

captured Spanish register ship—"that the ship and cargo should be restored to his Catholic Majesty, and his subjects the claimants, agreeable to the prayer; and that one eighth of the value, after deducting the expence on both sides, be paid for salvage: provided, that within six months, it shall be declared by his Catholic Majesty, in some public act, that all ships and cargoes that are, or shall be captured by the King of Spain, together with private ships to be fitted out, belonging to this country, be restored upon the like terms to his Britannic Majesty: otherwise the said ship *St. Jago* shall be considered as a good and lawful prize to the British recaptors." The agents for the capture of the above ship, having dissented from the above adjudication in 1793, and entered an appeal to the Lords of the Council for the final issue; they adjudged to the captors, in January 1795, the sum of 935,000*l*.

—His Majesty's sloop *Spitfire*, Captain Durham, on the 27th of April, fell in with two French armed brigs, the one of sixteen, and the other of twelve guns; which she engaged for half an hour, under the fort at Cherbourg; and at last obliged them to bear up for the harbour, when the *Spitfire* was under the necessity to leave off the chase to prevent going on shore. The *Spitfire* received no material damage either from the brigs, or from the fort, which during the engagement kept a constant fire upon her.

Admiralty Office, June 1, 1793.

Captain Laforey, of his Majesty's sloop the *Fairy*, arrived this afternoon at this office, with a letter from Vice Admiral Sir John Laforey, Commander in Chief of his Majesty's ships at the Leeward Islands, to Mr. Stephens, of which the following is a copy:

SIR, *Trinity, Great Courland Bay, Tobago, April 22.*

I beg leave to acquaint you, for their Lordships' information, with the capture of the island of Tobago. I sailed with part of my squadron from Barbadoes the 12th instant; accompanying Major General Cuyler, with the land forces destined for the expedition, and put them on shore in this bay, on the evening of the 14th: when General Cuyler, having received intelligence that rendered it necessary to lose no time in his advances, marched immediately across the island to Scarborough, and at three o'clock on the next morning, after having summoned the fort to surrender, ineffectually, stormed the works, and carried them against a strong resistance, with some loss, the number of the enemy that defended them being fully equal to that of his Majesty's troops who made the attack.

I dispatch Captain Laforey, commander of his Majesty's sloop *Fairy*, with this account. I have the honour to be, &c.

Philip Stephens, Esq.

JOHN LAFOREY.

May 27. The Nymph frigate, Captain Pellew, and the Venus frigate, Captain Jonathan Faulknor, sailed from Spithead the 19th of May on a cruise to the southward. On the 25th they separated in chase, and on the 27th the Venus, about day-light, fell in with a large French frigate, the Proserpine, of 36 guns, besides carronades. The Venus was unable to bring her to close action, before eight o'clock in the morning, which continued very warm until half past eleven o'clock. The French frigate was then perfectly silenced, had been making off for some time, and did not fire a gun for the last half hour; but the Venus still kept following her close, and repeatedly raked her on both quarters. The French frigate's decks was totally deserted, her ports lowered down, several of them beat into one; and without a doubt in a few minutes must have struck her colours, but for her consort the Cleopatra being discovered working up to her assistance. On seeing which the French frigate, the Venus was engaging, made a private signal, which was immediately answered by the other, who hoisted French national colours under a great press of sail. The frigate engaged, then bore up, and run down to her. Captain Faulknor kept his wind, and got ready to receive the other French frigate, who continued to stand after him. The Venus was very much damaged in her masts, yards, sails, and rigging; all her lower shrouds were shot away, except one; her main, and every other stay, shot asunder; the fore, main, and mizen masts considerably wounded; the main topsail shot clean out of the bolt ropes, the mizen stay-sail had more than one hundred shots through it, with the loss of two men killed and twenty wounded.

This brilliant action, without a marine on board, twenty men short of complement, and with only three petty officers of the quarter deck, is an additional proof of the gallant conduct of Captain Faulknor, his officers, and men. Had the Nymph fortunately joined the Venus, there cannot remain the smallest doubt, but both these French frigates would have been captured; they had seen them twice before during their cruise, but could not get near enough to bring them to action. The two French ships were both from Cherbourg, and the action was fought in mid-channel. The French frigate mounted six guns more than the Venus.

30. A severe engagement, that lasted four hours, took place about six leagues from Gibraltar, between the Isis frigate of 32 guns, Captain George Lumsdaine, and a French ship of superior force. Several men were killed on both sides, and the Honourable Lieutenant A. Bennet was wounded in the right thigh. They were at last obliged to separate.


[*To be continued.*]

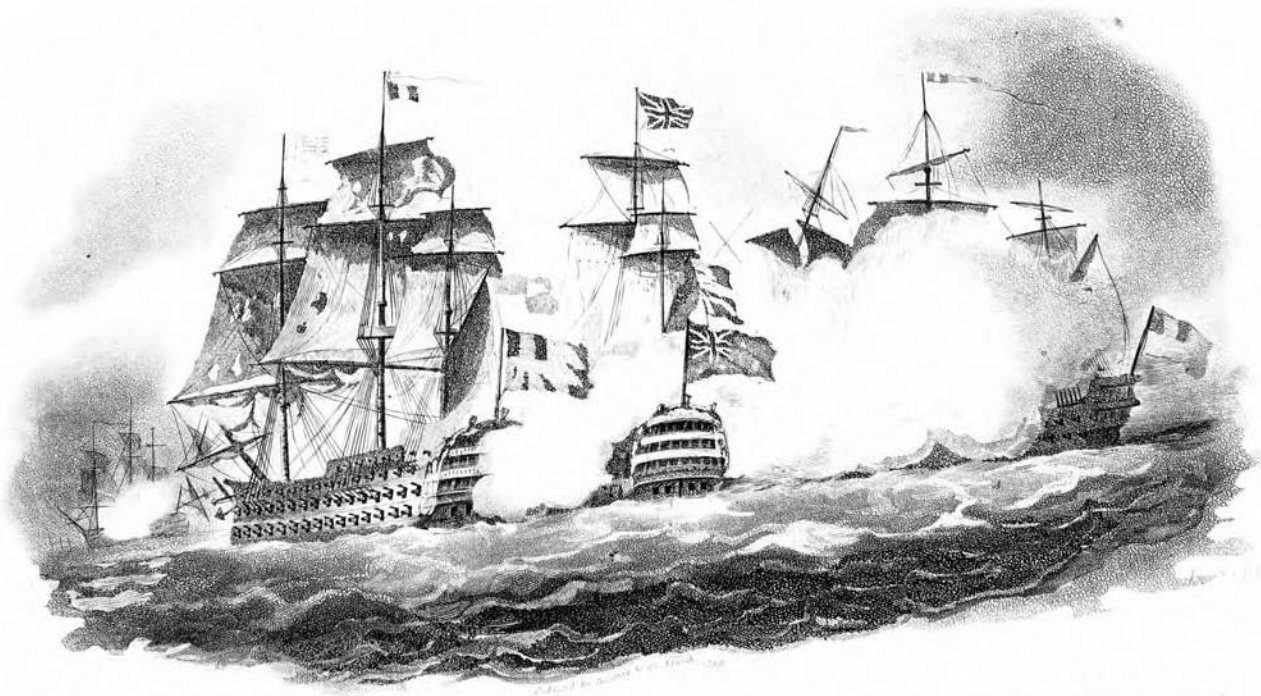
PLATE V.

THIS engraving, from the original design by Mr. Pocock, is a correct representation of the gallant manœuvre of Lord Howe, on the 1st of June 1794 ; and will give those, who are anxious to form a clear idea of this memorable exploit, an accurate and just comprehension of the manner, in which this gallant veteran performed the last achievement of his bold, and enterprising mind. The view is supposed to be taken from the eastward, or windward of the line of battle. Lord Howe, about half past nine A. M. in the Queen Charlotte, with the signal flying for closer action, and top-gallant sails set, broke through the French line. His ship is accordingly seen, nearly under the stern of the Montagne, luffing up under her lee quarter, and pouring in her larboard broadside ;—whilst, with her starboard guns, she rakes the Jacobin, the French admiral's second astern, who had shot ahead, hoping to close the space, and thus to baffle the determined bravery of the English admiral. But in this she was disappointed, with the loss of her foremast and bowsprit, the former of which is described as falling.

The Montagne not able to sustain the Queen Charlotte's tremendous fire, which Mons. Jean Bon St. Andre so emphatically terms * *ces decharges meurtrieres*, is seen setting her top-gallant sails to shoot ahead. The fore-top mast of the Queen Charlotte appears shot away. In distance is represented the Marlborough, with her head to the wind, and all her sails aback, athwart the Impetueux, and another French ship, which she is engaging. For particulars of this action we must refer our readers to our first number, and to Lord Howe's Gazette Letters, which will appear in our Historical Narrative of Naval Actions.

* Naval Chronicle, No. I. page 27.





E. Howe breaking the French Line of Battle on the 1st of June 1794

NAVAL LITERATURE.

*A Voyage of Discovery to the North Pacific Ocean, and round the World ; in which the Coast of North-west America has been carefully examined and accurately surveyed. Undertaken by his Majesty's Command, principally with a View to ascertain the Existence of any Navigable Communication between the North Pacific and North Atlantic Oceans ; and performed in the Years 1790, 1791, 1792, 1793, 1794, and 1795, in the Discovery Sloop of War *, and Armed Tender Chatham, under the Command of Captain George Vancouver. In Three Volumes Royal 4to and a Folio Volume of Charts and Headlands, 6l. 6s. Robinsons, Edwards, 1798.—Vol. I. 432 Pages, 7 Plates.*

WE have not of late years perused any voyage so well composed, and throughout arranged in so judicious and able a manner, as the valuable one that has been presented to the public in these volumes. Both in point of composition and ability, it must always rank high among those works, which are considered as naval classics by professional men. At the head of these the relation of Lord Anson's voyage has long been placed : and we think, with due submission to the opinion of others, the present one of Vancouver deserves in point of literary merit to be held in an equal estimation. There is no work that requires more address in its composition, than the relation of a voyage, necessarily containing a great variety of nautical and astronomical terms ; whose novelty had been greatly diminished, by the relations of preceding circumnavigators, and in which the journals of others must be blended with the narration, and be united with the remarks, which the writer's own observation had already made.

The labours of Dr. Hawkesworth, the succeeding voyages of the ever-lamented Captain Cook, and the different vo-

* Number of officers and men in the Discovery sloop of war, 107.—Captain, *George Vancouver* ; Lieutenants, *Zachariah Mudge*, *Peter Puget*, *Joseph Baker* ; Master, *Joseph Whidbey*.

Number of officers and men on board the Chatham armed tender, 45.—Commander, *Lieutenant W. R. Broughton* ; Lieutenant, *James Hanson* ; Master, *James Johnstone*.

lumes which have since been published relating to the Pacific Ocean, form a most valuable collection of nautical remarks, and geographical knowledge : and it is much to be wished, for the general good of the service, that the whole, may, at some future period, be published in a size more adapted to the limits of a moderate fortune, and more calculated to be received into the library of the mariner.

The publication we have at present to consider, which we particularly recommend to the attentive perusal of our readers, experienced a considerable disadvantage in consequence of the decease of Captain Vancouver. The first volumes, excepting the introduction, and as far as page 288 of the last volume, were printed before his death. He had also prepared the introduction, and a further part of the Journal as far as page 408 of the last volume. The remainder was arranged for the press by his brother Mr. John Vancouver, as we are thus informed :

The whole narrative of the Voyage of Discovery having been brought to its conclusion at Valparaiso, by Captain Vancouver him-

If there only remains for me to add, that in preparing for the press the small remainder of his Journal, comprehending the passage round Cape Horn to St. Helena, and from thence to England, I have strictly adhered to the rough documents before me ; but as no new incidents occurred in this part of the voyage, and as the insertion of log book minutes, over a space which is now so frequently traversed, cannot either be useful or entertaining, I have endeavoured to compress this portion of the Journal into as few pages as possible.

If the reader compares the following account of stores and personal comforts, supplied by the Board of Admiralty for this voyage, with the painful reflections of Wallis and Cartaret on the want of them ; he will perceive, that since that period, a very considerable improvement has taken place in a department, which holds as it were in balance, the dearest interests of Great Britain.

The Board of Admiralty, greatly attentive to our personal comforts, gave directions that the *Discovery*, and *Chatham* should each be supplied with all such articles as might be considered in any way likely to become necessary, during the execution of the long and arduous service in which we were about to engage. Our stores, from the na-

val arsenals, were ordered to be selected of the very best sorts, and to be made with materials of the best quality. In addition to the ordinary establishment, we were supplied with a large assortment of seines and other useful fishing gear of various kinds. The provisions were furnished at the Victualling-office with the greatest care, all of which proved to be excellent, and manifested the judgment which had been exercised in the selection and preparation of the several articles. To these were added a large proportion of sour-kroust, portable soup, wheat instead of the usual supply of oatmeal for breakfast, the essence of malt and spruce, malt, hops, dried yeast, flour, and seed mustard, which may all be considered as articles of food. Those of a medicinal nature, with which we were amply supplied, were Dr. James's powders; vitriolic elixir; the rob of lemons and oranges, in such quantities and proportions as the surgeon thought requisite; together with an augmentation to the usual allowance, amounting to a hundred weight, of the best Peruvian bark.

To render our visits as acceptable as possible to the inhabitants of the islands or continent in the Pacific Ocean, and to establish on a firm basis a friendly intercourse with the several tribes we might occasionally meet with, Lord Grenville directed that a liberal assortment of various European commodities, both of a useful and ornamental nature, should be sent on board from the Secretary of State's office. From the Board of Ordnance the vessels were supplied with every thing necessary for our defence, and amongst other articles were four well-contrived three pound field pieces for the protection of our little encampment against any hostile attempts of the native Indians, amongst whom we should necessarily have frequent occasion to reside on shore; and for the amusement and entertainment of such as were peaceably and friendly disposed towards us, we were furnished with a most excellent assortment of well-prepared fireworks.

The first volume is divided into two books: one of which gives an account of their transactions from the commencement of the expedition until their departure from Otaheite. In the other, they visit the Sandwich Islands, proceed to survey the coast of New Albion, pass through an inland navigation, arrive at Nootka, and Port St. Francisco.

The following reflections, on leaving his native land, are particularly well conceived:

A gentle breeze from the N. E. at day dawn on Friday, the 1st of April, enabled us to sail out of Carrick road, in company with the *Chatham*; and at midnight we took a long farewell of our native

shores. The Lizard lights bore by compass north-north west, half west, about eight leagues distant ; and the wind being in the western quarter, we stood to the southward. Towards the morning of the 2d, on the wind's shifting to the south, we stood to the westward, clear of the English channel ; with minds, it may easily be conceived, not entirely free from serious and contemplative reflections. The remote and barbarous regions, which were now destined, for some years, to be our transitory places of abode, were not likely to afford us any means of communicating with our native soil, our families, our friends, or favourites, whom we were now leaving far behind ; and to augment these painful reflections, his Majesty's proclamation had arrived at Falmouth, the evening prior to our departure, offering bounties for manning the fleet ; several sail of the line were put into commission, and flag officers appointed to different commands : these were circumstances similar to those under which, in August 1776, I had sailed from England in the *Discovery*, commanded by Captain Clerke, on a voyage which in its object nearly resembled the expedition we were now about to undertake. This very unexpected armament could not be regarded without causing various opinions in those, who, from day to day, would have opportunities of noticing the several measures inclining to war or peace ; but to us, destined, as it were, to a long and remote exile, and precluded, for an indefinite period of time, from all chance of becoming acquainted with its result, it was the source of inexpressible solicitude, and our feelings on the occasion may be better conceived than described.

