 inch, 300 fathoms—do of ¾ inch 400 fathoms

Old junk, 6,000 pounds

Six anchors from 14 to 17 cwt

Seven grapnels, of 7 cwt

A large quantity of all sorts of iron work

A brass mortar, of 13 inch.

Three ditto, of 12 ditto

Some shells of 13 inch and of 8 inch

Two topmasts for 74 gun ships.

Three lesser ones

Several caps and spars

100 fir planks

Several knees, and some oak plank

Twenty tons of nails of all sorts

Thirty bolt of new, and about 400 yards of old canvas

Fourteen Spanish pendants

Blocks for the shears and heaving ships down of all descriptions, with various other small articles

(Signed) J WOODBRIDGE.

Lieutenant of the Cormorant.

*List of Ships and Vessels found at Port Mahon, and taken Possession of*

A ship of 540 tons, partly laden with cotton, gum, and drugs

A ship of 200 tons, in ballast

A xebec of 6 tons laden with horn.

And four small Tartans

(Signed) J WOODBRIDGE,

Lieutenant of the Cormorant.

\* Casilda, of 40 guns, Pomona, of 40, and Proserpine, of 40

## NOTICE TO MARINERS.

*Copenhagen, August 30, 1798.*

IN order to render those mariners who frequent the port of Bergen more confident of their situation when on that coast, particularly when sailing to and from the said port by Skuddenees, a new lantern-light has been erected on the point of that Naze, which will begin to burn on the 1st of January 1799, and continue on the same regulations as the rest of the lights, viz. during the summer, from Easter till Michaelmas, when it will be lit one hour after the setting of the Sun; and during the winter, from Michaelmas till Easter, it then being lit half an hour after the setting of the Sun, and continuing to burn till day-light. It is further made known, that this lantern will be hoisted on a mast or pole, close to which a shed is built and painted white; therefore the same must be seen very plainly in those directions in which it presents itself to view. The lantern will be about three hundred feet above the surface of the water. It is already known that there has long been a coal-light on the isles of Hvidding, and a lantern-light close to Hoyvarden, the latter serving when one has entered Carmsound, to assist in chusing a good berth to anchor in. Whenever one may wish to bear away for the Bay and enter Carmsound, one ought, with due attention, to be able to distinguish the light of Skuddenees and Hvidding Isles. This last, which is suspended between two poles, gives a blaze-light, but that on the Skuddenees, as has been observed, is a lantern, and gives a clear and steady light: and besides, this light cannot be seen when one comes from the westward, unless one is so much to the southward that the Cliff of Gixtongen does not interrupt the view of it, or that you have it due N. E. by E.: and in this point of the compass, the navigation is clear from Hvidding Isles; one may therefore, if one got sight first of one light, and were in doubt a short time which of them it was, steer a little East; for were it Skuddenees light that appeared, one would shortly after see the blaze of Hvidding Isles, unless it were a fog, hazy weather, or snow storm. If, however, by steering more to the eastward, another light does soon appear, it must naturally be that on Hvidding Isles, and one may then by soundings set one's course accordingly and take a view of the other, since, if from the situation of Skuddenees light being hidden from the high land, a light appears more to the eastward than due N. E. by E. be assured it must be Hvidding Isles. Knowing this, one may with safety keep under Skuddenees as one may now by the new light know to a certainty where the bite is, and accordingly run in under the land, and so into Carmsound. When one comes near the Smørstakken one may expect to see all the three lights; and again, if the light of Skuddenees is hidden by the high land, then the two others, particularly that close to Hoyvarden, will prove sufficient to direct one to a good anchorage in this harbour. But if one is unacquainted, and will not venture to run into Carmsound without pilot, or other obstacles presenting themselves, then the lights on the Isle of Hvidding and Skuddenees will prove a remarkable assistance to those who find themselves obliged to cruise here during the night; but in that case it is absolutely necessary to be particularly attentive that the current (which is frequently very strong here) does not drive the vessel on either side.

## CONVOYS.

The following is a Copy of a Letter received by the Master of Lloyd's from the Honourable William Waldegrave, Vice Admiral of the Blue, lately Commander in Chief upon the Newfoundland station: and the Answer returned thereto by direction of the Committee for managing the Concerns of the House:

“ SIR,

*Agincourt, Spithead, Nov. 12, 1798.*

“ You have my permission to lay the accompanying papers before all those whom they may concern.

“ I am persuaded that the Underwriter cannot fail to be much pleased with my new regulations respecting Convoys, as those regulations evidently tend to lessen his risk; and I am equally persuaded that the liberal and active Merchant, who looks forward to quick returns, and who, in consequence, makes a point of having his vessels well found, can be no less pleased with my endeavours to shorten his voyages.

Wm. L.

M

"As to the censure that I may incur from the little narrow-minded trader, who makes no scruple to retard the sailing of a whole convoy, for the want of his vessel being properly equipped, and who, perhaps, even looks to his profit through her capture—I leave such censure to the contempt it deserves.

"What led me to the forming the inclosed regulations respecting Convoys, was, that some vessels that sailed under my convoy last year for Newfoundland, and others that sailed this, were deficient in the complement of their sails.

"As a proof of the efficacy of my newly-established instructions to the Commanders of convoys, take the following fact: Two days previous to the *Latona*'s sailing with her convoy from St. John's, for the ports of Portugal, I asked Capt. Sotheron if all the masters of the vessels had received their instructions? He replied, "No, they had not, as many of them were still very busy in completing the complement of their sails."—Can any proof be stronger? I seek no man's praise on this occasion; I fear no man's censure; I know my motive to be just, and as to the merits of the instructions in question, I leave them to the decision of the impartial world, and the test of time.

"I am, Sir, your most obedient humble servant,  
(Signed) "WILLIAM WALDEGRAVE."

*To the Master of Lloyd's.*

"SIR,

*"Lloyd's, Dec. 5, 1798.*

"We are directed by the Committee appointed for managing the concerns of this house, to return you their sincere thanks, as well on behalf of themselves as of the great body of Insurers of this city, for your very great care and attention to the business of convoys in general, during your late command on the Newfoundland station.

"The Committee desire farther to say, that they feel extremely indebted to you for your very proper regulations respecting the state of the sails of Merchants' ships claiming the protection of convoy, prior to your allowing the masters thereof to receive their sailing instructions; and which regulations, if universally adopted, and extended to an inspection of anchors and cables, they are persuaded would prove highly beneficial to the trading interests of the Country.

"We have the honour to be, very respectfully, Sir, your most obedient and most humble servants,

(Signed) "BENNET, TREBILCOCK, AND WHITE."

*The Hon. Wm Waldegrave,  
Vice Admiral of the Blue, &c. &c.*

November 27, a Court of Directors was held at the East India House, when the following times of departure were fixed for the ships under-mentioned:

Glatton, for St Helena, Bencoolen, and China; Sir Edward Hughes, for Madras and Bombay; Manship and Lord Thurlow, for Madras and Bengal.—To be afloat 7th Dec.—Sail to Gravesend 23d.—Be in the Downs 28th Jan. 1799.

William Pitt, new ship building by Mr. Hamilton, and Marquis of Lansdowne, for Madras and Bengal.—To be afloat 23d Dec.—Sail to Gravesend 7th Jan. 1799.—Be in the Downs 12th Feb.

Minerva, Britannia, and Rose, for Madras and Bengal.—To be afloat 7th Jan.—Sail to Gravesend 22d.—Be in the Downs 27th Feb.