After inserting some judicious remarks on crossing the Equator (Page 11.) Captain Vancouver, in compliance with the method proposed in the introduction for correcting the errors of navigation, having passed through the Atlantic, takes a retrospect (Page 14.) of the whole passage. His subsequent survey of the coast of Holland, comprehending an extent of 110 leagues, affords a more correct idea of that country than we had before received ; and entirely overthrows an opinion of Dampier, who considered the whole of the western part of New Holland as consisting of a cluster of islands. On Thursday, the 22d of December 1793, at a considerable distance from the tracks of former navigators, they discovered an island named Oparo :—in the latitude of $27^{\circ} 36'$, and, by their lunar observations, of the two preceding days, reduced to its centre by the chronometer, in longitude $215^{\circ} 58' 28''$, the mean of the variation was $5^{\circ} 40'$ eastwardly. Its prin-

cipal character was a cluster of high craggy mountains, forming in several places most romantic pinnacles, with perpendicular cliffs, nearly from their summits to the sea.

In the latitude of $35^{\circ} 25'$; longitude $217^{\circ} 24'$, by the dead reckoning $214^{\circ} 42'$; our navigators found themselves in the midst of immense numbers of the sea blubber of the species of the medusa villilia.

The surface of the ocean, as far as the eye could reach, was covered with these animals in such abundance, that even a pea could hardly be dropped clear of them. The largest did not exceed four inches in circumference; and adhering to them was found a worm of a beautiful blue colour, much resembling a caterpillar. This worm is about an inch and a half long, thickest towards the head, forming a three sided figure, its back being the broadest; its belly, or under part, was provided with a festooned membrane, with which it attached itself to the medusa villilia. Along the ridge connecting the sides and back from the shoulders to the tail, on each side, are numberless small fibres, about the eighth of an inch in length, like the downy hair of insects, but much more substantial; probably intended to assist the animal in its progress through the water. This worm or caterpillar, Mr. Menzies considered to be a new genus.

The medusa villilia attended them in the greatest abundance over a space of seven degrees of longitude. Captain Vancouver has inserted the following description of them by Mr. Johnstone, who paid particular attention to these extraordinary creatures :

These small blubbers are of an oval form, quite flat, and measuring about an inch and an half the longest way ; their under side is somewhat concave ; the edges, for near a quarter of an inch in width, are of a deep blue colour, changing inwardly to a pale green ; the substance being much thinner and more transparent there, than on the upper side. Perpendicularly to the plain of their surface, stands a very thin membrane, extending nearly the whole length of its longest diameter in a diagonal direction ; it is about an inch in height, and forms a segment of a circle. This membrane, which seemed to serve all the purposes of a fin and a sail, was sometimes observed to be erect ; at others lying flat, which was generally the case in the morning ; but as the day advanced, it became extended. Whether this was voluntary, or the effect of the sun's influence, was a question not easily to be decided. When the membrane was down, these little animals,

collected into compact clusters, were apparently destitute of any motion, and their colour at that time seemed of a dark green.

Soon after mid-day, on Tuesday, the 17th of April, they discovered the coast of New Albion, bearing by compass east N. E. to E. by S at the distance of about two leagues, on which the surf broke with great violence. The shore appeared strait and unbroken, of a moderate height, with mountainous land behind, chiefly covered with stately forest trees. Having proceeded along the coast to the northward, ranging as near it as was possible, they continued to explore its various windings, until they arrived at those regions where the imagination of closet philosophers, since the days of John de Fuca, the Greek pilot, in 1592, has expatiated with a luxuriancy worthy of the relations of the Arabian Sindbad.

The serenity of the weather, although very pleasant, was rendered excessively irksome by the want of wind; our progress was slow, and our curiosity was much excited to explore the promised expansive Mediterranean ocean, which, by various accounts, is said to have existence in those regions. The several large rivers and capacious inlets, that have been described as discharging their contents into the Pacific, between the 40th and 48th degree of north latitude, were reduced to brooks, insufficient for our vessels to navigate, or to bays, inapplicable as harbours, for refitting; excepting that one of which Mr. Dalrymple informs us, "that it is alleged that the Spaniards have recently found an entrance in the latitude of 47° 45' north, which in twenty-seven days course brought them to the vicinity of Hudson's Bay; this latitude exactly corresponds to the ancient relation of John de Fuca, the Greek pilot, in 1592*." This inlet could be now only ten miles from us; and another that had been visited by Mr. Mears, and other traders on the coast, was not more than twenty leagues distant. We had been extremely fortunate in the favourable winds that had attended us along this coast, and their absence at this juncture made us impatient for their return. Our anxiety was, however, of no long duration, as by three o'clock on Sunday morning we were indulged with a pleasant breeze; with which at day-light we weighed and stood along the shore to the north-west. Whilst at anchor, we found a constant current, without intermission, setting in the line of the coast to the northward, at an uniform rate of near half a league per hour. Since we had passed Cape Orford, we had been regularly thus affected, and car-

* Vide Mr. Dalrymple's Plan for promoting the Fur Trade, &c. p. 21, 1769.

ried further to the north, by ten or twelve miles per day, than we expected.

At four o'clock, a sail was discovered to the westward standing in shore. This was a very great novelty, not having seen any vessel but our consort during the last eight months. She soon hoisted American colours, and fired a gun to leeward. At six we spoke her. She proved to be the ship *Columbia*, commanded by Mr. Robert Gray, belonging to Boston, whence she had been absent nineteen months. Having little doubt of his being the same person who had formerly commanded the sloop *Washington*, I desired he would bring to, and sent Mr. Puget and Mr. Menzies on board to acquire such information as might be serviceable in our future operations.

The most remarkable mountain we had seen on the coast of New Albion, now presented itself. Its summit, covered with eternal snow, was divided into a very elegant double fork, and rose conspicuously from a base of lofty mountains, clothed in the same manner, which descended gradually to hills of a moderate height, and terminated like that we had seen the preceding day, in low cliffs falling perpendicularly on a sandy beach, off which were scattered many rocks and rocky islets of various forms and sizes. This was generally considered, though it was not confirmed by its latitude, to be the Mount Olympus of Mr. Mears, it being the only conspicuous mountain we had observed on the part of the coast he had visited. Mount Olympus is placed in latitude $47^{\circ} 10'$; whereas our latitude now was $47^{\circ} 38'$ and as this mountain bore north 55° east, it must consequently be to the north of us, although we were unable to determine its precise situation, by the thick hazy weather which shortly succeeded.

On the return of the boat, we found our conjectures had not been ill grounded, that this was the same gentleman who had commanded the sloop *Washington* at the time, we are informed, she had made a very singular voyage behind Nootka. It was not a little remarkable, that on our approach to the entrance of this inland sea, we should fall in with the identical person who, it had been stated, had sailed through it. His relation, however, differed very materially from that published in England. It is not possible to conceive any one to be more astonished than was Mr. Gray, on his being made acquainted, that his authority had been quoted, and the track pointed out that he had been said to have made in the sloop *Washington*. In contradiction to which, he assured the officers, that he had penetrated only fifty miles into the straits in question, in an east north east direction, that he found the passage five leagues wide; and that he understood, from the natives, that the opening extended a considerable distance to the northward, that this was all the information he had acquired respecting this inland

sea, and that he returned into the ocean by the same way he had entered. The inlet he supposed to be the same that De Fuca had discovered, which opinion seemed to be universally received by all the modern visitors. He likewise informed them of his having been off the mouth of a river in the latitude of $46^{\circ} 10'$, where the outset, or reflux, was so strong as to prevent his entering for nine days. This was probably, the opening passed by us on the forenoon of the 27th; and was, apparently, inaccessible, not from the current, but from the breakers that extended across it. He had also entered another inlet to the northward, in latitude $54\frac{1}{2}^{\circ}$; in which he had sailed to the latitude of 56° , without discovering its termination. The south point of entrance into De Fuca's Straits he stated to be in $48^{\circ} 24'$, and conceived our distance from it to be about eight leagues. The last winter he had spent at Port Cox, or, as the natives call it, Clayoquot, from whence he had sailed but a few days. During the winter he had built a small vessel, in which he had dispatched a mate and ten men to barter for furs on Queen Charlotte's Islands, and was himself now commencing his summer's trade along the coast to the Southward. Whilst he remained at Clayoquot, Wicananish, the chief of that district, had concerted a plan to capture his ship, by bribing a native of Owwhyhee, whom Mr. Gray had with him, to wet the priming of all the fire-arms on board, which were constantly kept loaded; upon which the chief would easily have overpowered the ships crew, by a number of daring Indians who were assembled for that purpose. This project was happily discovered, and the Americans being on their guard, the fatal effects of the enterprize were prevented.

The evening of the 29th brought us to an anchor in very thick rainy weather, about eight miles within the entrance on the southern shore of the supposed Straits of De Fuca. The following morning, a gentle breeze sprang up from the north west, attended with clear and pleasant weather, which presented to our view this renowned inlet. Its southern shores were seen to extend, by compass, from north 83° west to east; the former being the small island we had passed the preceding afternoon, which lying about half a mile from the main land, was about four miles distant from us; its northern shore extends from north 68° west to north 73° east; the nearest point of it, distant about three leagues, bore north 15° west. We weighed anchor with a favourable wind, and steered to the east along the southern shore, at the distance of about two miles, having an uninterrupted horizon between east and north 73° east. The shores on each side the straits are of a moderate height, and the delightful serenity of the weather permitted our seeing this inlet to great advantage. The shores on the south side are composed of low sandy cliffs, falling perpendicularly on beaches of sand or stones. From the top of these cliffy emi-

nences, the land appeared to take a further gentle moderate ascent, and was entirely covered with trees chiefly of the pine tribe, until the forest reached a range of high craggy mountains, which seemed to rise from the wood land country in a very abrupt manner, with a few scattered trees on their steril sides, and their summits covered with snow. The northern shore did not appear quite so high: it rose more gradually from the sea-side to the tops of the mountains, which had the appearance of a compact range, infinitely more uniform, and much less covered with snow than those on the southern side.

Our latitude, at noon, was $48^{\circ} 19'$; longitude $236^{\circ} 19'$; and the variation of the compass 18° eastwardly. In this situation, the northern shore extended by compass from north 82 west to north 51 east; between the latter, and the eastern extremity of the southern shore, bearing north 88 east, we had still an unbounded horizon; whilst the island before-mentioned, continuing to form the western extremity of the southern shore, bore south 84 west. By these observations, which I have great reason to believe were correctly taken, the north promontory of Classet is situated in latitude $48^{\circ} 23\frac{1}{2}'$, longitude $235^{\circ} 38'$. The smoothness of the sea, and clearness of the sky, enabled us to take several sets of lunar distances, which gave the longitude to the eastward of the chronometer, and served to confirm our former observations, that it was gaining very materially on the rate as settled at Otaheite. As the day advanced, the wind, which as well as the weather was delightfully pleasant, accelerated our progress along the shore. This seemed to indicate a speedy termination to the inlet, as high land now began to appear just rising from that horizon which, a few hours before, we considered to be unlimited. Every new appearance, as we proceeded, furnished new conjectures; the whole was not visibly connected; it might form a cluster of islands separated by large arms of the sea, or be united by land not sufficiently high to be yet discernible. About five in the afternoon, a long, low, sandy point of land was observed projecting from the cliffy shores into the sea, behind which was seen the appearance of a well-sheltered bay, and a little to the south-east of it, an opening in the land, promising a safe and extensive port. About this time a very high conspicuous craggy mountain, bearing by compass north 50 east, presented itself, towering above the clouds: as low down as they allowed it to be visible it was covered with snow, and south of it, was a long ridge of very rugged snowy mountains, much less elevated, which seemed to stretch to a considerable distance.

As my intention was to anchor for the night under the low point, the necessary signals were made to the Chatham, and at seven we hauled round it at the distance of about a mile. This was, however, too near, as we soon found ourselves in three fathoms water; but, on

steering about half a mile to the north, the depth encreased to ten fathoms, and we rounded the shallow spit, which, though not very conspicuous, is shewn by the tide causing a considerable rippling over it. Having turned up a little way into the bay, we anchored on a bottom of soft sand and mud in fourteen fathoms water. The low sandy point of land, which from its great resemblance to Dungeness in the British Channel I called New Dungeness, bore by compass north 41 west, about three miles distant, from whence the low projecting land extends until it reaches a bluff cliff of a moderate height, bearing from us south 60 west about a league distant. From this station the shores bore the same appearance as those we had passed in the morning, composing one entire forest. The snowy mountains of the inland country were, however, neither so high nor so rugged, and were further removed from the sea shore. The nearest parts bore by compass from us south about half a league off; the apparent port south 50 east about two leagues, and the south point of an inlet, seemingly very capacious, south 85 east; with land appearing like an island, moderately elevated, lying before its entrance, from south 85 east to north 87 east, and the south east extremity of that which now appeared to be the southern shore, north 71 east. From this direction round by the north and north west, the high distant land formed, as already observed, like detached islands, amongst which the lofty mountain, discovered in the afternoon by the third lieutenant, and in compliment to him called by me Mount Baker, rose a very conspicuous object, bearing by compass north 43 east apparently at a very remote distance. A small Indian village was near us on the south-side of the bay, but we had not yet been visited by any of the inhabitants. We had now advanced further up this inlet than Mr. Gray, or (to our knowledge) any other person from the civilized world; although it should hereafter be proved to be the same which is said to have been entered by De Fuca, in support of which, oral testimony is the only authority produced, a tradition rendered still more doubtful by its enface differing at least 40 in latitude.

Considering ourselves now on the point of commencing an examination of an entirely new region, I cannot take leave of the coast already known, without intruding a short remark on that part of the continent, comprehending a space of nearly two hundred and fifteen leagues, on which our enquiries had been lately employed under the most fortunate and favourable circumstances of wind and weather. So minutely had this extensive coast been inspected, that the surf had been constantly seen to break on its shores from the mast head; and it was but in a few small intervals only, where our distance precluded its being visible from the deck. Whenever the weather prevented our making fire with the shore, or on our hauling off for the night, the re-

turn of fine weather and day light uniformly brought us, if not to the identical spot we had departed from, at least within a few miles of it, and never beyond the northern limits of the coast which we had previously seen. An examination so directed, and circumstances happily concurring to permit its being so executed, afforded the most complete opportunity of determining its various turnings and windings, as also the position of all its conspicuous points, ascertained by meridional altitudes for the latitude, and observations for the chronometer, which we had the good fortune to make constantly once, and in general twice every day, the preceding one only excepted.

It must be considered as a very singular circumstance, that in so great an extent of sea-coast, we should not until now have seen the appearance of any opening in its shores, which presented any certain prospect of affording shelter; the whole coast forming one compact, solid and nearly strait barrier against the sea.

The river Mr. Gray mentioned should, from the latitude he assigned to it, have existence in the bay south of Cape Disappointment. This we passed on the forenoon of the 27th; and, as I then observed, if any inlet or river should be found, it must be a very intricate one, and inaccessible to vessels of our burthen, owing to the reefs and broken water which then appeared in its neighbourhood. Mr. Gray stated, that he had been several days attempting to enter it, which at length he was unable to effect in consequence of a very strong ou set. This is a phenomenon difficult to account for; as, in most cases where there are outlets of such strength on a sea coast, there are corresponding tides setting in. Be that however as it may, I was thoroughly convinced, as were also most persons of observation on board, that we could not possibly have passed any safe navigable opening, harbour, or place of security for shipping on this coast, from Cape Mendocino to the Promontory of Classet; nor had we any reason to alter our opinions, notwithstanding that theoretical geographers have thought proper to assert, in that space, the existence of arms of the ocean, communicating with a Mediterranean sea, and extensive rivers, with safe and convenient ports. These ideas, not derived from any source of substantial information, have, it is much to be feared, been adopted for the sole purpose of giving unlimited credit to the traditionary exploits of ancient foreigners, and to undervalue the laborious and enterprising exertions of our own countrymen in the noble science of discovery.

Since the vision of the southern continent (from which the Lucas of Peru are said to have originated) has vanished, the pretended discoveries of De Fuca, and De Fonte, have been revived, in order to prove the existence of a north-west passage. These have been supported by the recent concurring opinions of modern traders; one of

whom is said to conceive, that an opening still further to the north is that which De Fuca entered. Under this assertion, should any opening further to the northward be discovered leading to a north-west passage, the merit of such discovery will necessarily be ascribed to De Fuca, De Fonte, or some other favourite voyager of these closet philosophers.

Captain Vancouver on leaving the solitary regions he had so minutely explored, by his own perseverance, assisted by the unwearied diligence of Mr. Broughton, Mr. Mudge, Mr. Pudget, Mr. Whidbey, Mr. Johnstone, and other officers, thus concludes his survey of the north-west continental shore of America in 1792.

Had Mr. Johnstone found a termination to the inlet under his examination, I should have proceeded up the main arm of this sound to the northward, along the shore of the continent, in quest of a more northerly passage to sea; but as that had not been effected, I pursued that which I had seen from the boats leading to the westward through Calvert's Islands; being now resolved, in consequence of the intelligence I had received from Nootka, to abandon the northern survey of the continental shore for the present season. This I had otherwise intended to have continued at least a month longer; but as the distressing event of Mr. Hergest's death, necessarily demanded my presence in the execution of his Majesty's commands at Nootka, I determined to repair thither immediately. This determination favoured also another design I much wished to execute; namely, that of extending the examination of the coast this autumn southward from Cape Mendocino, to the southernmost point of our intended investigations in this hemisphere. Having the greatest reason to be satisfied with the result of our summer's employment, as it had, by the concurrence of the most fortunate circumstances, enabled us finally to trace and determine the western continental shore of North America, with all its various turnings, windings, numerous arms, inlets, creeks, bays, &c. &c. from the latitude of $39^{\circ} 5'$, longitude $236^{\circ} 36'$, to Point Menzies, in latitude $52^{\circ} 18'$, longitude $232^{\circ} 55'$; we took our leave of these northern solitary regions, whose broken appearance presented a prospect of abundant employment for the ensuing season, and directed our route through the passage above-mentioned, in order to make the best of our way towards Nootka.

The late indefatigable Captain Cook, as Mr. John Vancouver observes in the Dedication, has already shewn that a southern continent did not exist; and has ascertained the im-

portant fact of the near approximation of the northern shores of Asia to those of America. To these great discoveries the exertions of Captain Vancouver have added the complete certainty, that within the limits of his researches on the continental shore of North-west America, no internal sea, or other navigable communication whatever exists, uniting the Pacific and Atlantic Oceans.

[*To be continued.*]

TO THE EDITOR OF THE NAVAL CHRONICLE.

MR. EDITOR,

AS in the First Number of your Work, you dwell particularly on the merits of Mr. Clerk's Naval Tactics; I enclose the criticism of an Officer, which I have had permission to copy, from his own memorandums on a blank leaf of the book: the communication may possibly be acceptable to your readers.

THIS Essay is certainly to be regarded as a very extraordinary effort of genius in the author; who, being without any practical knowledge in the profession, must form all his deductions from the powers of his own fertile mind, in the discussion of the subject. I think many of his remarks on general actions are very just; but his idea of them, being solely taken from the public correspondence of the different commanders, cannot give opportunity, in the desired degree, for the improvement of officers anxious to perfect themselves in naval tactics: first, because of the want of a more minute, or particular recital of the various incidents, occurring on either side in general engagements: and, secondly, on account of the limited extent, to which the observation of the chief commanders, on such occasions, is almost unavoidably confined. The Author grounds the system he would establish, for that he supposes to have been the only one before in practice, on a presumption, that the enemy has always meant (and never intends) to avoid being engaged in a general action: but I cannot perceive that he assigns the enemy the movements, which they would naturally adopt, on such an attack as he describes may be made on their rear. Mr. Clerk appears to claim the merit of having *first suggested* that peculiar mode of attack. He nevertheless takes notice of the admitted insufficiency of the only *established code* of signals (the general sailing and fighting instructions instituted by Admiralty authority towards the end of the last century), as having required material additions to be made to them by the commanders in

chief at later periods. Had Mr. Clerk examined such documents, he would have found provision was therein made for the same manner of attack occasionally, more (if I mistake not) than thirty years antecedent to his first publication in 1782: viz. by a signal in substance *to engage the ships of the enemy as arriving up with them in succession*. On recurring to those documents and explanatory instructions, he would have been better enabled to judge of the ideas, which prevailed in later times, both preparatory to, and for the government of fleets in battle. Why such abovementioned provision was not adverted to in the instances he details, I do not pretend to account. The author appears to have been much seduced by the pleasing belief of being the original proposer of a perfect, or more improved system of naval tactics; but being deficient in practical knowledge, he has been induced, from his earnestness to cause the adoption of it, into many erroneous conclusions in different parts of his work.

I never, Mr. Editor, before heard of *the curve of pursuit*, on which Mr. Clerk largely comments. If it ever was in the contemplation of any flag-officer to apply it, as the author insinuates, such commander must have forgotten, that the chord, or what Mr. Clerk terms the *oblique line of approach*, is the shortest distance; as it is the most advantageous, and easily to be traced in steerage, between the two extreme points of an arch; and must also have entirely disregarded, what I conceive to be the ordinary rule of practice, on the cruising service, when ships to leeward, keeping their wind, are to be joined by those chasing from a windward position. A simple demonstration of this will be found, I think, in P. Hoste.

Before Mr. Clerk had been led to imagine, that the idea of *forcing the enemy's line* was a late suggestion, he should have remembered, that this mode of attack is recorded in the *earliest* relation of naval actions extant; and has been more recently brought into notice, by the practice of it, even from the commencement of the Dutch wars in the last century. It is not, however, my intention by these reflections to discountenance the circulation of Mr. Clerk's *Naval Tactics*. On the contrary, I highly recommend an attentive perusal of the work (and indeed of all similar publications, whether in French or English) to every officer, who is anxious to acquire an habit of adverting readily to apposite expedients, in different situations; when the arduous trust of a squadron, or the more important and serious charge of a fleet, suspends for a time, on a trembling balance, that reputation, which the service of many years had acquired. I remain, Mr. Editor,

Your very humble servant,

X. Z.

Naval Poetry.

Song of the Battle of the Nile. Published for the Benefit of the Widows and Children of the brave Men who fell on that memorable Day, and humbly inscribed to the Gentlemen of the Committee. By the Rev. W. L. Bowles, A. M. of Donhead, Wiltshire, and Rector of Dumbleton, Gloucestershire. Cadell and Davies, and C. Dilly. 1s. 6d. 1799. 4to. 15 pages.

We were particularly gratified in hearing, that Mr. Bowles, who stands so high among our Modern Poets, had struck the lyre in praise of the glorious victory off the Nile; having often listened, with increased delight, to his bold and original notes, that issued from

“ Within the hollow of a shell,
That spoke so sweetly and so well.”

Mr. Bowles not only feels inspired with his subject, but enjoys, in a very high degree, that magic art of poesy, which consists in communicating a portion of such inspiration to his readers. As we are perfectly unacquainted with this gentleman, but by his writings, we hope to be allowed to render him this inconsiderable, though respectful homage of our praise. — There is a burst of soul in his compositions that demands admiration :

I.

“ Shout, for the Lord hath triumph’d gloriously ! ” *
 Upon the shores of that renowned land
 Where erst his “ mighty arm and outstretch’d hand”
 He lifted high,
 And dash’d — “ in pieces dash’d the enemy ;”
 Upon that ancient coast
 Where “ Pharaoh’s chariots and his host”
 He cast into the deep,
 Whilst o’er their silent pomp he bid the swoln sea sweep ;
 Upon that Eastern shore
 That saw his awful arm reveal’d of yore,
AGAIN HATH HE ARISEN, and oppos’d
 His **FORS’** defying vaunt — O’er them the deep hath clos’d !

* *Exodus*, chap. xv. ver. 1. — I will sing unto the Lord *for he hath triumphed gloriously* ; the *horse and his rider* hath he thrown into the sea. — Verse 4. *Pharaoh’s chariots and his host* hath he cast into the sea. — Verse 6. *Thy right hand, O Lord, hath dashed in pieces the enemy.* — Verse 10. *Thou didst blow with thy wind : the sea covered them : they sank as lead in the mighty waters.*

II.

Shades of mighty chiefs of yore,
 Who triumph'd on the self-same shore;
 Ammon *, who first o'er Ocean's empire wide
 Didst bid the bold bark stem the roaring tide;
 Sesac †, who from the east to farthest west
 Didst rear thy pillars over realms subdu'd;
 And thou ‡, whose bones do rest
 In the huge pyramid's dim solitude,
 Beneath the uncouth stone,
 Thy name and deeds unknown;
 And Philip's glorious son §
 With conquest flush'd, for fields and cities won:
 And thou, Imperial Cæsar, whose sole sway
 The long-disputed world at last confess'd,
 When on these shores thy bleeding || rival lay;
 O could ye, starting from your long cold rest,
 Burst Death's oblivious trance,
 And once again with plumed pride advance,
 How would ye own your fame surpass'd,
 And on the sand your trophies cast,
 When, the storm of conflict o'er,
 And ceas'd the burning battle's roar,
 Beneath the morning's orient light,
 Ye saw, with sails all swelling white,
 Britain's proud fleet, to many a joyful cry,
 Ride o'er the rolling surge in awful sovereignty!"—

* He was the first that built long and tall ships with sails.—"Till then they used small and round vessels of burden on the Red Sea, and kept within sight of shore." I follow the chronology of Sir Isaac Newton.

† One thousand and ten years before Christ, Sesac, in the reign of his father Ammon, invades Arabia, and sets up pillars at the mouth of the Red Sea. 1008, Invades Afric and Spain, and sets up pillars in all his conquests, and particularly at the mouth of the Mediterranean. 971, Invades India, and sets up pillars at the mouth of the Ganges.

‡ The memory, says Pliny, of those who built the Pyramids, as a just punishment for their vanity, is buried in oblivion. It is well known, that in the lowest chambers of the largest pyramid is a sepulchre cut out of entire stone.

§ I speak of Alexander only as a conqueror: but I feel the truth of the learned Dr. Vincent's masterly developement of his enlarged views and superior character.

|| I need not, possibly to any reader, mention the murder of Pompey, on the shores of Egypt, by which event the greatest part of the known world was possessed by Julius Cæsar. I cannot help adding from Lucan,

Cum Ptolemæorum manes, seriemque pudendam,
 Pyramides claudant, indignaque mausolea:
 Iittora Pompeium feriunt, truncusque vadosis
 Huc illuc jactatur agnis.

PHAR. lib. viii.

VI.

—“ Calm breath’d the airs along the evening bay
 Where, all in warlike pride,
 The Gallic squadron stretch’d its long array;
 And o’er the tranquil tide
 With beauteous bend the streamers wav’d on high:
 But, ah! how chang’d the scene e’er night descends!
 Hark to the shout that heaven’s high concave rends!
 Hark to the dying cry
 Of thousands!—to the cannon’s hollow roar,
 Heard far along the Nile’s affrighted shore;
 Where from his oozy bed
 The cowering crocodile * hath rais’d his head!
 What bursting flame †
 Lightens the long tract of the gleamy brine?
 From yon proud ship it came—
 That tow’r’d the leader of the hostile line!
 Now loud explosion rends the midnight air!
 Heard ye the last deep groaning of despair?—
 Heaven’s fiery cope unwonted thunders fill,
 Then, with one dreadful pause, earth, air, and seas, are still!”

The Battle of the Nile, by William Sotheby, Esq. Hatchard, Rivingtons, Cadell and Davies, Faulder, 1799. 2s. 6d. 27 Pages.

TO EARL SPENCER,

FIRST LORD COMMISSIONER OF THE ADMIRALTY, &c.