The two new ships, building by Mr Humble, for Madras and Bengal, Sir Stephen Lushington, for Bengal and Bencoolen; Lord Hawkesbury, for St. Helena and Bengal.—To be afloat 22d Jan.—Sail to Gravesend 5th Feb.—Be in the Downs 13th March.

The Woodford, Eddam, and Albion, for Bombay; Alfred, for Madras and China; and Duke of Buccleugh, for China.—To be afloat 5th Feb.—Sail to Gravesend 20th.—Be in the Downs 28th March.

The Hindostan, True Briton, Earl Abingenny, and Walmer Castle, for China.—To be afloat 20th Feb.—Sail to Gravesend 6th March—and to be in the Downs 11th April.



The following Officers were sworn into the commands of their respective ships:

|                                                     |                                 |
|-----------------------------------------------------|---------------------------------|
| Capt. George Benham, Walmer Castle.                 | Capt. Robert Windlow (new ship) |
| — James Martin, Woodford.                           | Humble.                         |
| — Thomas Garland Murray (new ship) by Mr. Hamilton. | — Charles Drummond, Glatton.    |
|                                                     | — Henry Farrer, True Brion.     |

Medals, in honour of Lord Nelson's victory, are in circulation, with the following designs:

OVERSE.—Religion supporting the Bust of Admiral Nelson, with her right hand resting upon a cross and skull; by her is the British Lion, defending the Irish Harp. In the back ground a Pyramid and Palm Tree, to mark the country where the victory was obtained. Legend—"Nothing can oppose Virtue and Courage."

REVERSE.—An Anchor, with a Shield, on which is the Royal Arms of England, surrounded with a Laurel, and a Scroll entwining it, with this Motto, "Praise be to God," November 29th, 1798; above, the Eye of Providence, denoting its Influence and Favour. Legend—"Under this Sign you shall conquer."

#### LOSS OF THE HIRED TENDER MARGARET.

The following is a narrative of the loss of his Majesty's hired tender, Margaret, Lieutenant John Pollexfen, Commander, who was sent by Vice-Admiral Kingsmill with important dispatches for the squadron under the command of Captain Home, of the *Cæsar*, conveyed in a letter, received by the Admiral, from a Gentleman residing near Dunsanaghy, acquainting him with this melancholy event:

"I feel much concern at being obliged to give you the melancholy information of the loss of the Margaret tender, with all her crew 25 in number) on this coast, in the late violent storm. On Saturday night last, in a dreadful gale of wind at N. W. about nine o'clock, a gun was heard, supposed to be from a vessel in distress, and soon after a brig was driven upon a ridge that runs out from the main land to the Island of Ennisboffin, and almost instantly went to pieces as I believe this place is one of the most dangerous for a vessel to touch upon in any weather. The wreck was so complete, that when I got to the shore the next morning, the stern of the vessel was lying a considerable distance from the wreck of the ship, and the whole altogether broke into different parts. From a piece of paper taken up along the shore, only can it be known what the vessel was. One paper mentions the Margaret tender, John Pollexfen, Lieut. and Commander; Collin Ross, Master and Commander; it seems to be a return of the men on board.

"The bodies of nine men and one woman have been driven on shore, and buried here: scarce any thing from the wreck has been saved."

Newcastle, Dec. 1. On Sunday the 18th ult. the *Britannia*, Capt. Caleb Watson, of this port (belonging to Mr. Petrie), sailed from Shields, laden with lead, bacon, butter, bale goods, &c. for London, having 11 or 12 passengers on board. On the Monday the wind shifted to the East, bringing on a heavy sea, which continued till the Friday, during which time the vessel beat about, and was driven to the Northward on the Staples, near the Fern Islands, opposite Balm-brough Castle, where she was totally wrecked, and all on board, both crew and passengers, 21 in number, unfortunately perished! Part of the vessel, with 50 turkins of butter, a carpenter's, and a medicine chest, have since come ashore. The body of a child, we hear, has also been found near Balmbrough.—Amongst the unfortunate sufferers on this melancholy occasion, were Mr. Thomas Heron, cabinet-maker (son of the late Major Heron of this town), his wife, and two children; John Cook, soap-boiler, and his wife (daughter of Mrs. Foreman, in the Close, both which families were on a visit here: Thomas Scott, ship-wright of this town, who has left a wife and three young children; and Andrew Ferguson, a private in the Perthshire Fencible Cavalry, at present stationed here: the names of the other passengers are yet unknown. Amongst those who belonged to the vessel, was Mr. John Watson, the Mate, brother to the Captain. Seldom did any circumstance create more heartfelt sorrow than this calamity has done, most of the unhappy sufferers having relatives and friends here, whose grief may easily be conceived, but cannot be described.



*Grimsby.* The Fox cutter, Lieut Welsh, commander, sailed from this port, to resume her station off the North West coast of Ireland. By the annual account of shipping actually in existence, belonging to this port, made up to the 30th of September last, there appears to be an increase of 471 tons of shipping, and 482 seamen since the year preceding.

*Guildhall, Dec. 5.* In a Court of Common Council, Sir John Eamer moved  
 "That the Thanks of the Court be given to Sir John Borlase Warren, for his very active vigilance during the present War and particularly for the victory obtained over the French Fleet destined to invade and aid the Rebellion in Ireland. That the Freedom of this City be presented to Sir John Borlase Warren, by the Lord Mayor, in a gold box of 100 guineas, value—Thanks of the Court were given to the Officers, Seamen, and Marines of the Squadron."

The Lord Mayor was requested to convey the Resolutions.

Mr. Dixon moved, and Mr. Kemble seconded,

"That the conduct of John Taylor and James Harding, two brave seamen, who, at the risk of their lives, rescued from the sea the Dispatches destined for Buonaparte, were deserving of reward."

The motion was received with great applause, and it was referred to a Committee to consider what reward those brave men deserve.

The last motion in this Court was highly honourable to the feelings of the Members, because it shews that they are able to distinguish merit, however humble its residence.

#### DREADEFUL STORM.

*Extract of a Letter from a Passenger on board the Britannia Packet, to the Editor of the Cork Herald.*

"We sailed from Cove last Monday morning with a very fine breeze from the N. W. and, from the appearances of the weather had not the least doubt but what we should arrive at Bristol the day following: but, on the night of the 20th, the wind had shifted to the Eastward, which increased to a very heavy gale. We had nearly 100 men on board, 4 horses, and but 40 gallons of water for the whole, and no appearance of a change of weather. We this day served out half a pint a man, which considerably diminished the stock, the horses being excluded. On the Thursday following the same allowance was given, which nearly expended the whole. On that night, from the heat of the hold (the hatches being obliged to be kept on, to prevent the vessel from filling, the smell of the skins with which the packet was loaded, and the want of water, the horses became so wild as to do a vast deal of mischief to the poor wretches who were confined in this close place with them, they broke their halters and got loose. The men now proceeded to knock them down; which they effected, but not before several of them were very much hurt. The cries of the men, women, and children, for water, were now dreadful: as it rained at times, every drop was spunged up; blankets, sheets, &c. were hung up to procure water, which were afterwards wrung in a pot; the eagerness with which the drops were taken from the rigging was not to be conceived. When rain failed us, their clothes were wetted with salt water, and put on their backs, which, as long as they remained on deck, made their situation bearable; but the instant they went below their former cravings took place—many of them became frantic, others, particularly the women, were attended with faintings, one of whom died on Friday morning. The gale now began to moderate, and with our shattered sails we made to the Northward, in hopes of making the land about Dunmanus Bay: how great was our surprise when the land we made proved to be the Skillegs and Durzey Island! We now saw how providentially all our lives had been saved; for, had the gale lasted another day, we should have been driven so entirely off the coast as to render us unable to fetch the land. On Saturday night two children died, and on Sunday morning we anchored in Crookhaven, from which place I write this. This morning we landed the troops, many of whom were carried up in the arms of the peasants almost lifeless, and many of whom can never recover. I hope the sufferings of the passengers of the Britannia will be a warning in future to Masters of Packets, and prevent them from sailing without a supply of water, at least, for a week. We sail to-morrow

morning for Bristol. Capt. Harding, who has the command of the troops, intends, when they are sufficiently recovered, to march them to Cork, unwilling to risk the probability of a similar situation.