SPENCER! were mine the pow’r, by lofty lays,
 Guerdon of high desert, to lift thy name
 On the proud column of recording fame,
 I, to bold notes that swell the song of praise,
 Had tun’d the lyre—th’ immortal meed be thine,
 That Freedom wreaths the patriot’s brow around!—
 For, at thy country’s call, thou, foremost found,
 Didst leave the groves where science wont to twine
 Thy chaplet, richly grac’d with classic flowers—
 Yet, Britain claims thy care:—yet firmly guide
 Her fleets to conquest borne on every tide—
 So shall fair Peace, with Glory in her train,
 Woo thee to Althorp’s tranquil haunts again,
 And Victory’s naval crown adorn the Muses’ bow’rs;

Mr. Sotheby thus describes the French Fleet at anchor in Aboukir Bay:

’Twas laughter loud, in tranquil leisure moor’d,
 Ship link’d to ship th’ entrusted coast secur’d;
 Tier above tier the brazen thunders spread,
 Gleam’d like a bastion on its rocky bed:

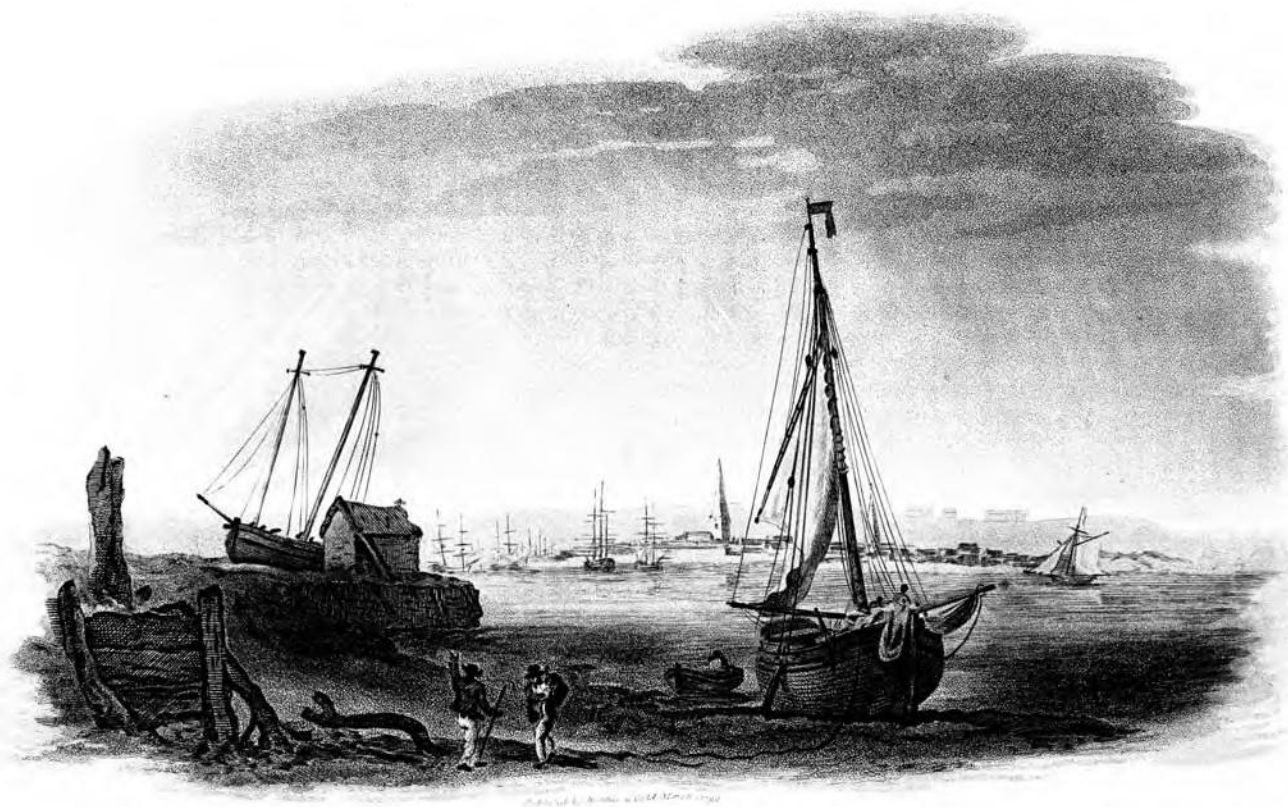
* I know that crocodiles are seldom seen below the falls, but I hope the idea may be excused “poetic.”

† From this stanza Mr. Pocock formed two large designs, in oil, of the Action off the Nile, which appeared in the Exhibition for this year.

Troops, charg'd with spoil, in throng'd battalions seen,
 Shone bright in arms, and swarm'd the decks between;
 Flat shoals behind the daring foe defy'd,
 And guarded flanks immur'd on either side;
 Here, rang'd o'er Ocean, floating batteries hung;
 And there, the isle an iron fortress rung.
 High on his deck, that, like a mountain brow,
 Low'r'd o'er th' unheeded wave that broke below,
 Stood the brave chief; and, in triumphant state,
 Gaz'd on his fleet, and mock'd malignant fate.

The Action is described with considerable force; and by some of the best lines in the whole Poem :

In vain dark night her veil o'er ocean threw,
 And hid the wreck from Victory's eagle view;
 The Angel of Destruction from on high
 Rush'd with red wing that blaz'd along the sky,
 Stalk'd on the wave with garment dy'd in blood,
 And lash'd the billows of the sounding flood!
 Death heard his voice; and, as he tower'd in air,
 Shook arrowy lightnings from his meteor hair.
 A wild confusion of uncertain sound,
 Loud shouts, and shrieks of horror, rung around;—
 The groan of anguish, and the brazen roar,
 And the slow wave that heav'd the dead on shore;—
 And all confus'd came floating on the sight,
 Through transitory flames of lurid light:
 Save where aloft, mid either navy rais'd,
 Tower'd a vast wreck, that far o'er ocean blaz'd;
 Like Etna pouring from the sea-girt height
 A fiery torrent through the storm of night.
 There frenzy's thrilling outcry smote the ear:
 And visions flash'd, that struck the brave with fear.
 Thro' the torn decks, rent sides, and shiver'd sails,
 As rush'd th' expanding flame before the gates,
 Pale swarms were seen, that dash'd in wild dismay
 Thro' bursting fires that clos'd around their way:
 Some on the masts and blazing cordage hung,
 Or headlong plung'd the crowded waves among;
 And on the pile of dying and of dead,
 Gash'd with wide wounds the unyielding chieftain bled!
 Now seen, and now no more!—Mid globes of fire
 That burst around, and blaz'd above the pire,
 Death wav'd his torch, and fir'd th' imprison'd blast,
 High in mid air the shiver'd fabric cast,
 And rode upon the storm, and shouted as it past.



View of Southampton.

DESCRIPTION OF PLATE VI.

THIS View of Southampton was taken by Mr. Pocock from the banks of Southampton Water, near a ship-yard at Hythe; and comprizes the prospect of this romantic town and adjacent country, from the entrance of the river Itchin to Freshbrook. In the foreground is introduced a correct portrait of a Southampton Boat.

ACCOUNT OF SOUTHAMPTON.

SOUTHAMPTON, the *Claudentum* * of the Romans, mentioned by Antonine as a town of the Belgæ, was in the early periods of our history called Hantun, from its being on a bay, then named Trisanton, or the Bay of Anton, now Southampton Water. It is delightfully situated on a romantic point of land between the mouth of the river Itchin or Arle, which is broad and deep at the head of the bay, where it disembogues itself, and the Test or Anton, which runs into the same bay at Redbridge: both are navigable for some distance up the country, and are particularly useful for the carriage of timber. Ships of considerable burden come up as far as the long wooden bridge and causeway across the Test, where they take in timber, from the New Forest, and other commodities.

The trenches of an ancient castle, half a mile in compass, were formerly, and we believe still continue to be seen in St. Mary's Field. This probably was one of the strong holds, which, according to Gildas, the Romans built on the southern coast of Britain, to prevent the depredations of the Saxons. On the scite of the ancient town of *Claudentum*, many remains of antiquity, consisting of medals and inscriptions, have been dug up within this twelvemonth, on searching for materials to build a bridge over the Itchin. A coin of Gordianus Africanus is reported to have been found, among many others less common; and an inscription beginning with IMP. CÆS. Stukely, in his *Itin. Curios.* speaks of this place as containing many venerable remains.

Soon after the accession of Alfred the Great to the English throne, in 872, this wise monarch encouraged the art of ship-building; and is imagined to have chosen Southampton for this purpose, on account of its valuable timber, and the particular convenience of its situation, so greatly adapted to forward his design.

In 980 this place was taken by the Danes, after having been long harassed by them; and appears afterwards to have been made a place of royal residence, or one that was particularly favoured by their kings. It was here that Canute ordered his chair of state to be placed on the sea shore, when the tide was coming in; and, as the waters approached, commanded them to retire, and to obey the voice

* Which has been explained to signify a haven made by casting up banks of earth.

of him who was lord of the ocean. "He feigned," says Hume to sit some time in expectation of their submission; but when the sea still advanced towards him, and began to wash him with its billows, he turned to his courtiers (to rebuke whose flattery he had been induced to act thus), and remarked to them that every creature in the universe was feeble and impotent, and that power resided with one Being alone, in whose hand were all the elements of nature; who could say to the ocean, *thus far shalt thou go, and no farther*; and who could level with his nod the most towering piles of human pride and ambition." After this he would never suffer the crown to be placed on his head, but crowned Christ's statue at Winchester with it.

In the reign of William the Conqueror, we are informed by Domesday Book, that in the town of South Anton, the king had eighty men, or tenants, in demesne; and the whole country is expressly called *Hancscyre* or *Hentscyre*. In the reign of King Edward the First, Southampton was plundered and burnt to the ground by the French; but was soon afterwards rebuilt by the munificence of that monarch, on its present more advantageous situation. To the works of King Edward, Richard the Second added a strong castle of square stone, upon an high mount, for the defence of the shipping.

Southampton was certainly a flourishing port in the reign of Henry the Sixth, for we find no less a man than Sir Thomas Croke, Lord Mayor of London, and Keeper of Queen Margaret's Wardrobe, was Customer of this port. By the privileges also formerly granted to this place, all the Canary Wine, brought to England, was obliged to be first landed here: but the London merchants, suffering great inconvenience from the delay which this occasioned, purchased the privilege of the corporation of Southampton.

Camden says, that in his time this town was famous for the number and neatness of its buildings; for the riches of its inhabitants, and the great resort of merchants who frequented it. It still possesses a trade in French and Port wines, having a constant traffic with Guernsey and Jersey; and also for Newfoundland fish, which they send to the Mediterranean, and to Lisbon. About the year 1754, the trade of Southampton was so much impaired, that the Magistrates, for its encouragement and revival, gave up, for the space of twenty-one years, all their petty customs, on goods imported and exported, to or from Africa and America. The sea, which surrounds one half of the town of Southampton, is so deep, that ships of 500 tons and upwards have been built there. The *Pomona*, 28 guns, 594 tons, was built at Southampton in 1778.

The officers, who take charge of his Majesty's customs, are, a Collector, Customer inward, and another outward, a Comptroller, Searcher, and other inferior officers. Southampton is an head port, and

* Hume, vol. i. 8vo, p. 152.

† Vid. Antiquarian Repository, for an account of Bar Gate, Southampton.

was returned, as such, by commission into the Exchequer, in Michaelmas term, 32 Car. II. with two keys: the one called the South Key, or Water Gate, which contains one pair of stone stairs on the south end, and two other pair on the east side, and measures about 223 feet in length, from the water-gate and town-hall, to the head of the said key; and in breadth by the said gate and wall, about 190 feet, and about 63 feet at the head of the said key. The other called the West Key measures about 225 feet in length from the west gate to the head of the said key; and in breadth, next the said gate and wall, about 58 feet; but at the head of the said key not above 37 feet.

Southampton is a corporation and county within itself. By its last charter, granted by King Charles I. the corporation consists of a mayor, a recorder, a sheriff, and two bailiffs. All those who have served any of these offices, constitute the common council. The corporation have a power of choosing burgesses, who, though not members of the common council, are yet of the corporation, and have votes. There are eleven justices of peace;—the mayor for the time being, the Bishop of Winchester, the recorder, the last mayor, five aldermen, and two burgesses. The mayor for the time being, is admiral of the liberties from Southsea Castle to Hurst Castle. The privilege of being a county within itself, granted by Henry VIII. exempts Southampton from the jurisdiction of the lord lieutenant of the county. This town also claims the prerogative of a court of judicature for all criminal cases: an assize of oyer and terminer is generally held here once in three years, and the judges take it in their circuit from Winchester to Sarum.

Southampton returns two members to parliament: the present members are James Amyatt and George Henry Rose, Esqrs. The mayor and bailiffs are the returning officers. The right of voting is vested in the burgesses and inhabitants.

This town gave title of earl to Osric, the brave Saxon general, so early as the year 860. The Chancellor Wriothesely (1547), in the reign of Edward the Sixth, was created Earl of Southampton. Charles the Second raised it to a dukedom, and created Charles Fitzroy, his natural son by the Duchess of Cleveland, Duke of Southampton.

A free-school was founded at this place by Edward the Sixth; and, in 1760, another was opened, in pursuance of the will of Richard Taunton, Esq. late alderman of Southampton, to educate twenty boys for the navy. There was an hospital here for lepers before the year 1179, which was valued at the dissolution at 16*l.* 6*s.* 2*d.* a-year. In the reign of Henry the Third, two brothers who were merchants, one named Gervasius, and the other Protasius, lived in the south-east corner of the town, and converted their dwelling-house into an hospital for

poor people, endowing it with some lands, to which several benefactions were afterwards added. Its chapel is dedicated to St. Julien, on which account it is often called the hospital of St. Julien ; but is generally termed God's house. The patronage and mastership were given by King Edward the Third, at the request of his Queen Philippa, to the provost and fellows of Queen's College, Oxford, and in their possession it continues. In the south-east part of the town, near the walls, was an house or college of grey friars, who settled here in the year 1210. Here is also St. John's Hospital, which has a master and six boys, who are instructed in the woollen manufacture.

Southampton is surrounded by a strong wall, built with large stones, full of those small white shells, like honeycombs, that grow on the back of oysters. To defend that part of the town, which is encompassed by the sea, from the force of the waves, a strong bank is built of what is called sea ore ; a weed composed of long, slender, and strong filaments, somewhat resembling undressed hemp ; it is very tough and durable, for which reason it is thought to be preferable to a wall of stone.

Mr. Gilpin, in his late publication, consisting of observations on the western parts of England, thus speaks of this town :—" A little below Redbridge, at a place called Milbroke, a beautiful view opens of Southampton. Before us lay Southampton Bay, spreading into a noble surface of water. The town runs out like a peninsula on the left, and, with its old walls and towers, makes a picturesque appearance. On the right, forming the other side of the bay, appear the skirts of New Forest, and the opening in front is filled with a distant view of the Isle of Wight. Southampton is an elegant well-built town. It stands on the confluence of two large waters ; and, when the tide is full, is seated on a peninsula. It is a town of great antiquity, and still preserves its respectable appendages of ancient walls and gates. The country around is beautiful."

We shall conclude our account of Southampton, with Mr. Bowles's beautiful address * to one of its rivers :

Itchin, when I behold thy banks again,
 Thy crumbling margin, and thy silver breast,
 On which the self-same tints still seem to rest,
 Why feels my heart the shiv'ring sense of pain ?
 Is it—that many a summer's day has past
 Since, in life's morn, I carol'd on thy side ?
 Is it—that oft, since then, my heart has sigh'd,
 As youth and hope's delusive gleams flew fast ?
 Is it—that those, who circled on thy shore,
 Companions of my youth, now meet no more ?
 Whate'er the cause, upon thy banks I bend
 Sorrowing, yet feel such solace at my heart,
 As at the meeting of some long lost friend,
 From whom, in happier hours we wept to part

* Sonnet the ninth.

MONTHLY REGISTER OF NAVAL EVENTS.

NAVAL PROMOTIONS.

Admiralty-Office, February 14, 1799

THIS Day, in pursuance of the King's Pleasure, the following Flag-Officers of Majesty's Fleet were promoted.

ADMIRALS OF THE BLUE, TO BE ADMIRALS OF THE WHITE.

Sir Chaloner Ogle, Knt.
Right Honourable Samuel Viscount Hood
Sir Richard Hughes, B. ft.
John Elliot, Esq.
Right Honourable William Lord Hotham,
Joseph Peyton, Esq.

John Carter Allen, Esq.
Sir Charles Middleton, Bart.
Sir Richard King, Bart.
Philip Affleck, Esq.
Right Hon. John Earl of St. Vincent,
Right Honourable Adam Viscount Dun

VICE-ADMIRALS OF THE RED, TO BE ADMIRALS OF THE BLUE.