*"Passengers in the Cabin*—Colonel Munro and Capt. Kennedy, of the Caithness Legion; Mr. Day, Captain Harding, Lieutenant Barry, Lieutenant Knight, Mr. Wallis and his sons, Mr. Fagen, &c. These were the principal ones that had bed places; there were eight more that slept on trunks.

*"In the Hold*—Forty-five recruits for the Prince of Wales's Fencibles; 15 women and 7 children; 18 passengers, including servants."

*Portsmouth, Dec. 11.* About three o'clock the launch of the *Atlas*, of 98 guns, with the surgeon and seventeen men in her, was upset at Spithead, near the *Niger* frigate, when Captain Matthew Scott, of that ship, jumped overboard, and was the means of saving three of them. All the rest were picked up soon afterwards by other boats, but the surgeon was suffocated with salt water, and could not be recovered.

*Marine Police, Dec. 12.* A master of a ship was convicted of taking in ballast, without making an entry thereof at the Trinity House, and paying the duties there. He stated in his defence, that the lighterman with whom he had agreed for the ballast, had engaged to pay the dues under the necessary entry. This, however, not being done, he was adjudged to pay the mitigated penalty of 2l. 10s. It was collected from the evidence in the case, that masters of ships in the river are rendered subject to penalties by the fraud of the lightermen, who, having received the whole money for the ballast and tonnage dues, rarely account to the Trinity House.

*Dec. 14.* The Navy Board has purchased the hulls of the following prizes, taken by Lord Nelson, at the sum of 117,000*l.* viz. *Le Franklin* and *Tonnant*, of 80 guns; 1 *Apartiate*, *Aquilon*, *Conquerant*, and *Souverain Peuple*, of 74 guns. The two last ships were only valued at 5000*l.* each; the *Franklin* at 37,000*l.*

The name of the *Franklin* is to be changed to the *Canopus*; the *Aquilon*, to the *Aboukir*; and *Le Souverain Peuple*, to *Le Guerrier*. The last is to be the sheer-hulk at Gibraltar.

The *Peters*, of *Hamburgh*, Captain Peter Larsen, of 220 tons burthen, put into *Harwich* in distress, having lost her cables and anchors. Mr. Applebie, the Master of the *Blazer* gun-boat, commanded by Lieutenant Elliot, went on board to press the hands. Having received information that she was laden with linen, arms, and gun-flints, and bound to France, all the papers were seized, the conservation of the crew being so great that they had not time to destroy one of them. She had forty-four hands on board, and her cargo is valued at 45,000*l.*

#### DESTRUCTION BY FIRE OF LA COQUILLE FRENCH FRIGATE, OF 44 GUNS.

*Plymouth, Dec. 15.* Last evening, at four o'clock, a dreadful fire broke out on board *La Coquille* French frigate, lying at the moorings, at the foot of Milbrook Lake; it was first discovered to proceed from about the gun-room in the after part of the ship, and in less than five minutes an explosion took place, which blew up the quarter-deck, and the main-mast fell over the side: the flames then ran along the main deck, and caught the main mast and standing rigging, and from thence the fire extended itself to the fore-castle and fore-mast, so that in half an hour the ship was wholly in flames from stem to stern, and the conflagration, heightened by the darkness of the evening, together with a very strong easterly wind, became awfully grand. As the ship lay surrounded by a number of other ships, it became absolutely necessary to remove her from her moorings, to prevent the flames from communicating its destructive influence, and the Dock-yard boats and others cut her adrift, and towed her to the Mud-bank, to the north-eastward of South-down, where she grounded: she providentially passed every ship that lay afloat without doing the least damage; but the *Endeavour* brig, of *Scarborough*, laden with coals, bound to *Guernsey*, had unfortunately grounded on the mud, close to the spot where *La Coquille* first brought up, by which means she caught fire, and together with her cargo was totally destroyed.

A sloop belonging to Jersey, bound from Southampton to Jersey, laden with malt and flour, which lay near the Endeavour, had a very narrow escape. The fire reached her jib boom, but by the assistance of boats from other vessels, she was towed off to a place of safety, and the fire on board her extinguished.

La Coquille continued burning with incredible fury till the ship was destroyed to the surface of the water which was about eleven o'clock; but the fire was not wholly extinguished this morning at nine o'clock; and the coals in the bottom of the brig aground on the bank were then in a strong body of fire. All the crew of the Endeavour were saved: but many lives were lost on board La Coquille by the explosion; the number is not yet exactly ascertained.

The missing are, Mr. Drury, Mr. Evanson, and Mr. Bate, midshipmen; ten seamen, a woman, and John Jellico, a custom-house-officer, who are supposed to have been in the gun-room at the time the accident happened, and of whom no remains have yet been found. Three men and one woman were picked up, and carried to the Royal Hospital dreadfully burnt, and twenty seamen and marines were saved by the boats attending. From the midst of the flames a woman was seen to jump into the water, and was saved by the Naiad's boat. Four men were also seen to put their arms through a scuttle, and shrieks were heard, but no assistance could be rendered them.

All La Coquille's moveable stores had been taken ashore, except the ballast, and three large anchors; and it seems she had been surveyed and valued for the public service. She was a very large handsome frigate only three years and a half old, and it is said will be 10,000l. loss to the captors.

The accident is variously accounted for: that it happened by means of gunpowder amounts to a certainty; and that the gunpowder must have been concealed for some improper purpose, as the agents to the captures of ships of war always obtain permission to land their powder at the magazine immediately on their arrival, to prevent accidents, which might otherwise frequently happen, if the article was left to the depredation of the crews and others.

#### LOSS OF HIS MAJESTY'S SHIP COLOSSUS.

*Scilly, Saturday, Dec. 15.*

IT is with much concern I acquaint you with the loss of the *Colossus*, of 74 guns, Captain G. Murray, on the night of Monday the 10th inst. in St. Mary's Road, Scilly.

On Friday the 7th inst. the above ship came in with a direct contrary wind, having under her convoy eight vessels from Lisbon, that arrived at the same time, the rest of the fleet having parted two days before for Ireland and the northern ports. In the evening, the wind increasing to a gale, her cable parted, and all attempts to secure the ship failing, she drifted on a ledge of rocks, called Southern Wells, near the Island of Sampson, from eighteen to twenty-four feet under water, all the convoy riding in safety then and since, notwithstanding the wind had risen to a perfect tempest. Most fortunately not a life was lost, save Quarter-Master Richard King, who dropped overboard in the act of sounding. The inhabitants of the island exerted themselves to the utmost of their ability in cutters and open boats, and by Tuesday evening every person was taken out and safely landed, the sick and wounded first, whereof many were from the battle of the Nile, the most worthy Captain, and most to be commiserated, remaining to the very last. The following night the ship fell on her starboard beam ends; and so violent was the persevering gale, that no crafts could attempt to approach the ship, and at present little prospect offers of any stores, property, or even the officers' baggage being saved, or hereafter recovered, to any extent. The ship is said to have been distressed, in order to supply other vessels of his Majesty's fleet, and also to have been in a bad state before, and worse since she left Lisbon. The main-mast and bowsprit are already gone over the side. Passengers, Captain Peyton, of the *Defence*, at the battle of the Nile, with Captain Draper, and two officers from other ships; also a Mr. Harcourt and servants, with the remains of the late Admiral Shuldham, intended to have been deposited under British turf.

The evening of this accident came into a bad anchorage a French prize brig privateer, apparently of 14 guns; in the night she drove out to sea, with a pilot on board; for some time was supposed to have foundered, but at length arrived safe Plymouth.

## ACQUITTAL OF CAPTAIN THOMPSON, &amp;c.

*At a Court Martial assembled and held on Board his Majesty's Ship America, on Monday, December 17, 1798, at Sheerness.*

THE Court, in pursuance of an order from the Commissioners for executing the office of Lord High Admiral of Great Britain and Ireland, &c. dated the 13th of the present month, December, proceeded to enquire into the conduct of Captain Thomas Thompson, commander of his Majesty's ship the Leander, and each of the officers and ship's company as were on board of her at the time she surrendered, and was taken possession of by the *Genereux*, a French ship of 74 guns, and to try them respectively for the same accordingly.

And the Court having heard the evidence brought forward, in support of Captain Thompson's narrative of the capture of the said ship, and having very maturely and deliberately considered the whole, is of opinion—

That the gallant, and almost unprecedented defence of Captain Thompson, of his Majesty's late ship the *Leander*, against so superior a force as that of the *Genereux*, is deserving of every praise his country and this Court can give; and that his conduct, with that of the officers and men under his command, reflects not only the highest honour on himself and them, but to their country at large; and the Court do therefore *most honourably acquit* Captain Thompson, his officers, and ship's company; and he and they are hereby *most honourably acquitted* accordingly.

Signed by the Court.

The President, after the sentence was read, addressed Captain Thompson, nearly as follows:

"Captain Thompson, I feel the most lively pleasure in returning you the sword with which you have so bravely maintained the honour of your King and country; the more so as I am convinced, that when you are again called upon to draw it in their defence, you will add fresh laurels to the wreath you have already so nobly won."

The thanks of the Court were also given to Sir Edward Berry, who was present on this occasion, for the gallant and active zeal he manifested, by giving his assistance on board the *Leander*, in the combat with the *Genereux*; and, upon the return of Captain Thompson to the shore from the Court Martial, he was saluted with three cheers by all the ships in harbour at Sheerness.

## PROMOTIONS FROM OCTOBER TO DECEMBER.

Sir William Scott is appointed Judge of the High Court of Admiralty, on the resignation of Sir James Marriott, and Dr. Nicholl his Majesty's Advocate General, *vice* Sir William Scott. Sir James was appointed his Majesty's Advocate General in the year 1764, and in the year 1778 was appointed Judge of the Admiralty, having been a servant of the Crown thirty four years.

The right honourable the Lord Chancellor has been pleased to appoint the Rev. Doctor Alexander Duncan, of Dundee (naval chaplain to the right honourable Admiral Lord Duncan) to the vicarage of Bolom, Northumberland.

Captain George Clarke, of the *L'Aurore* prison ship at Gibraltar, is appointed to the *Conquerant*, one of Lord Nelson's prizes.

Lieutenant Cuthbert, who took the command of the *Majestic* after the death of Captain Westcott, is appointed to the rank of Post Captain.

Captain Mansfield is appointed to the command of the *Dryad* frigate.

Captain Robert Laurie is appointed to the *Andromache* frigate.

Captain Hammond, made Post, and appointed to the *Champion*.

Captain Allen, of the *Alecto*, appointed to the *Echo*; and the honourable

J. B. Capel appointed to the *Alecto*.

Captain Thomas Manby, to the rank of Post Captain.

Lord Camelford is appointed to the command of the *Charon*.

Captain Robert Honeyman is appointed to the rank of Post Captain.

Captain Plampin is re-appointed to the command of the *Lowestoffe* frigate.

Captain Towry is appointed to the *Tortue* at Plymouth.

Dec. 12. At the Levee held at St. James's this day, his Majesty was pleased to confer the honour of knighthood on Captain, now Sir Edward Berry

## DEATHS.

Admiral Lord Shuldham died lately at Lisbon at a very advanced age.—His Lordship's name stood first on the List of Admirals of the White Flag, being junior only to Lord Howe, who is Admiral of the Fleet. He was made a Post Captain in the year 1746, a Rear-Admiral in 1770, a Vice-Admiral in 1775, a Peer of Ireland in 1776, and an Admiral in 1787. His body, on coming to England for interment, went down with the Colossus man of war, off Scilly. We understand he died without issue, in which case the title becomes extinct. He was son to the Rev. Samuel Shuldham, a resident in the diocese of Ossory.

Captain Waller, of his Majesty's ship *Saturn*, now on the Irish station, died lately as he was walking the quarter-deck.

The 11th of September, at St. John's, in Newfoundland, Mr. Robert Baylis, son of the late Rev. Joseph Baylis, Rector of Luggershall, Wilts, and brother of the Rev. Mr. Baylis, of Gloucester, Lieutenant of his Majesty's ship *Mercury*. Among the many escapes of a naval life of fifteen years, in which he was, with short intervals of exception, continually at sea, the most remarkable was that when the *Centaur* foundered. This ship, one of the fruits of Lord Rodney's memorable victory in the West Indies, sunk on her passage to England. Capt. Inglefield and about twelve others had the good fortune to get off in the long boat; but, before they were at any material distance from the ship, Mr. Baylis, then a midshipman, threw himself into the sea, and reached the side of the boat, which, though much crowded before, was just capable of allowing the additional weight of such a lad. He was accordingly lifted into it. After 17 days and nights encountering all the distress of hunger, thirst, and fatigue, the boat, by skillful management, and the signal interposition of Providence, made the Island of Fayal.

Lieutenant Branston, of the Marines, slipped his foot on going down the side of the Yarmouth hulk, lying in Hamoaze, and was unfortunately drowned. He was going to the Dock Concert; and was a very fine young man, and much respected. It is supposed he struck his head against the side of the ship, and was killed before he fell in the water.

Lieutenant George Cockburne, of the Royal Navy, brother to the Rev. Mr. Cockburne, of Emmanuel College, Cambridge. He was, during the whole American war, in very active service, under Capt. Keith Elphinstone, now Lord Keith, in his Majesty's ships the *Perseus* and *Warwick*, on the American and West India stations.

The 22d ult. in the Island of Guernsey, Mr. William Southec, Midshipman of his Majesty's ship *Eurydice*.

Lately, at Plymouth, of the wound he received while gallantly fighting on board his Majesty's ship *Anson*, in the late brilliant action with the French frigate *La Loire*, Francis Richard Payler, Esq. fourth son of Thomas Watkinson Payler, Esq. of Ilden, Kent.