Richard Brathwaite, Esq.
Philip Cobby, Esq.
Samuel Cornish, Esq.
John Brisbane, Esq.
Charles Wolsey, Esq.
Samuel Granston Goodall, Esq.
His Royal Highness William Henry Duke of Clarence,

Sir Richard Orslow, Bart.
Robert Kingsmill, Esq.
Sir George Bowyer, Bart.
Sir Hyde Parker, Knt.
Benjamin Caldwell, Esq.
Honourable William Cornwallis.

VICE-ADMIRALS OF THE WHITE, TO BE ADMIRALS OF THE BLUE.

William Allen, Esq.
John Macbride, Esq.
George Vandeput, Esq.
Charles Buckner, Esq.

John Gell, Esq.
William Dickson, Esq.
Sir Ann Gardner, Bart.

VICE-ADMIRALS OF THE BLUE, TO BE VICE-ADMIRALS OF THE RED.

Robert Linzer, Esq.
Sir James Wallis, Knt.
William Peere Williams, Esq.
Sir Thomas Fasic, Bart.
John Symon, Esq.
Sir Thomas Rich, Bart.
Sir Charles Thompson, Bart.
James Cunningham, Esq.

Sir John Colpoys, K. B.
Skeffington Lutwidge, Esq.
A. duhalld Dickson, Esq.
George Montagu, Esq.
Thomas Dumaresq, Esq.
Right Hon. George Lord Keith, K. B.
James Pigott, Esq.
Honorable William Waldegrave.

REAR-ADMIRALS OF THE RED, TO BE VICE-ADMIRALS OF THE WHITE.

Thomas Mackenzie, Esq.
Thomas Pringle, Esq.
Sir Roger Curny, Bart.
Henry Harvey, Esq.
Robert Man, Esq.
Sir William Parker, Bart.
Charles Holmes Everitt Calmady, Esq.

John Bourmaster, Esq.
Sir George Young, Knt.
John Henry, Esq.
Richard Rodney Blyth, Esq.
Alexander Cluade, Esq.
George Keppel, Esq.
Samuel Reeve, Esq.

REAR-ADMIRALS OF THE WHITE, TO BE VICE-ADMIRALS OF THE BLUE.

Robert Biggs, Esq.
Francis Parry, Esq.
Isaac Prescott, Esq.
John Bazely, Esq.
Christopher Mason, Esq.
Thomas Spry, Esq.
Sir John Ordé, Bart.

William Young, Esq.
James Gamber, Esq.
Andrew Mitchell, Esq.
Charles Chamberlayne, Esq.
Peter Rainier, Esq.
Right Hon. Lord Hugh Seymour.

REAR-ADMIRALS OF THE BLUE, TO BE REAR-ADMIRALS OF THE RED.

John Stanhope, Esq.
Christopher Parker, Esq.
Philip Patton, Esq.
Charles Montague Polb, Esq.
John Brown, Esq.
John Leigh Douglas, Esq.
William Swiney, Esq.

Charles Edmund Nugent, Esq.
Charles Powell Hamilton, Esq.
Edmund Dod, Esq.
Right Hon. Horatio Lord Nelson, K. B.
Thomas Lenox Frederick, Esq.
Sir George Home, Bart.
Sir Charles Cotton, Bart.

The undermentioned Captains were also appointed Flag-Officers of his Majesty's Fleet, viz.

TO BE REAR-ADMIRALS OF THE RED.

Captain Matthew Squire,
Roddam House,

Captain John Thomas.

TO BE REAR-ADMIRALS OF THE WHITE.

James Brine,
John Pakenham,
Sir Erasmus Gower, Knt.
John Holloway,
John Blankett,
George Wilson,
Sir Charles Henry Knowles, Bart.
Honourable Thomas Pakenham,

Robert Deane,
Cuthbert Collingwood,
James Hawkins Whitshed,
Arthur Kempe,
Smith Child,
Right Hon. Lord Charles Fitzgerald,
Thomas Taylor,
John Thomas Duckworth.

TO BE REAR-ADMIRALS OF THE BLUE.

John Knowles,
John Willett Payne,
Sir Robert Calder, Bart.
James Richard Dacre,
Honourable George Berkeley,
Thomas West,
James Douglas,
Peter Aplin,

Henry Savage,
Bartholomew Samuel Rowley,
Sir Richard Bickerton, Bart.
George Bowen,
Robert Montagu,
John Fergusson,
Edward Edwards,
Sir John Borlase Warren, Bart. and K. B.

APPOINTMENTS.

Captain McKellar is appointed to the Charon frigate
Sir G. A. Murray is appointed to the Venerable
Baynton to the Quebec man of war
Bisford to the Unite frigate
Geo. Hart to the Victory
H. Curzon to the Indefatigable
Mandy to the Neptune
Jones to the Atlas
Thornborough to the Formidable
Edwards to the St. George
Sir James Saumarez to the Cesar
Murray to the Achilles
Osburn to the Ajax
Dr. Courtenay to the Comedus
Sir R. Stretcher to the Captain

Captain Countess to the Robust
Shivers to the Defiance
Sir J. B. Thompson to the Belona
Sir Edward Pellew to the Impetueux
Faulkenor to the Terrible
Fidler to the Diadem
Taylor to the Magnanime
Griffiths to the Diamond
Young to the Ethalion
Wilkinson to the Unicorn
Pater to the Shannon
Pearce to the Success
Imms to the Andromeda
George Asle to the Vaguine

The Naval Promotion that has just taken place is no less honourable to the individuals whom it comprises, than to the State, which thus distinguishes their merit. The addition to the number of the Admirals, which include Sir J. B. Warren, the 52d on the list of Captains, raises the following Officers: Sir A. Schomberg commands the Dorset yacht, on the Dub in station. David Fraser, William Lockhart, William Knell; F. J. Barwell, Commissioner at Sheerness; W. Fox, in Baskie, late Regulating Officer at Margate; J.

Bradby; J. N. Inglefield, Commissioner at Gibraltar; Hon. J. Rodney, Commissioner of Victualling; C. Hotchkiss; Sir C. Fortescue, Agent of Transport; and Gentleman Usher of the Black Rod in Dublin; J. Vaullet, A. Edgar, J. Macnamara (1st), and J. Howarth, late Regulating Officer in London.

Capt. Fosack, of the Jupiter, being the senior Naval Officer at the Cape of Good Hope, has the temporary command of the Squadron on that Station, in consequence of the death of Rear-Admiral Christian.

PRESENTATIONS TO HIS MAJESTY AT THE LEVEE, ON THEIR PROMOTIONS, FEB. 20, 1799.

H. Royal Highness the Duke of Clarence
Admiral Lord Hotham
Lord Hugh Seymour
Caldwell
Garnbus
Maldenrave
Man
Guodall
Nugent
Sir J. Orde
Sir T. Pasley
Sir Alan Gardner

Admiral Sir H. Calder
West
Taylor
Rowley
Sir G. Fairfax, of the Venerable
Sir James Saumarez, of the Cesar, and Capt. Thornborough, of the Formidable, on their promotions as Colonels of Marines.
Captain Hotham was presented on returning from a cruise, by his father, Admiral Hotham.
The Countess of Mount attended the Drawing Room at St. James's for the first time this season.

Gazette Letters.

ADMIRALTY-OFFICE, JAN. 12.

Copy of a Letter from Capt. Edward Buller, commanding the Sea Fencible along the Coast of Devon. Dated Dartmouth, 10th Jan.

SIR,

I BEG leave to acquaint you, for the information of the Lords Commissioners of the Admiralty, that the brig *Susannah* left this port yesterday morning, seven o'clock, for Torbay, and was captured while at anchor off West Down Head, five miles from this place, at half past one P. M. by the French privateer *L'Heureux Speculateur*, mounting 14 guns. The *Brixham Sea Fencibles*, perceiving an armed vessel, concluded her to be an enemy; and, from her boarding the above brig, supposed she had captured her; in consequence of which went off in a boat, armed with pikes and muskets, succeeded in recapturing the brig, which on their appearance was deserted by the Frenchmen, whom they also pursued and took.

Lieutenant Nicholas, with his usual zeal, with Collector Brooking's assistance of small arms and boat, went also from this port with part of the *Sea Fencibles*, accompanied by a boat from his Majesty's cutter *Nimble*, in hopes of capturing the privateer, but was not for unite enough to succeed in the attempt. The recaptured brig he towed into this harbour. I am, Sir, &c.

ED. BULLER.

ADMIRALTY-OFFICE, JAN. 19.

Copy of a Letter from the Right Hon. Lord Bridport, Admiral of the White, &c. to Evan Nepean, Esq. dated Bath, the 18th instant.

SIR,

ENCLOSED is a copy of a letter from Captain Cunningham, of his Majesty's ship *Clyde*, which I transmit to you for their Lordship's information.

I have the honour to be, &c.

BRIDPORT.

MY LORD,

Clyde, Cowes and Bay, Jan. 15.

I have the honour to inform you, that on the 10th inst. his Majesty's ship *Clyde*, under my command, captured *L'Air* schooner *Letter of Marque*, from Brest to St. Domingo; and on the 13th a brig privateer, *Le Bon Orde*, carrying 16 guns and 65 men. She sailed from Granville on the 2th December, and had captured one brig from Newfoundland on the 6th inst.

I have the honour to be, &c.

CHAS. CUNNINGHAM.

WHITEHALL, JAN. 22.

Letters, of which the following are Copies, were yesterday received from the Earl of Balcarras, by his Grace the Duke of Portland, one of his Majesty's Principal Secretaries of State.

MY LORD,

Jamaica, November 7, 1798.

ON the 31st of October I received a dispatch from the Bay of Honduras.

Lieutenant-Colonel Barrow informs me, that the settlers had been attacked by a flotilla consisting of 31 vessels, having on board 2000 land troops and 500 seamen: Arthur O'Neil, Governor General of Yucatan, and a Field Marshal in the service of Spain, commanded in person. I have great satisfaction in transmitting the letter of the Lieutenant-Colonel, by which your Grace will be informed, that this armament has been repulsed, and the expedition entirely frustrated.

The Lieutenant-Colonel speaks in the handsomest manner of the conduct of Captain Moss, of his Majesty's ship *Merlin*, and of the wonderful exertions of the settlers and their negro slaves, who manned the gun-boats.

The conduct of Lieutenant-Colonel Barrow, and of the settlers, in putting the port of Honduras Bay into a respectable state of defence, as well as the gallant manner in which it was maintained, gives me entire satisfaction, and it is with pleasure that I report their services to your Grace.

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

BALCARRAS.

To his Grace the Duke of Portland,

MY LORD,

Honduras, Sept. 23, 1798.

After the date of my last dispatch of the 11th, 14th, and 21st August, by the express boat Swift, I continued to strengthen our flotilla, which now consists of

- No. 1. Towser, 1 gun-eighteen-pounder.
- No. 2. Tickler, 1 gun, eighteen-pounder.
- No. 3. Mermaid, 1 gun, nine-pounder.
- No. 4. Swinger, 4 guns, six-pounders, and 2 guns, four-pounders.
- No. 5. Teazer, 6 guns, four-pounders.

Besides eight flat gun-boats, carrying each a nine-pounder in the prow.

No. 1 and 2 are commanded by Mr. Gelston and Mr. Hosmer, masters of merchant vessels, who, with some of their crews, volunteered the business in a very handsome manner : to those gentlemen I am much indebted for their able and active services. The masters and crews of all the other vessels consist entirely of volunteers from the Colonial troops, and together amount to 354 men now on float. The enemy was so well watched by scout boats and canoes, that not a single movement could be made by him without our knowledge ; and finding that he aimed at the possession of St. George's Key, the armed vessels, No. 1, 4, and 5, were sent to that place to guard the narrow channels leading to that commodious harbour.

On the 3d of September the enemy endeavoured to force a passage over Montego-Key-shoal with five vessels, two of which carried heavy metal, but was repulsed ; he renewed his attempt on the following day, but our little squadron, being now reinforced by six gun-boats, beat them off with great ease, and the five vessels returned to the main body of the fleet, then at anchor about two leagues to the northward. This movement gave our people an opportunity of drawing and destroying all the beacons and stakes which the enemy had placed in this narrow and crooked channel, and without the use of which nothing but vessels of a very easy draught of water can pass. On the 5th, the same vessels, accompanied by two others, and a number of launches, endeavoured to get over this shoal by another passage, but were repulsed, apparently with loss. On this, as well as on the two preceding days, the Spaniards expended an immense quantity of ammunition to no manner of purpose ; while our people fired comparatively little, but with a steadiness which surpassed my most sanguine hopes.

Captain Moss in his Majesty's ship *Merlin*, left his anchorage at Belize on the evening of the 5th, and arrived at St. George's Key about noon on the 6th of September. The Spaniards, having found a passage through the Leeward Channels impracticable, had got under weigh on the morning of that day with their whole fleet, seemingly with a view of forcing a passage through the windward, a sand-bore passage, to the eastward of Long-Key ; but on seeing the *Merlin* beating into the harbour of St. George's-Key, and that our fleet was reinforced by the armed vessels, No. 2 and 3, and a large gun-boat, they returned to their former anchorage between Long-Key and Key Chapel.

I was now of opinion that the enemy would alter his mode of attack, and endeavour to make a landing on the main land to the northward of our posts at the Haul-over. Under this idea I began to prepare small vessels and gun boats, in which I meant to embark with 200 men, including detachments of his Majesty's 63d and 6th West-India regiments, and of the Royal Artillery, with one howitzer and two field pieces, six-pounders : with this force it was my intention to block up the channel between the main and the western point of Hicks's Keys, and to obstruct as much as possible a landing in that quarter ; or, if foiled in both of these objects, to throw the whole strength into the works at the Haul-over, and to defend that post to the last extremity ; while a body of experienced bush men, all good shots, and under orders for that purpose, should hang on the flanks and rear of the enemy.

On the morning of Monday the 10th of September, 14 of the largest vessels of the Spanish fleet weighed anchor, and at nine o'clock brought to about a mile and half distant from our fleet. Captain Moss was then of opinion that they meant to delay the attack till the following day ; but nine of them got under weigh about noon : these carried each twenty four pounders in the bow, and two eighteen pounders in the stern, one schooner carried twenty-two, and all the rest from eight to fourteen guns in the waste ; and every one of them, besides being crowded with men, towed a large launch full of soldiers. The other five vessels, with several large launches all full of men, remained at this last anchorage at the distance of a mile and a half.

Our fleet was drawn up with his Majesty's ship *Merlin* in the centre, and directly abreast of the *Channa*: the sloops with heavy guns, and the gun-boats in some advance to the Northward, were on her Eastern and Western flanks.

The enemy came down in a very handsome manner, and with a good countenance, in a line abreast, using both sails and oars. About half after two o'clock Captain Moss made the signal to engage, which was obeyed with a cool and determined firmness, that, to use his own expression to me on this occasion, would have done credit to veterans. The action lasted about two hours and a half, when the Spaniards began to fall into confusion, and soon afterwards cut their cables, and sailed and rowed off, assisted by a great number of launches, which took them in tow.

Capt. Moss, on seeing them retreat, made the signal for our vessels to chase; but night coming on, and rendering a pursuit too dangerous in a narrow channel and difficult navigation, they were soon after recalled.