The following letter was written by Captain J. N. Newman to Sir John Stirling, Bart. of Glorat, on the death of his son:

*"Mermaid, Plymouth, Nov. 8th, 1798.*

"DEAR SIR,

"IT is with great concern I have to inform you of the death of your son, Mr. James Stirling, in the action of the 17th ult. with *La Loire* French frigate. The only consolation, Sir, I can offer you on so severe a loss, is, that his being my aid-de-camp gave me an opportunity of witnessing his gallantry, and he fell gloriously fighting his King and Country's cause. I sincerely sympathise with you and your family on this melancholy event."

"I am, &c.

"JAMES NEWMAN NEWMAN."

Captain Digby Dent, of his Majesty's Royal Navy, died on the 15th of November, leaving a wife and eight children in very distressed circumstances.

BIOGRAPHICAL MEMOIR OF  
ADMIRAL SIR CHARLES KNOWLES, BART.

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After a life of generous toils endur'd,  
The Gaul subdu'd, or property secur'd,  
Ambition humbled, mighty cities storm'd,  
Or laws establish'd, and the world reform'd;  
Clos'd their long glories with a sigh to find  
Th' unwilling gratitude of base mankind!

POPE.

TO preserve the laurel which Fame had planted around the tomb of the naval hero, is a duty, whose importance is very sensibly impressed on our minds. We are anxious not only to relate the brilliant achievements of the present age; but, as it were, to renovate those splendid actions that have been dimmed by the political atmosphere in which they appeared, and whose glory was shorn of its beams by the envious and calumniating spirit of the day.

Admiral Sir Charles Knowles was the son of an Earl of Bambury\*, and a French gentlewoman of rank and uncommon beauty. She was much noticed by Lady Wallingford, and also enjoyed in a considerable degree the friendship of the Duchess of Dorset.

The Earl of Bambury, father to Mr. Knowles, appears to have been ill calculated for a consort so amiable and

\* As it is not generally known how the family lost the title of Earl of Bambury, the following particulars are given:—One of the Earls of Bambury was married to a daughter of the Earl of Suffolk, by whom he had a son. The Earl died suddenly. His widow, Lady Bambury, immediately married Lord Vaux, and in eight months was brought to bed of a son; whose father she declared in the House of Peers was Lord Vaux. Soon after this her eldest son the Earl of Bambury died: in consequence of which, she swore a second time in the House, that the child she formerly assigned to Lord Vaux, was in fact the son of her first husband, the Earl of Bambury. Owing to this prevarication, her son lost both titles; but inherited the Bambury estates, by the decision of Westminster Hall. The title of Earl of Bambury is at present continued by courtesy, and still claimed by the family. In the list of deaths, September 1740, appears the following:—"Charles Knowles, called Earl of Bambury, succeeded by his only surviving son, the Reverend Charles Knowles."

accomplished. Having dissipated about 20,000*l.* abroad in fashionable vices, and acquired that knowledge of the world which is esteemed so essential a finish to a liberal education; he left his son to form himself for the future service of his Country in the school of adversity, which gradually established the firmness of his character, and produced an habitual patience under fatigue or disappointment.—Virtues, that afterwards enabled him, with so much success, to “daft the world aside, and bid it pass.”

Mr. Charles Knowles was born in the year 1702. Lord Wallingford, his half brother, undertook the charge of his education. At the age of fourteen, from his own choice, he entered into the navy. After Lord Wallingford's death, his widow continued the friendship of her husband, and supplied the young sailor with every assistance his unprotected situation required.

Mr. Knowles, when a boy, was of a very lively and active disposition; displaying in a variety of instances, a quickness of conception, and a clearness of expression that attracted the notice of every one who saw him. Such dispositions and qualities naturally impelled him towards a profession, which affords the most constant exercise to the brave and enterprising. Having been recommended by Lord Wallingford to Admiral Sir George Byng, afterwards Lord Torrington, he went with him as midshipman in the *Barfleur*, ninety guns—G. Saunders and Richard Lestock, captains; and was present at the famous battle off Cape Passaro in Sicily, in the year 1718.

The admiral, who was appointed\* commander in chief of the Mediterranean squadron, sailed on the 15th of June from Spithead, with twenty line of battle ships, two fire ships, two bomb vessels, an hospital, and store ship. Pur-

\* The Board of Admiralty, in the year 1718, was composed of James Earl of Berkeley, Sir George Byng, Sir John Jennings, John Cockburn, and William Chetwynd, Esqrs. Sir John Norris, and Sir Charles Wager. James Earl of Berkeley was appointed Vice Admiral, and Matthew Aylmer, Esq. Rear Admiral of Great Britain.



being his voyage with unfavourable winds, it was the 8th of July before he made Cape Spartel. In passing by Gibraltar, Vice Admiral Cornwall came out of that port and joined him with the Argyle and Charles galley. On the 1st of August he arrived in the bay of Naples, and quitting it on the 6th, on the third day came in view of the Faro of Messina. In consequence of the intelligence he had obtained, he stood through the Faro with his squadron, carrying all the sail in his power. About noon the whole Spanish fleet appeared in sight, lying by in line of battle; consisting of twenty-seven sail, besides two fire ships, four bomb vessels, seven galleys, and several ships laden with stores and provisions; under the command\* of Admiral Don Antonio de Castaneta, and four Rear Admirals, Chacon, Mari, Guevara, and Cammock.

The particulars of this well-fought and glorious action, which terminated so much in favour† of the English, do not come within the limits of our present subject‡. Mr. Knowles was thus early initiated into the perils of his pro-

\* M. de St. Philippe Memoires pour servir a L'Histoire de L'Espagne. Tom. iii. p. 297, 298, 299.

† Twenty-one of the Spanish ships, fourteen of which were of the line, and three of their flag ships, were taken or destroyed.

‡ It is an extraordinary circumstance, that at the beginning and close of the eighteenth century, two naval actions should have taken place, which, in many particulars, have such a coincidence with each other, as those of Sir George Byng, and Sir Horatio Nelson. Both commanders were hailed by the Neapolitans as their deliverers from an implacable enemy; both passed through the Faro of Messina in pursuit of that enemy; and both owed in some degree their success to the proud confidence of their opponents. Don Antonio de Castaneta, in opposition to the opinion of Rear Admiral Cammock, an Irish gentleman, who was by far the best seaman in the Spanish fleet, neglected in time to take the advantage he might have done of his situation.—Both confided in their own strength, and despised that of the English; and what is equally remarkable, the answer of the Spanish Monarch to the remonstrance of our ambassador at Madrid, was couched in terms not very far removed from the sentiments of the French Admiral.—“*My master, said the Cardinal Alberoni to Mr. Stanhope, will run all hazards, rather than recall the troops. The Spaniards are not to be frightened:—I am so well convinced of the fleet's doing its duty, that if the admiral should think fit to attack them, I shall be in no pain for the success.*” The beginning of the month of August, was equally auspicious unto Sir G. Byng, and Sir Horatio Nelson. The former also on his return to England was created a peer of Great Britain.



fession, and doubtless admired and emulated the glory of his admiral.

We are unacquainted with the time Mr. Knowles continued under this distinguished officer; it was probably sufficiently long, to mark the various excellence of a character that could so easily adapt itself to the performance of professional or political duties, and to make that impression on his youthful mind, which might have enabled Mr. Knowles, in the subsequent periods of a life of long service, to conduct himself in such a variety of duty, to the satisfaction of those who employed him.

Mr. Knowles was also patronised, whilst a midshipman, by Captain Lord Vere, and was for some time under his command. Having passed the customary form at the Admiralty, he was made lieutenant; and enjoying the reputation he justly merited, of being an excellent engineer and mechanic, was requested to superintend the building of Westminster Bridge\*; but during the time Mr. Knowles was absent in minutely examining the construction of the *Pont Neuf* at Paris, the building of that, which was to add to the splendour and convenience of London, was, for what reason we know not, intrusted to the skill of others. Mr. Knowles, however, on his return, was raised to the rank of commander; and was afterwards, in 1731, made post by his old patron, then Lord Torrington.

When lieutenant of a frigate Mr. Knowles was cast away on the isthmus of sand to the northward of Gibraltar, where Fort Barbara now stands: himself and fifty men were saved. He on this occasion received great civilities from Field Marshal Comte Lascey, who commanded at the siege which had then commenced.

Previous to the year 1739, the Spanish Guarda Costas boarded and plundered every ship they met, and exercised a degree of savage ferocity on the crews, that would have dis-

\* When the model of Westminster Bridge was examined before a committee of the House of Commons, Admiral Knowles declared the bridge would give way in particular parts, and proved it by pressing the model. The bridge was nevertheless built, and gave way as he had foretold.

graced even the character of pirates \*. Letters of marque and reprisal, on our part, were accordingly issued; an embargo was laid on all outward bound vessels, and a fleet was immediately assembled at Spithead. The whole of the English force, then in commission, consisted of eighty-four men of war, besides thirty-two that were ready. The entire navy of Spain amounted to thirty-three ships of war; those of the flota, which are properly merchant ships, included.

Vice Admiral Vernon sailed on the 20th of July 1739 for the West Indies with nine men of war. Captain Knowles, having on February 4th, 1737, been promoted to the command of the Diamond frigate, was ordered to get ready for sea, with some other ships, to reinforce Mr. Vernon, previous to the open commencement of hostilities with Spain. Admiral Vernon arrived at Jamaica on the 23d of October; and had the satisfaction whilst off Port Royal, to † see the Diamond standing into the harbour with two Spanish vessels in tow, one of which was a register ship with 120,000 pieces of eight, and clothing for 6000 men, on board. The Diamond, not being able to sail from the island with the Admiral ‡, joined him at Porto Bello on the 27th of November: five days after the place had surrendered to the British arms.

The abilities, which Captain Knowles possessed as an engineer, were highly valued by the admiral, and became of essential service to him. He was soon appointed chief superintendant of the mines employed to demolish the Spanish fortifications which had been taken: a task that demanded considerable ability, as the walls were so well constructed,

\* A most shocking instance of Spanish barbarity appeared in the case of one Jenkins, master of a Scotch merchant ship; who, at the bar of the House of Commons, held his ear in his hand, which had been torn from his head by the crew of a *Guarda Costa*; who declared they would do the same by his master. They tortured him in the most wanton barbarity, and threatened him with instant death. Being asked by a member, what were his thoughts when he was in the hands of these barbarians? he answered—*I recommended my soul to God, and my cause to my country.*

† Campbell's *Lives*, vol. iv. New Ed.

‡ Admiral Vernon sailed from Jamaica with six ships. During a debate in the House, on the Spanish depredations, he had declared he would undertake to reduce Porto Bello with that number.

and were become so firm by time, as almost to resist any impression the workmen employed on this dangerous service could produce. After three weeks continued labour, this herculean task, with the expenditure of 122 barrels of Spanish gunpowder, was completed. Captain Knowles executed his orders so much to the satisfaction of his admiral, that from this time Mr. Vernon not only consulted him in all his subsequent land operations, but also confided\* to his zeal all such enterprises as demanded the various talents in which this officer so greatly excelled.

Admiral Vernon having thus completely destroyed the strength of a place, which before was considered as proof against every attack, abandoned his conquest, and on the 13th of December returned to Jamaica. Captain Knowles was left with orders to cruise off Carthagena, to prevent the arrival of any supplies, and to watch the motions of the enemy in a quarter where Mr. Vernon intended soon to attack them. Having performed this service, the *Diamond* sailed for Jamaica to refit, and, on the 13th of March 1740, joined the admiral's fleet, which had returned to Porto Bello, to repair the damages sustained during a bombardment of that place. Captain Knowles immediately received his orders to repair on board the success fire ship; and sailed, accompanied with the tender, to examine the entrance of the river Chagre: by his observations, Mr. Vernon determined in what manner it would be most adviseable to conduct the attack on the castle of St. Lorenzo, at its entrance.

Under the protection of this castle the dreaded *Guarda Costas* were accustomed to ride secure. Two of these Spanish pirates, all that now remained of them on the coast, were lying in the river. Having executed this service of peril, with the coolness and resolution that always distinguished him, he was appointed to the fire ships, bomb ketches, and small craft, destined to reduce the castle. Such was his determined bravery, that at noon day he boarded,

\* Charnock.

with the boats, a Spanish ship of 70 guns, under the batteries, with 350 men; the late Admiral Boscawen went a volunteer in his boat. Captain Knowles kept up a spirited bombardment and cannonade, from three o'clock in the afternoon until near ten at night; when Admiral Vernon, with two other ships of the squadron, got in to support him.

On Monday, the 24th of March 1740, the Spaniards hung out a flag of truce from the fort, which the admiral answered from his own ship. The firing was instantly ordered to cease, and Captain Knowles sent on shore; who soon returned with Don Juan Carlos Gutierrez de Ranetas, the governor. The capitulation being settled, Captain Knowles accompanied Don Juan to the shore; and, as a reward for the distinguished services he had rendered, the honour of being appointed governor of the castle for his Britannic Majesty, was conferred upon him. A garrison, of five lieutenants, with 120 men, being assigned.

At three o'clock Captain Knowles entered the fort, with his distinguished prisoner. The same evening he placed a strict guard over the custom house, built on the opposite side of the river Chagre. By day break Admiral Vernon came on shore, and gave the necessary orders for shipping off the different goods\*, that had been destined for the galleons. The two *Guarda Costa* sloops in the river, were sunk just above the custom house, after their decks were first broken up. The custom house being entirely cleared by Friday the 28th, was filled with combustible matter, that burnt with great fierceness all the night. Mines were then sprung, under the direction of Captain Knowles, which entirely demolished the lower bastion, and some of the upper works. All the inner apartments of the castle were then set on fire: and though the recital of these dreadful acts of hostility must fill the mind of the reader

\* The whole of the captured goods was valued at 70,000*l.* besides plate, and other effects to a considerable amount.

with sorrow; yet let it be remembered, they were executed on the den of the plunderer, on the lurking place of the rapacious and cruel pirate, as a sacrifice due to the manes of those mariners, who had been tortured, and insulted in the very agonies of suffering, by the barbarity of the Spanish *Guarda Costas*. On the 30th of March, Captain Knowles, with the rest of the admiral's squadron, put to sea; they arrived off the harbour of Porto Bello on the 1st of April, and on the 3d of May returned with the chief of the squadron to Port Royal Jamaica.

During part of the remainder of the year 1740, Captain Knowles was employed in cruising. On Monday the 4th of August, he arrived at Spithead, in company with the *Torrington*, Captain Knight, and a convoy of twenty-five merchantmen. In \* the same month he was appointed to the *Litchfield* of 50 guns, and Captain Osborne succeeded to the command of the *Diamond*.