At half after three in the afternoon, I received a letter from Capt. Moss, stating that the enemy was preparing to attack him, and requiring all the assistance which I could give. I immediately ordered as many men to embark and proceed to his assistance, as small craft to carry them could be procured. The alacrity shewn on this occasion was great indeed; but as a requisition of this nature was by no means expected, the necessary arrangements had not been made for so speedily embarking the troops, and of consequence some irregularity ensued; for the cannonade being distinctly heard, and a certainty of an engagement having taken place, it became impossible to restrain the eagerness of the Colonial troops, who, possessing canoes, dories, and pit-pans, without thought or retrospect of those left behind, hastened with impetuosity to join their companions, and share their danger. Hence arose difficulty and disappointment to the regular troops, who being under arms, and anxious to proceed with all expedition, suffered delay from want of the necessary boats and craft to embark in.

As soon as I saw seventeen craft of different descriptions, having on board two hundred men, set off with orders to rally round the *Merlin*, I immediately joined them in hopes of assisting Capt. Moss and harassing the enemy; but although we were only two hours in getting on board the *Merlin*, a distance of three leagues and a half, in the wind's eye, we were too late to have any share in the action. But I am of opinion, that the sight of so many craft full of men coming up with velocity, hastened the return of the enemy, and that their appearance on the following day, as well as the junction of two armed ships, the *Juba* and *Columbia*, which I had ordered round to St. George's Key on the 9th, induced the fleet to prepare for returning to their respective posts. The Spaniards remained under Key Chappel until the 15th; on the morning of which they made various movements, and in the course of the day some of them anchored under Key Caulker. On the morning of the 16th it was discovered that they had stolen off; eight of their largest vessels got out to sea, and stood to the Northward; the remainder, being twenty-three in number, shaped their course for Baccalar.

We have every reason to believe that the enemy suffered much in the action of the 10th, as well in killed and wounded, as in the hulls and rigging of the vessels engaged; and I am happy to inform your Lordship that we had not a single man hurt, and that no injury was done to any of our vessels deserving of notice.

It would be unjust, my Lord, to mention the names of any officers, either of the military, or militia, on account of any particular service performed by them; for the conduct of all being such as to merit my best thanks, no particular distinction can be made.

It is also unnecessary for me to say any thing respecting Capt. Moss; his penetration in discovering, and activity in defeating the views of the enemy; his coolness and steady conduct in action, point him out as an officer of very great merit. He first suggested to me the very great use which might be made of gun boats against the enemy, and gave me much assistance by the artificers belonging to his ship in fitting them out. I am happy to say, that the most cordial co-operation has always existed between us. On the 13th inst. I sent out two scout canoes, well manned, with orders to pass the Spanish fleet in the night; and, proceeding to the Northward, to board the first small vessel they could fall in with. On the 16th they captured a small packet-boat with five

hands, when, taking out the prisoners, letters, &c. and destroying the boat, they returned her: on the 17th. At day-light of that day the canoes were entangled with the retreating Spanish Fleet near Savanna-Quay, and escaped with difficulty.

The expedition was commanded by Arthur O'Neil, a Field Marshal in the armies of Spain, and Captain General of the Province of Yucatan. The Campeachy fleet was commanded by Capt. Bocca Negra; two thousand soldiers were embarked and distributed in proportion to the dimensions of the vessels, on board of the fleet, which consisted of,

The vessels which made the attack, in number	9
Reserve of equal force	5
A very large sloop of equal force, and six schooners not so large, but armed in the same manner as those which came down to the attack, and drawing too much water remained with the transports and victuallers	7
Transports, victuallers, &c. all carrying bow and side guns of different calibres	11

Total 31

and navigated by 500 seamen, principally from the Havana and Campeachy.

I am, &c.

THO. BARROW,

Lieutenant-Colonel Commandant.

To the Earl of Balcarras.

(True Copy.)

BALCARRAS.

ADMIRALTY OFFICE, JAN. 22.

Extract of a Letter from Vice-Admiral Sir Hyde Parker, Knt. Commander of His Majesty's Ships and Vessels at Jamaica, to Evan Nepean, Esq. dated on board his Majesty's Ship Abigail, in Port Royal Harbour, the 6th November, 1798.

SIR,

YOU will be pleased to acquaint the Right Honourable the Lords Commissioners of the Admiralty, that I have received dispatches from Capt. Moser, of his Majesty's sloop Merlin, dated Honduras, 27th September, a copy of which, describing the defeat of the Spanish flotilla, is herewith enclosed.

SIR,

Merlin, St. George's-Key, Sept. 27, 1798.

My letters by the Swift schooner, which sailed from Honduras express on the 21st of last August, have informed you of the enemy's force intended for the reduction of this settlement, and their situation at that time; since which our look-out canoes have watched them so closely, that all their movements were made known to me as they happened. On the 4th of this month they were visible from our mast-heads at Belize, and look-outs reported to me thirty-one sail of all descriptions; but their exact force by no means certain. The next day six of their heaviest vessels attempted to force their passage over Montego-Key shoals, by putting their provisions and stores into other vessels; had they effected this, it would have secured them all a passage to Belize over shoal-water, where I could by no means act. I ordered three of our armed vessels to annoy them in their endeavours, which succeeded so far as to occasion their removal at dark, and a small channel they had marked by driving down stakes was also taken up by our canoes. I now clearly saw that their next effort would be to get possession of St. George's-Key, from which place (only nine miles from Belize) they might go down through the different channels leading to it, and continue to harass the inhabitants, and destroy the towns at their leisure, and drive me from my anchorage there: this determined me to gain the Key before them, if possible; I therefore left Belize on the evening of the 5th, and secured this place, at the instant twelve of their heaviest vessels were attempting the same; they hauled their wind and returned to Long Key, on my hauling my wind towards them. They continued working and anchoring among the shoals until the 11th, at the distance of three or four miles; when having made their arrangements, at one P. M. nine sail of sloops and schooners, carrying from twelve to twenty guns, including two twenty-four and two eighteen pounders each had in prow and stern, with a large launch a-stern of each full of men, bore down through the channel leading to us in a very handsome cool manner; five smaller vessels lay to windward out of gun-shot, full of troops

and the remainder of their squadron at Long Key Spit to wait the event, each of which carried small prow guns, with swivels fore and aft. At half past one P. M. seeing their intention to board the two sloops, and that they meant to come no nearer, but had anchored, I made the signal to engage, which began and continued near two hours, they then cut their cables and rowed and towed off by signal in great confusion over the shoals. I had placed the Merlin as near the edge of them as possible, and nothing that I had was equal to follow them, unsupported by the Merlin. At dark they regained their other vessels, and continued in sight till the 15th at night, when they moved off with a light southerly wind. Some are gone to Bacalar, and some prisoners taken, report others are gone to Campeche. I am happy to add that the service was performed without a man killed on our side. The enemy I think must have suffered much from the great number of men on board, and the precipitate manner they made the retreat at. This afternoon was commanded by General O'Neil, Governor of the Province, troops and sailors included, about 1500 men, and so certainly were the shipwrecks of success, that the letters found in a canoe taken, were actually addressed to Pelict and St. George's Key.

The behaviour of the Officers and crew of his Majesty's ship gave me great pleasure, and if we had had deep water to follow them in, I think many of them would have fallen into our hands. The spirit of the Negro slaves that manned the small crafts was wonderful, and the good management of the different Commanders does them great credit.

Our force, besides the Merlin, is as follows:

Two sloops with one eighteen pounder and 25 men

One sloop with one short nine pounder and 25 men

Two schooners with 6 four pounders and 25 men each

Seven gun flats, with 1 nine pounder and 16 men each

I have the honour to be, Sir, &c

JNO R. MOSS

ADMIRALTY OFFICE, JAN 22

Extract of a Letter from Sir Thomas Williams Knt Captain of his Majesty's Ship Endymion, to Evan Nepean, Esq dated in the Downs, the 20th inst

You will be pleased to inform their Lordships, that the Endymion has captured two Spanish privateers—La Prudentia schooner, of one six pounder, 8 swivels, and 34 men, La Casualidad, of one six pounders, 8 swivels, and 40 men.

ADMIRALTY OFFICE, JAN 26

Copy of a Letter from Vice Admiral Kingsmill, Commander in Chief of his Majesty's Ships and Vessels on the Coast of Ireland, to Evan Nepean, Esq dated Cork, Jan 17.

SIR,

PLEASE to lay before my Lords Commissioners of the Admiralty the accompanying letter I have just received from Capt Frazer, of his Majesty's ship Shannon, who has brought in a French privateer, out of Granville, mounting 18 carronades, and 2 long twelve pounders, and 125 men, which he captured on the 15th inst. I have the honour to be, &c

R KINGSMILL.

SIR,

Shannon, Cove of Cork, Jan 17

I beg leave to acquaint you, that being on the morning of the 15th inst in lat 49 deg 40 min and long 9 deg 30 min W with his Majesty's ship under my command, proceeding to the rendezvous prescribed by Capt Faulknor, I saw and after a chase of seven hours captured the Grand Idien, a ship privateer, from Cranville commanded by Gard Olivier Vubois carrying 18 brass carronades, eighteen pounders and 2 long twelve pounders, manned with 125 men.

She was only five days from Granville, had taken nothing, is quite new, with provisions and stores for a three months cruise.

From the circumstance of the prize having carried her main mast by the board while chased (and as the Shannon also sprung a main topmast, and tore to pieces two boats in shifting prisoners, the wind blowing strong with a heavy sea, I hope you will approve of my having accompanied her into port.

I have the honour to be, Sir, &c

ALEX. FRASER.

[To be continued regularly]

K K

Vol. I.

MONTHLY REGISTER

OF

Naval Events.

FEBRUARY—MARCH.

THE Lord Mayor, on the 23d of January, informed the Court of Common Council, he had received a letter from the Honourable Mrs. Damer, offering her services to execute a portrait of Admiral Lord Nelson, either in bronze or marble for the City. The letter being read, the Court unanimously returned their thanks to the Honourable Mrs. Damer, for her very liberal proposal, and accepted her generous offer. The Court requested his Lordship to acquaint Mrs. Damer with the above resolution.

By the King George Packet arrived from Lisbon, Lord Keith has hoisted his flag on board the *Barfleur*. General Sir Charles Stuart is putting Minorca into the best possible state of defence, and preparations are making to enable our ships to refit there, for which purpose stores of every kind are to be sent out from England.

The acquisition of the Island of Minorca to this country is of considerable importance. Its Naval Hospital (built by the English), and its accommodation for heaving down the largest ships, are extraordinary good. The harbour * is no less commodious—it is also safe, but somewhat difficult to enter, and extremely liable to damage the copper on ships' bottoms, from the rocky sides against which large vessels are often pressed, when coming in, by eddy breezes from an irregular hilly shore. Flesh meat at Minorca is neither very plentiful nor very good, if we except pork, which, in most hot climates, is excellent. Vegetables are neither raised in profusion, or remarkable for great delicacy. Its honey is famous; its wine almost the reverse.

Sunderland, Jan. 25. On the 7th inst. the wreck of a ship appeared off the Bay of Lagan, in the Island of Ista, all under water, and discharging some tar, cotton, pearl ashes, and staves. A considerable part of these goods have been landed. Nothing has appeared to identify the property. A parcel of New York newspapers has been found. The hull has gone to pieces, and been cast on shore, excepting the bow and the fore den, which remain sunk in the sand, with her anchors and cables. The pearl ash barrels have branded on their ends "Cornelius Viller, New York, J. Richard, G. A. Lansing, Shene & Co." The tar barrels are also marked. Some of the seamen's bodies have been found; upon the arm of one of them is tattooed or pricked W. B. 1782. C. T. G.

By the Danish ship *Bruden*, Captain Power, from Bengal, we learn, that the following homeward East Indiamen sailed from St. Helena the 5th of December, under convoy of his Majesty's ship *Stately*:

The *Ganges*, from China.

FROM BENGAL.

Queen,	Hawke,
Phoenix,	Lord Walsingham,
Prince William Henry,	Earl Spencer.

EXTRA SHIPS.

FROM BENGAL.

Princess Mary,	Eliza Ann,
Northumberland,	Britannia,
Crown,	Mildred, and
Six Whalers.	

Mr. Rands, purser of the *Druid* frigate, was tried by a Court Martial at Portsmouth, on Tuesday last, for having absented himself from that ship without leave. The charge being partly proved, he received a reprimand from the Court.

Lieut. Western of the Navy arrived at the Admiralty, on the 28th of January, with dispatches from Lord St. Vincent and Nelson, brought over in the *Resolution* lugger, containing an account of the protection afforded to the royal family

* Vid. vol. ii. p. 125, where an engraving of the Harbour is inserted.

of Naples and upwards of six hundred persons of the highest rank on board of our ships of war, then lying in the Bay of Naples, who were induced to fly for shelter to the English fleet commanded by Lord Nelson, from the victorious French army under General Championnet, who took possession of the city. Lord Nelson embarked their Neapolitan Majesties and the rest of the royal family on board the *Vanguard*, of 74 guns, commanded by himself, and the remainder of their followers on board other ships of war then lying there; and steered his course for Palermo, in Sicily, where he arrived on the 28th of December. His Lordship, in his private letters, describes the voyage as one of the most severe he ever experienced during his life; that they were in considerable danger of being shipwrecked; and mentions, that what he met with off Sardinia, previous to the battle off the Nile, and in which the *Vanguard* was dismasted, was trifling in comparison with the hurricane off the Neapolitan coast.

In the course of the voyage, Prince Albert, the youngest son of their Sicilian Majesties, died through excessive sickness and fatigue; and to all the miseries which such a scene must have occasioned in the minds of the royal fugitives, they had to add their affliction for the loss of their child.

Every Englishman, and all who were willing to embark, were safely conveyed to Sicily by some of Admiral Lord Nelson's squadron; and we have heard from other quarters, that the skill and management displayed by his Lordship upon this unfortunate occasion exceed all praise.

Naples and Gaeta are the most important places in the kingdom of Naples. The first as the centre of the government, and of the riches and commerce of the country; the latter, as the principal establishment of the Neapolitan Navy; both these are unhappily exposed to the depredations of the victorious army. Lord Nelson had the foresight to remove every thing from the port of Gaeta, which might increase the maritime resources of the French, and he destroyed what he could not bring away. The same activity and precaution was adopted with respect to Naples. But when the immense riches of that capital, and the rapid march of the French to take possession of it, are considered, there are but too strong grounds to apprehend that they found there ample spoils for their insatiable rapacity. The exertions of the English fleet in taking away or destroying every article that was serviceable to the naval operations of the French, was the more essential, as they would materially contribute to guard Sicily from an invasion, should the enemy risk an attack upon that island, which has been preserved as an asylum for the King of Naples in his misfortunes.

Mr. Grenville and suite embarked at Yarmouth, January 3th, on board the *Proserpine* frigate, Captain Wallis, for the continent. As soon as Mr. Grenville got upon the quarter-deck, the *Proserpine* fired a salute, and at twelve o'clock set sail with a fresh breeze at W. S. W.