On the 26th of October 1740, Captain Knowles sailed from St. Helen's with Sir Chaloner Ogle's formidable fleet; sent to reinforce Mr. Vernon in the West Indies, and to co-operate with Anson, by means of intelligence conveyed across the Isthmus of Darien. Mr. Knowles appears in this fleet as commanding the *Weymouth*, (60 guns, 400 men) and did not return to the *Litchfield* until after the siege of Carthagen. The fleet, on clearing the Channel, were dispersed by a violent tempest. Captain Knowles reached the West Indies a few days before the rest; having parted from the Admiral, 300 leagues to the eastward of Barbadoes. He was received by his former patron with all the blunt cordiality and affection of his character; and continued to enjoy, without diminution, his confidence and esteem. On the 23d of December in this year, Captain Knowles married Miss Alleyne, sister to Sir John Gay Alleyne, Bart. of Barbadoes; whose other sister married Mr. Bouverie, afterwards Earl of Radnor. By this marriage Mr. Knowles had

\* *Gentleman's Mag* 1740, page 413.

one son Edward \*, who was lost to his country when the *Peregrine* sloop of war foundered at sea.

On the 16th of February 1741, a council of war was called, composed of the principal officers, on the breaking up of which it was resolved to make a vigorous attack on Carthagena, both by sea and land. Captain Knowles, to whom on all occasions the admiral applied, being so justly sensible of the value of his services, received orders to reconnoitre the place, and to examine in what quarter the attack might be made with the greatest prospect of success. Every subsequent measure was formed on the opinion given by this able officer †. He was immediately sent, after the due performance of his first orders, to sound the entrance of the harbour, without the *Tierra Bomba*: Captains Laws, Renton, and Cooper accompanied him. The plan of attack was settled on Captain Knowles's report, and a general assault on the *Bocca Chica* castle determined on.

In the evening of March the 4th, 1741, the whole fleet anchored in a bay called *Playa Granda*, to windward of Car-

\* Captain Edward Knowles was born in the year 1744, and educated at Eton school; where, as we are informed by a gentleman, who was his school-fellow, he gained the love and esteem of every one: his character being so amiable, his manners so insinuating, and his general aspect of so superior a cast. His mother was a most lovely woman, and her son by no means degenerated from the beauty of his parent. Lord Howe took him first to sea in the *Magnanime*. He afterwards went lieutenant with Admiral Sir Charles Saunders to Louisbourg; where he boarded the *Prudent* of 64 guns with the other boats of the squadron. He was made commander in the *Peregrine* sloop, formerly the *Caroline* Yacht. This yacht had a poop added, and in consequence it became difficult to steer her. A post commission was made out for Mr. E. Knowles, at the Admiralty, which he never received: for orders being sent to the port admiral at Portsmouth, to send out dispatches, by the first ship that sailed, to Belleisle and Lisbon, containing the declaration of war with Spain; the *Peregrine* sloop being ready for sea, Mr Knowles embarked and arrived safely at Belleisle, where Commodore Keppel endeavoured to detain him, as the weather was stormy. His earnest entreaties however to put to sea prevailed at length with the commodore.—He sailed, and was never heard of afterwards. A portrait of this gentleman was painted by the late Mr. Coates, from a profile shade, and the description given by his father.

† Charnock's biog. naval. the only writer who appears to have been actuated with a desire to render justice to this eminent servant of his country.

thagena. A breach having been made in the castle of Bocca Chica, the admiral \* sent his engineer Captain Knowles to make a diversion that might draw off the attention of the enemy. Captain Knowles had with him the Captains Watson, Cotes, Dennis, Cleland, and Broderick, and carried some cohorn mortars and patareroes, which it was judged might be used against Fort St. Joseph. Observing the consternation into which the Spaniards were thrown, Captain Knowles immediately formed the bold project of rowing in the boats, close under the lee shore, and storming the fort: this was accordingly done, and the fort taken possession of about ten o'clock that night. Immediately after this success, finding the enemy were sinking their ships, they rowed with all their strength; and being within the boom, boarded the admiral Don Blas De Leso's ship the Galicia, in which they took the captain, the captain of marines, an ensign, and sixty men prisoners; who, not having had boats to escape in, had delayed sinking the ship. This being accomplished, Captain Knowles proceeded with his detachment to cut the boom and cables, that were fixed across from Fort St. Joseph to the castle of Bocca Chica, and fastened at each end with three large anchors. A clear entrance was thus made into the harbour for the English fleet.

On the next morning, the 26th of March, the admiral hastened into the harbour; the same evening the Burford and the Orford, advanced as fast as the wind would allow them, and placed themselves across the harbour, just without gun shot of Castillo Grande. The rest of the ships followed as they were able. The Weymouth, Captain Knowles, getting in the same afternoon \*, the admiral sent him with the Cruizer sloop, to destroy the enemy's batteries at Passo Cavallos, and to seize what hulks were there; which he executed on the 28th, having destroyed two batteries of eight guns on each side the entrance into Passo Cavallos.

\* London Gazette.

On the 30th in the evening, the admiral ordered \* Captain Knowles, in the Weymouth, to discover what he could of the enemy; who the same night, proceeding a little beyond the advanced guards, observed the Spaniards to be engaged in removing different articles out of the fortress called Castillo Grande; and discovered in the morning, that they had sunk the two remaining men of war, the Conquistador and Dragon. He immediately gave notice of this to Sir Chaloner Ogle, who lay between the admiral and his advanced guards, the Burford and Orford. Captain Knowles was by him ordered to advance with the Weymouth, and fire on the castle; but the guns of the enemy remaining silent, the signal was made to man and arm the boats; who rowed up directly to the fort, and took possession of it without opposition. The Admiral immediately appointed this brave and active officer, the governor: —*he being well qualified*, to use the very words of the Gazette letter, from Admiral Vernon and Brigadier General Wentworth, to the Duke of Newcastle, *to make his remarks from it, how we may take our advantages to push on still successfully.*

The command of Captain Knowles in this station, as may be supposed, was merely temporary, and only continued until the fleet had worked through the narrow entrance into the great lake, or inner harbour of Carthagena. He then returned to the Weymouth, and having got her safely through the same passage, was immediately sent to attack the batteries at Passo Cavallos, a creek, by means of which Carthagena was partly supplied with provisions. This service he performed with his usual diligence, and it was the last of importance, which he had any opportunity of rendering, before the place was evacuated by the English. The destruction of the forts, however, continued to be assigned to him. The entire demolition of Castillo Grande, under his directions, was finished on the 25th, and fifty-nine pieces

\* London Gazette.



of ordnance rendered unserviceable. Having thus completed the demolition of all the forts that commanded the harbour, and carried off a great store of lime and lime stone for the hospital building at Jamaica, Admiral Vernon left the place, and on the 19th arrived at Port Royal; where it had been resolved, in a general council of war, held on the 23d and 24th of April, to return.

Soon afterwards Captain Knowles appears to have returned into the Litchfield of 50 guns, and to have been in the squadron, left under the command of Commodore Davers for the protection of Jamaica. He was most probably at this time employed in fortifying\* the harbour of Port Antonio in that island; in making careening places for his Majesty's ships, both there and at Port Royal; and, towards the close of the year, in performing the same service at Antigua.

Admiral Vernon being returned to England, the command of the fleet in the West Indies devolved on Sir Chaloner Ogle. In the month of February 1743, Captain Knowles, who at that time had the command of the Suffolk, received his instructions from the Admiralty to take the Burford under his command, and to proceed with them as soon as possible to Barbadoes. On meeting with any of the ships† mentioned below, he was to deliver the packets that were enclosed, to their commanders, and to proceed with them to Antigua‡.

On his arrival at that island, he was to give his Majesty's orders to the commanding officer in Lieutenant General Dalziel's regiment of foot, that 400 men of that regiment might embark with him. The Falmouth, Comet bomb, and a victualling ship, were also to join the squadron; which being completely equipped, Commodore Knowles was to

\* See his memorial, which we have inserted, that was presented to the King, on his arrival from Russia.

† Scarborough, Advice, Norwich, Eltham, Lively, Pembroke's prize, Otter sloop.

‡ Captain Knowles was the first person who ever attempted, to carry a ship of the line into English Harbour Antigua.

proceed to the coast of Caraccas, where the Guipuscoa company had established settlements at the towns of La Guira \*, and Porto Cavallo, against which places his whole force was to be concentrated.

According to the same directions, he was to call a council of war, before he arrived in sight of the coast, and to lay his instructions before the members of it. He was also to allow Captain Thomas Sommers, who served as a volunteer, to have a vote at all general consultations. Besides these orders, Commodore Knowles received additional instructions, which in some measure, contradicted the former ones. These appear to have put the council, held on the occasion, to some difficulty, whether they should first attack La Guira or Cavallos. At length, however, they came to an unanimous opinion, as appears from the result † of a general consultation, held on board his Majesty's ship *Suffolk*, February 17th, to make the first attack on La Guira.

But before we attend this gallant officer on his expedition, who now, for the first time, hoisted his broad pendant as commander of a detached squadron, it will be necessary to make some previous reflections. The Spaniards, against

\* In 1742, this active officer had obtained from a West Indian an account of La Guira. It appears that the intelligence Mr. Knowles procured at different periods of his life cost him no less a sum than 20,000*l*.

† We, having taken the instructions of the Right Honourable the Lords Commissioners of the Admiralty into consideration, together with such informations as were given of the enemy's situation and strength at La Guira, and Porto-Cavallo, unanimously are of opinion, that it will be most for his Majesty's service, and for the honour and reputation of his arms, to make the first attempt on the enemy, by seizing or destroying such ships and vessels, as shall be found at La Guira: as it will be striking terror into the enemy, giving great spirit and encouragement to his Majesty's seamen and soldiers, and be a means of coming, at a more certain account of the enemy's strength and situation at Porto-Cavallo, and particularly at a knowledge of the dispositions and humours of the native Spaniards, in order to facilitate and settle a correspondence and harmony betwixt them, agreeable to the original design of the expedition. Given under our hands, &c. &c. &c.

Charles Knowles,  
Geo. Lucas,  
F. Lushington,  
E. Smith,  
William Lisle,

T. Gregory,  
Elliot Smith,  
Richard Watkins,  
Smith Callis,  
T. Sommers.

whom this force was intended, were beyond measure irritated at the disgrace, which the skill and valour of Captain Knowles, as we have already related, had been so instrumental in bringing upon them. The old Castilian spirit began in some degree to revive, and they resolved by every means in their power to retrieve the laurels they had lost. The governor of the Caraccas was by no means insensible to this awakening disposition; and by some means or other had certainly received intelligence of the intended expedition two months before it sailed. Nothing that could tend to his security had been neglected. The garrisons were augmented by a numerous body of Indians, Mulattoes, and negroes, whom he had properly trained; and he had also prevailed on the Dutch governor of Curaçoa, an island of the lesser Antilles, to supply him with a considerable quantity of ammunition\*. Commodore Knowles, in addition to these obstacles, was unfortunate in having some officers, by no means worthy of such a commander: a circumstance, which however painful to relate, in justice to his character should be made known†.

With an enemy, thus prepared to receive him, and with these evils to surmount, Commodore Knowles set sail for La Guira. Nothing but the habitual patience, resolution, and active spirit of his character, could have enabled him to

\* In the postscript of a letter, sent after the expedition by the commodore to the Admiralty, he says—"Of the 230 volunteers I acquainted you in my last I got at Curaçoa, the governor stopped near 150 of them, and would have done so by them all, had it not been for the captain of the Dutch man of war in port, who was very zealous and ready in assisting us; as, on the contrary, the governor was in assisting the Spaniards: for he supplied them with ten tons of powder, and other ammunition, just before I arrived; though the greatest part of the merchants of the island of Curaçoa, petitioned him to the contrary. Which he not regarding, they drew up a protest against his proceedings, and have sent it home to Holland. As this man is a professed enemy to the English, I thought it was my duty to acquaint their Lordships of his proceedings.

† To Thomas Corbett, Esq. Admiralty.

"SIR,

*Suffolk, off Porto Cavallo, April 22.*

"I have lodged this in the hands of Captain Smith of the Burford, in case of any thing happening to me: I write it the evening before I go to battle, for their Lordship's information, with my reasons for suspending and superseding Captain —, &c. &c. I hope their Lordships will deal the same by Captain — for deserting me."—It appears therefore, by this letter, that not less than two officers of rank proved unworthy of the service.

conduct the whole as he did, with such impediments to oppose his success.

On the 18th, says the commodore in his private letter, I made the white rock, and Cape Caldera on the main. During the night I ran down the main, under an easy sail; and in the morning, being about five leagues to the eastward of La Guira, sent the Otter sloop ahead, to see what ships were in the road; who by eight o'clock made the signal for discovering a fleet, upon which I called a second consultation; wherein it was agreed to batter the town, and destroy the ships: as they were hauled so close in shore, the one could not be done, without the other being first silenced.

About one o'clock the Burford, who led, began the attack\*; against whom the enemy at first made but a slight fire. In less than an hour all the squadron were at anchor, and began to cannonade very smartly. By three o'clock the enemy had slackened their fire very much; but the Burford receiving a shot, between wind and water, cut her cable, and quitted the line. Her captain (Lushington) lay dying of his wounds.

Myself, the Advice, and Lively, continued cannonading, the Scarborough and Bomb Ketch playing their shells, in hopes of silencing the batteries; especially as a fortunate shell had fallen into one of the largest batteries on the side of the hill, blown up the magazine, and set it on fire. About eight o'clock, finding the enemy had great advantage over us, for want of day light to take good aim, I ceased firing. I had determined, during the darkness of the night, to have cut adrift, or set on fire the enemy's ships, and gave orders accordingly: but most of the boats being disabled by shot, and the men so greatly fatigued, it was found impracticable. The next day, the remaining part of the ships were employed in preparing for a second encounter. Between one and two o'clock, just as the moon was set, I sent away the boats, under the command of my third lieutenant, (my first having been extremely fatigued, and my second ill), with orders to cut the ships adrift, and let them drive on shore, or burn them; whichever could be done with the most ease and least hazard. Accordingly, about three o'clock, the boats boarded them without any resistance, all the people being ashore: but the lieutenants, instead of complying with their orders, finding the first ship they went on board a fine large new ship and partly laden; as soon as they had cut some of the cables, towed her away with the boats, while others were suffered to plunder: who making a noise, and firing pistols to break open locks, alarmed the town.

\* Earl Howe was an officer in this ship under Captain Lushington. *vid.* page 3 of this work.