The following Gentlemen are sworn into the command of their respective ships, viz. Captain James Horncastle, of the ship *Hope*, of 1200 tons, consigned to China direct; Captain George Millet of the *Hindustan*, 1248 tons, to ditto; and Captain Thomas Barrow, of the *Britannia*, 770 tons, to Coast and Bay.—All the above ships are to be in the Downs on the 11th of April next.

Feb. 1. This day was launched from the yard of Messrs. Perry, Wells, and Green, at Blackwall, a ship built upon a new construction, the property of Robert Wigram, Esq. of Crosby-square. The intention of the construction is an attempt to combine the qualities of great burthen with swift sailing in the same vessel.

Advice was brought to the East India House, by the Purser of the Lord Walsingham, of the safe arrival of the following ships off the Land's End, under convoy of the *Stately*, on the 29th ult.

Ganges, Queen, Prince William Henry, and Mildred (extra ships)—parted three days before the fleet made the Land's End—Phoenix, Hawke, Lord Walsingham, and Earl Spencer (regular ships)—Princess Mary, Northumberland, Crown, Eliza Ann, Britannia, and six Whalers (extra ships).

2. The following circumstance must for ever reflect the utmost honour on the humane and manly character of Charles Sturt, Esq. member for Bridport; "Thursday morning last, a small cutter called the *Bee*, John Nation, master, bound from London to the West Indies, went on shore on the sands near Poole,

in a heavy gale of wind at east. There was a tremendous sea running, and a very heavy snow falling, which rendered it extremely difficult, as well as hazardous, to afford any assistance to the crew. The boats from his Majesty's gun vessel the *Tickler*, and several other boats, attempted it without success: and the poor creatures, after cutting away the mast, and doing all they could to relieve the vessel, were left without hope, to the horrid expectation that every coming sea would overwhelm them, or to the still more dreadful one, that they must shortly perish by the inclemency of the weather. They remained in this shocking situation till the middle of the day, when Mr Sturt happily succeeded in rescuing them from the jaws of death, and brought them to his hospitable mansion, where every refreshment and comfort were administered to them which their exhausted state required. Mr Sturt's humane exertions endangered himself in an imminent degree, and to his active exertions and perseverance alone are these poor people indebted for their lives. The sea was tremendous beyond description, and the shoals on which the vessel lay extremely dangerous to approach. Mr Sturt's boat was several times filled by the sea, and himself and people absolutely thrown out of her into the breakers. He was a considerable time nearly up to his neck in water, buffeting the waves with an ardour which seemed to increase with the danger.

Weymouth Feb 8 The sloop *Recovery*, Swain master, from London to Weymouth, with groceries, drove on shore near this place, the sea making a clear breach over her, which, with the inclemency of the weather, rendered the lives of her crew very precarious: but, to the credit of British seamen be it spoken, five brave fellows volunteered to save the crew, which they effected by launching their boat from the Esplanade, and so forced her through the sea.

The *Eagle*, of Scarborough, has been run down off Easington, by a light ship unknown, which made off immediately without asking any questions respecting the safety of the *Eagle's* crew, who, finding their ship going down, took to their boats, by which they were all saved. The *Eagle* had only sailed three hours from Sunderland, coal laden, when the above accident happened.

The *William Pouch* of Workington, which sailed from Liverpool with salt, for Norfolk, in Virginia (after leaving Whitehaven, where she had been put in by stress of weather), proceeded upwards of 600 leagues to the westward, when she sprung a very dangerous leak, and in that extremity her pumps split. The crew were subjected to the most deplorable fatigue and distress, for fourteen days, at the end of which on the 31st December they made the Irish land. It was their intention to bear away for Cork, but after lying at the mercy of the waves, drifting in various courses, and the main deck almost constantly under water, on the 10th ult. the vessel went on shore at the Stags of Broadhaven, on the western coast of Ireland. The crew saved themselves by the boat and in less than a quarter of an hour after the ship was dashed in pieces among the rocks. Escaped from the dangers of a shipwreck, and in a condition which might have been expected to excite compassion in the most obdurate bosoms, they were menaced with instant death by an armed multitude, who, after some time, suffered them to depart in search of a region where happily humanity had taken up her abode. The letter containing this intelligence was lately received from Sligo.

Advice has been received at the Admiralty of the loss of his Majesty's ship *Nautilus*, of 16 guns, commanded by Captain Gunter, in a heavy gale of wind a few days since off Flamborough Head. Fortunately the officers and crew were all saved.

A cutter is arrived at Falmouth from looking into Bristol; and brings advice, that the enemy had fifteen sail of the line perfectly equipped, but, from a Swedish vessel just come out of the inner harbour she learnt, that by the most rigorous requisit on the French had not been able to procure one third of the requisite complement of men.

Falmouth, Feb 9 It blew a heavy gale of wind here last night at south in which a Swedish brig, called the *Martinus*, Anders Petersen, master, from Gotterburgh for Cork, struck on the Minacles and foundered—the crew saved. Advice has also been received here this morning, that another of our fish ships

for Italy (the Pomona, Smith, master), has been captured by a French privateer, and retaken by his Majesty's ship *La Nymphé*, and carried into Mount's Bay. Sailed the Chapman man of war for the Downs, with the trade from Milford and this port.

Poole, Feb. 10. About six o'clock on Friday evening this town was greatly alarmed by the cry of fire, which had broke out in a sailmaker's loft on the quay, by the chimney of a small iron stove getting so hot as to set fire to the partition that it went through, and there being a great quantity of canvass, sails, rope, &c. in the loft, it was instantly in one general blaze. The fire then communicated itself to the adjoining house and work shop of Mr Knight, block-maker, which was also very soon destroyed, as well as the house belonging to Mr. Bent, both being built chiefly of wood, and having no partition wall. At this period it looked truly awful and tremendous, and it was expected a great part of the store-houses and buildings in that neighbourhood must have been destroyed; but through the wonderful exertions and courage of the men belonging to the troop of Royal Horse Artillery, the second regiment of Worcester Militia, and the Wallace Encibles, the further progress of the fire stopped.

Waterford, Feb. 14. Yesterday arrived at the Passage, the Admiral de Vries, of 64 guns, Captain White, one of the vessels taken by Admiral Duncan from the Dutch off the coast of Holland, in the famous battle of the 11th of October. We hear she is to convey transports from our harbour to England, with troops who are to be embarked from New Geneva.

Feb. 20. A Court of Directors was held at the East India House, when the following commanders took leave previous to departing for their respective destinations—Captain's William Thomson, of the Lord Thurlow; Charles Drummond, of the Glatton; Henry Fairer, of the True Briton; J. Umston, of the Sir Edward Hughes; Sir C. Mitchell, of the William Pitt; J. Altham Cumberland, of the Mauship; G. Palmer, of the Boddam; G. Borcham, of the Walmer Castle; and T. Garland Murray, of the Preston. Captain Henry Wilson was sworn into the command of the Warley.

Nicholas Tomlinson, late commander of the *Suffisante* sloop, is struck off the list of post captains, for inattention while on board the Lord Hawke letter of marque, when she engaged a Spanish packet, in not answering the signal of *La Nymphé* frigate, who appeared in sight.

The Committee at Lloyd's have settled an annuity for life of £400 on Lieutenant Chambers of the Marines, who lost both his feet by a cannon shot on board the Venerable, in the memorable action of the 11th of October, besides making him a present of an handsome gratuity in money.

A letter from Constantinople, dated the 10th of December, inserted in the last French papers, says, "The Russian minister has received intelligence that two Russian frigates have been wrecked in the Black Sea, near one of the mouths of the Danube. Rear-Admiral Afzang has perished, and of both crews only eight persons have escaped destruction."

A letter from Lieutenant Welsh, late of the Garland frigate, dated Table Bay, Cape of Good Hope, 1 Dec. 1, 1798, says, "I am just arrived from the island of Madagascar, where we were unfortunately shipwrecked—the Garland struck on a sunken rock, and in a few minutes went to the bottom. Happily the whole of the officers and crew got on a rock, and from thence with safety to the main, where we remained near four months. The general belief here was, that every person on board had perished, and no doubt the same apprehensions prevailed in England. I have not time to state particulars, as the vessel that will bring you this letter is getting under weigh."

The *Lisopa*, *Paerlin*, and *Pallas* men of war, sailed from the Cove of Cork on the 31st ult. with troops on board for Portugal.

A letter from Barnstaple, dated the 12th inst. contains the following melancholy article, which we sincerely hope will prove to be unfounded. "Yesterday morning was lost, in Barnstaple Bay, in a most tremendous gale of wind at N. N. W. his Majesty's sloop of war *Weazle*, on Her Majesty's service, commanded by it is with extreme sorrow I have to say, with the whole crew."

On the authority of letters dated Fort St. George, Sept. 10, 1798, it appears that the French privateer *L'Unc* has captured several country vessels at the mouth of the Red Sea. Captain Clerk, of the *Victorious*, of 74 guns, had detained a Dane from the Mauritius to Tranquebar, having on board 100,000 dollars; as had Captain Lindzee, of *L'Oiseau*, a ship named *Angelique*, under Danish colours, laden with Coast goods, and bound to Manilla; both of which valuable vessels it was not doubted would prove good prizes.

The object of Commodore Blanket, who early in November passed the Cape of Good Hope, is said to be to take possession of the Island of Socotora, which commands the entrance into the Red Sea; the hostile movements of Tippoo indicating a communication with Buonaparte, who, it was some time since believed, meditated a junction with that powerful and ambitious chief.

All the small French and Spanish privateers and gun-boats that were formerly so numerous in the Mediterranean, have been recalled, and other vessels from 14 to 25 guns armed in their stead. They indiscriminately capture all neutral vessels they fall in with incapable of defending themselves, which are carried into any French or Spanish ports. The English force off Alexandria, by the foreign accounts last month, consisted of two ships of the line, two frigates, two bomb vessels, and two cutters.

By advice from the Danish Island of St. Thomas, in the West Indies, we learn, that from the 8th of April to the 19th of July 1798, no less than eighty-seven Danish vessels had arrived at that island from Europe, and mostly from the Elbe, laden with claret, red port, and East India goods, and most of which goods are consumed in the English islands. One of them, a short time ago, fell in with an English privateer, with a Spanish vessel in company, her prize. The Dane ordered the captain of the privateer to come on board him, which the other refused; the consequence was, that the Dane gave the privateer several broadsides, killed seventeen of her men, and took the Spanish vessel from the English privateer.

The thanks of the Irish House of Commons were unanimously voted to Sir John Borlase Warren, and the Officers, Seamen, and Marines, under his command, for their late gallant victory on their coast over the French squadron destined to invade that country.

The following is an official return of French prisoners in Great Britain, on the 19th of January 1799, inclusive :

At Portsmouth	10,576	At Edinburgh	736
Plymouth	8,398	Chatham	1,298
Norman Cross	4, 27	Stapleton	4,121
Liverpool	4,009		
			Total
			30,265

OFFICERS, PRISONERS ON PAROLE.

At Litchfield	66
Bishop's Waltham	60
Tiverton	114
Pebles	60

300

A private letter from on board the Ponetta whaler, dated October 19, lat. 15. 55. 55. S. long. 5. 49 W. says, " Since the period of our navigating these seas, we never remember to have witnessed (and I hardly suppose it has ever been exceeded) so great a number of the sperm whales as have spouted this voyage. Seals also appear in great abundance: but the sea elephant, which has lately been found to afford looking after, has been rather scarce. The returning ships from the fishery, in the beginning of the next year, will, I conjecture, be all full, so uncommonly propitious has been the season. The bone in particular, as well as the sperm, is remarkably fine; and this, no doubt, will give much satisfaction to those of our friends interested in a prosperous trade. Thirteen whalers on this service are on their return."

SHIPWRECKS.

Hull, Feb. 12. *The following melancholy detail of particulars of the loss of the snow Hope, of Liverpool, and all her ship's company, with the exception of one sailor, who was most miraculously preserved, we give our readers exactly as related by the survivor himself:*

Tuesday se'nnight, the snow Hope, Captain Anyon, of Liverpool, destined on a voyage from Riga to Lisbon, and laden with hemp and iron (which had a short time before put in here for repairs), sailed from hence with the wind at north-west, her crew consisting of master, mate, four seamen, and three boys. She proceeded southward until three o'clock the next morning, when the wind came on to blow a hard gale from the south-east, which increased to such a degree, that they were obliged to lay to under reefed foresail, the wind and sea raging with such violence, that notwithstanding every exertion, the ship was driven to the northward, labouring and straining very much. The gale continuing its force, with heavy snow and to al darkness, they could not make the Humber, or perceive any object, until they were met by a brig cutter, whom Captain Anyon hailed, and requested the assistance of a pilot; no answer, however, attended the application, as the cutter soon after parted company, and the Hope still continued to drive to the northward at the mercy of the wind and waves. About midnight on Friday, the 1st of February, she unfortunately struck upon the ground: the sea running at the time so tremendously high as to make an entire passage over her; at the same instant the cabin boy was washed from the deck. The captain and crew finding every exertion in vain, were reluctantly obliged to abandon their quarters, and attend to the strong calls of self preservation; the captain at the same time declaring aloud, that he would not quit the vessel while a chance of hope remained. The mate was of opinion that they were not far from land, and signified his intention to endeavour to make it, notwithstanding the snow was descending in clouds, and the darkness prevented him from seeing even the length of the ship. The captain, and Carl Ehrlic, a Prussian seaman, delivered their watches and money to the mate, who jumped into the boat, which still remained upon deck; but a heavy sea at the moment breaking over her, swept away the boat, and he preserved himself by catching the main stay: the next tremendous wave, alas! proved too strong for resistance, and overwhelmed him, never more to be seen. The rest of the crew now sought shelter in the rigging, one man in the fore-top, and the rest in the main-top.

The Prussian before-mentioned feeling pity for a boy of the name of Swain, about twelve years of age, had taken him in his arms, and ascended the main-top, in defiance of the heavy sea which continued to break over them. The captain in despair also ascended the rigging, and placed himself upon the main-yard; from whence he was heard to bemoan their sad fate, and the consequent distress of his wife and children. In this state they remained for a considerable time; but from the extreme severity of the night, and their benumbed and exposed situation, the Captain soon afterwards was seen to drop down, supposed to be wholly or nearly dead from the cold, and two other men also were washed out of the main-top. The vessel had now driven nearer to the shore, and another heavy sea soon after breaking over her, carried away the main-mast, with the Prussian, another seaman, and Swain the boy upon it. The Prussian again laid hold of the boy, who earnestly exhorted him, by crying, "Oh, Charles! hold me fast!"—but finding it indispensable, for his own preservation, was obliged to quit his hold, and the poor boy was drowned.

The main-mast being still entangled with the ropes of the fore-mast, the Prussian remained in his perilous situation for a very considerable time, till the mast drifted nearer the fore-mast, and enabled him with difficulty to lay hold of the fore-top-sail yard, from whence he got to the fore-top mast head, where he found the man before mentioned still alive. By this time the vessel was drifted close to Dimlington high land, on the Holderness coast, about eight miles to the north of Spurn Point. The Prussian perceiving the cliff, and supposing it attainable from the top gallant-mast head, prepared to ascend it, and was solicited by a ship-mate to lend him assistance, in order to endeavour to ascend it also, but which he declared was not in his power, exhorting him to follow, being the only means left for preservation; to which he replied, that being

frozen stiff with cold, he was not able to stir a single joint. This poor fellow being never afterwards seen, it is supposed he shared the fate of the rest of the crew. The Prussian, watching a favourable opportunity, dropped upon the side of the cliff, which, from being so hard frozen, was exceedingly slippery, and rendered it difficult to prevent himself from falling into the breakers. This, however, he was enabled at length happily to effect, and got safe to the top of the cliff at three o'clock in the morning, where he wandered about till break of day: a solitary survivor of the whole ship's crew, lamenting their melancholy fate. The ship is entirely a wreck, and very little of her cargo saved. The Prussian arrived at Hull on Tuesday.

Extract of a Letter from Mr. John James, near Bideford, dated 17th inst.

I heard on Wednesday a funeral sermon for 106 persons unfortunately lost in the Weazel, on Sunday night. She came in that afternoon, or I should rather say, was in the bay in the afternoon, and as people went to church, the sea-faring men felt some anxiety, if the wind should shift a point and blow, which it afterwards did. They made every effort to get out to sea, and in vain kept firing signals of distress. It is supposed she got round Baggy, and struck upon Mort Rocks: that fine ship, and every soul on board perished; one body only has as yet been taken up, but many are watching the opposite beach both yesterday and to day, and are fishing up fragments of the wreck.

We hear to-day (Saturday) that the wreck is visible at low water this side of Baggy. A sloop that was in distress in the bay on Monday and Tuesday has disappeared; her fate is not known. It is expected many bodies will float and, be driven in shore the coming spring.

The Portland, Hussey, arrived from New York, spoke the ship Tabias, Cooper, six weeks from London, in lat. 42. 58. long 46. 44. on the 10th of January. On the 11th spoke the Lady Harriet packet, nine weeks from Falmouth in lat. 43. 54. long. 43. 49. The captain of her informed Captain Hussey, that he had on board the crew of the ship Amphion, from New York for Hamburg, which had foundered at sea.

Captain Ferguson, of the Dominica packet, on the 13th of November, in latitude 24. N. and long. 63. W. fell in with a wreck with all her masts gone, and swimming by the water edge, which he boarded, and found no people on board her, but had been a schooner, with name upon the upper part of the stern, "The Sam, '1 rackle, of Baltimore."

COMMON COUNCIL.

Feb. 21. Yesterday the Lord Mayor held a Court of Common Council at Guildhall,

His Lordship laid before the Court the heads of a Bill respecting a new Marine Police Office adjoining Wapping, and for the purpose of raising a certain sum of money for defraying the expences by laying a tonnage on shipping; which was referred to the Committee for improving the port of London.

His Lordship likewise informed the Court, that a petition had been laid before Parliament (a copy of which he presented) for leave to bring in a Bill for cutting a tunnel under the bed of the river, from Gravesend to Tilbury Fort, in Essex: which was referred to the Committee for improving the Navigation of the River, to watch the progress thereof.

Mr. Deputy Birch presented a Petition from Mr. Lucius Gahagan, praying to introduce a model in sculpture for perpetuating the late naval victories which was referred to a Committee.

A similar design of Mr. W. Robinson's, upon a grand scale, including six Admirals, was refused, on account of the great expence.

Mr. Powell presented an excellent performance of penmanship, executed by Mr. Tomkins, of a transcript of Lord Nelson's letter to the Lords Commissioners of the Admiralty, on the subject of the glorious victory over the French fleet off the Nile, which Mr. Tomkins requested the Court to accept. The Court agreed thereto, and voted their unanimous thanks, and ordered it to be hung up in the most advantageous part in the Common Council Room.

PLYMOUTH REPORT, FROM JANUARY 23 TO FEBRUARY 13.

23. WIND N. W. Cloudy. Sailed the Fox cutter for the Downs, with several wind-bound vessels, including the Eagle, Edwards, from Honduras, with log-wood, mahogany, &c. Arrived the Fishguard, 48 guns, Captain Martin, with damage received in her late cruise. She went into Barnpool to refit.

24. Wind W. S. W. Cloudy. Mr. Whitford, coroner for Devon, took an inquisition on a marine recruit who fell overboard from a transport in Hamoaze, and was drowned. Verdict, accidental death.

Fourteen smugglers, who had fired into a custom house boat off Salcombe, were escorted through Plymouth, to be put on board the Cambridge flag ship in Hamoaze, by a party of the Surry cavalry.

25. Wind W. S. W. Cloudy. Went down into the Sound the Mermaid, 32 guns, Captain Newman. She is ordered to cruise off Corunna. Letters received this day, dated the 24th November, from the Argus lugger, Lieutenant Clarke, Jamaica, mention that he was to bring home the next dispatches.

26. Wind W. Cloudy, with rain. A grand dinner was given at Cowley's hotel at dock, by Admiral Sir R. King, Bart. admiral of this port, to forty-five captains of the royal navy now in harbour. The royal standard of Great Britain, in compliment to our glorious naval victories, fringed with royal purple and gold fringe, was placed in the centre of the table. Elegant transparencies, appropriate to the occasion, were exhibited in the dining parlour. Sailed the Ethalion, 38 guns, Captain Countess, and the Anson, 44 guns, Captain P. C. Dyrham, on a cruise off Bourdeaux.

27. Wind S. W. Rain. Yesterday William Davies, seaman, of the Lowestoffe frigate, Captain Plampin, was tried for scditious expressions (almost too bad to repeat, and was sentenced by the court martial to receive 500 lashes round the fleet, and to be imprisoned in solitary confinement in the Marshalsea prison two years. He was a member of the London Corresponding Society. Letters from Gibraltar mention that the Cormorant, 24 guns, Lord Mark Kerr, had captured a Spanish packet from Rio di Plata for Barcelona, very valuable. One boat was lost in boarding the packet, crew saved. Lieutenant W. Woolbridge then gallantly boarded her in the jolly boat with eight men, took possession of her though there were fifty five Spaniards, and brought her into Gibraltar.

28. Wind N. N. W. Cloudy. Went into dock that beautiful frigate La Loire, 48 guns, captured by the Anson, 44 guns, Captain Durham. She is to be fitted for sea, and will be given to the brave Captain Newman, of the Mermaid, 32 guns, who so nobly engaged her in the Irish Channel.

29. Wind E. N. E. Snow or sleet. Passed by for their station off Brest, Admiral Sir C. Thompson, with eight sail of the line, two frigates, and a lugger. From the last accounts received by neutral vessels from Brest, it appears that the report of fifteen sail of the line being there ready for sea is groundless, as the men of war in that port cannot by any means be one third manned.

30. Wind N. E. Snow or sleet. Arrived in Cawsand Bay, the Triton, 32 guns, Captain Gore, with a fine French privateer of Cherbourg, captured in the Channel, called L'Amiable Victoire, 18 guns and 97 men, three days out, and had not made any captures. Arrived the Fly, 16 guns, Captain Z. Nudge, blown out of Guernsey Roads. Before he left the island a most severe shock of an earthquake was felt the 22d instant, which shook the houses so violently that the inhabitants left them.

31. Wind N. E. Blows hard, with snow. The weather was so stormy at Guernsey the 22d instant, that a cutter privateer was blown under the fort and

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taken by the soldiers. Orders came down from the Admiralty for the *Canada*, 74 guns, Sir J. Warren; *Mars*, 74, Captain Manly; *Russel*, 74, Captain Sir H. Trollope; and *Lancaster*, 64, Captain Wells, now in Cawsand Bay, to be in readiness to sail at a moment's warning.

Feb. 1. Wind S. W. Rainy. Owing to the great demand for cordage in the men of war now fitting out at Plymouth dock, the ropemakers work three days in one. In the gale of last night in *Hamoaze*, the *Formidable*, 98 guns, Captain Whitshed, broke from her moorings, ran foul of the *Amelia*, 44 guns, Captain C. Herbert, and tailed on the west mud; but the tide flowing she was got off without any other damage except carrying away her bumpkin. All the men of war struck yards and topmasts, owing to the violence of the gale. Came in with damage, from Admiral Thompson's fleet, the *Dragon*, 74 guns, Captain Sutton. The *Terrible's* cutter in rowing Guard got among the breakers in the *Cobler's Reach*, near Mount Batten, was swamped, and one man drowned. Lieutenant Clements, and the rest of the boat's crew, were saved with difficulty on the rocks, though much bruised.

2. Wind N. Deep snow. Owing to the severity of the weather the mails for the eastward were dispatched in a post chaise. This day the French prisoners in the prison ships in *Hamoaze*, wantonly threw their cheese overboard, and refused their bread; on which Mr. Alder, agent to the contractors, Messrs. Alder and Hayten, very properly took the sealed sample loaf, and two loaves refused, and by permission of the mayor exhibited them, and the cheese on the Guildhall table of this town, when the most respectable inhabitants tasted each; which they declared to be good and sweet, and equal to the sample. The cheese was such as is usually sold at sevenpence per pound. The bread was distributed to the distressed poor of the town, who thankfully received what the insolence of the French prisoners so wantonly refused.

3. Wind N. Hard frost. Three French captains, who escaped from a prison ship in *Hamoaze*, were taken near Yalm river, almost famished. The mail did not arrive till this evening, eight o'clock. Arrived the *Humphries*, *Hutchinson*, for New York. Parted company with the convoy in a gale of wind a few days since.

4. Wind E. N. E. Hard frost. Sailed the *Amelia*, 44 guns, Hon. Captain Herbert, on a cruise. Letters from Rochefort, dated the 20th ult. brought by a cartel, state, that the gallant Captain Jenkins, of the *Ambuscade*, 32 guns, captured by *La Bayonnaise*, 32 guns, was recovering of his wounds fast; and that Lieutenant Sinclair, of marines, was in a fair way.

5. Wind E. N. E. Snow. Instructions dated Head Quarters, signed by General Grenville, were read at the head of each volunteer associated corps by their commanding officers. The substance was, that in case of fire or any riot in Plymouth, or any attempt at Mill Prison for the prisoners to escape, then the above corps are to assemble at their different alarm posts, to be in readiness to assist the civil magistrates. Sailed the *Dragon*, 74 guns, Captain Sutton, to join Admiral Thompson's fleet off Brest.

6. Wind W. S. W. Cloudy. Arrived the *Fly*, 18 guns, Captain Z. Mudge, with his prize *La Glencur*, of six guns and thirty-two men from *Clerbourg*, which the *Fly* captured off Portland the 4th instant, after a long chase. On *La Glencur's* last cruise she cut out of Torbay the *Anna*, of Hull, the *Hopewell*, to Lisbon, since retaken, and the *Lucy*, of Whithaven, and got clear off with them. She is quite new, and was chased into *Cherbourg* by the *Phœbe*, 36 guns, Captain R. Barlow, and *Seagull*, 18 guns, Captain Wray.

7. Wind E. N. E. Blows hard with deep snow. Letters from the Cape, dated the 23d November, from an officer of the *Raisable*, 64 guns, Captain Boyle, received here, mention that the *Stately*, 64 guns, and *Oiseau*, 36 guns, Captain Brisbane, had arrived there from the *Mahritius*, where they had captured several very rich prizes; the latter having cut out two rich brigs and destroyed two cutters. 2000 Troops were to embark in the *Sceptre*, 64 guns, armed *en frigate*, and six transports, on the 26th November, for India. The *Buffalo* store ship had arrived the 20th at the Cape, with a supply of stores, which were much

wanted : but cables of the large sizes particularly, as several ships had lost one and two cables in gales of wind. L'imperieuse frigate had sustained some damage in Table Bay, and was under repair. The Garland, 28 guns, run ashore near Madagascar, bilged and sunk; crew all saved and brought off by the Star brig arrived at the Cape. The Garland's crew were not molested by the inhabitants; and having got on shore some sails, guns, and provisions from the wreck, formed an encampment during their stay.

8. Wind E. S. E. Cold with frost. The Magdalena Xhiana, Pinfont, from the Faro of Messina, arrived here in thirty three days. He reports, that after the royal family left Naples, the Lazzaroni rose and committed every kind of excess, plundering and burning the houses of the nobility and gentry. Mr. Whitford, coroner, took an inquest on a seaman who cut his throat in a fit of intoxication. Verdict, lunacy.

9. Wind W. S. W. Fair and quite mild. Arrived La Bayonnaise cutter, of 14 guns and 70 men, late Swan revenue vessel, captain Sanson, who was killed in an action about two years since with a French privateer off the Isle of Wight. She was captured in the Bay by the Anson and Ethalion frigates. The mail from London and the north were brought in a post chaise by an extra mail coach guard at three P. M. the snow being so deep. At three P. M. arrived from the general post-office the bags for Philadelphia and New York, to go out by the Camilla, 20 guns, Captain Larkan, who sailed a few hours before with General Maitland, Colonels Grant and Nightingale for Jamaica at a short notice.

10. Wind S. E. Foggy, with rain. Went down into Cawsand Bay the Formidable, 98 guns, Captain Whitshed; St. Fiorenzo, Sir H. B. Neale. Sailed for Portsmouth the Fly, 16 guns, Captain Z. Mudge; the Towey cutter, Lieutenant Danby with a convoy for the Downs. Went into the Sound the Fishguard, 48 guns, Captain T. B. Martin. Passed by from Falmouth the Telegraph, 16 guns, Lieutenant Worth, with a convoy for the Downs.

11. Wind N. N. W. Violent hurricane with rain. This morning a duel was fought at Devil's Point Battery between Mr. Pitt, surgeon, and Mr. Shaw, master of the Volcano gun-vessel; when, after two shots were exchanged at twelve paces, Mr. Pitt hit Mr. S. on the knee, and fractured the patella bone. He was conveyed to the Royal Naval Hospital, where he lies dangerously ill. A seaman of the Proselyte frigate was killed by the fall of the fore yard.

12. Wind N. W. blows hard. In the gale of yesterday the Naiad, 38 guns, Captain Pierrepont, broke from her moorings, and tailed on the West Mud in Hamoaze; but the tide flowing she got off with little damage. The men of war in Cawsand Bay and the Sound rode out the hurricane; which was the severest felt here since 1781. Several houses, with the New Church, were unroofed, and many chimneys blown down, but no lives lost. A chimney at Ladywell School broke through the roof, carried down with it all the children's beds, the beams, rafters, and flooring of the attic story, into the room where the children were working, and, miraculous to relate, though there fell into the room near ten tons of rubbish, all the children, thirty in number, escaped with only slight bruises! Le Bon Ordre French privateer went on shore in Catwater and bilged.

13. Wind N. W. Fair. In the gale of yesterday two sentinels were blown from the gangway of the Prudent and Bienfaisant prison ships in Hamoaze, and were drowned. Went into dock the Terrible, 74 guns; Indefatigable, 44; Castor, 32. The Alfred, 74 guns, is fitted up as an additional prison ship. The Telegraph sent in a smuggling cutter with 300 ankers of spirits captured off the Lizard.

PORTSMOUTH REPORT, FROM JANUARY 28 TO FEBRUARY 21.

Jan. 28. THIS day sailed Vice Admiral Thompson, with the Queen Charlotte, 110 guns, Atlas and St. George, of 98 guns each; Sans Pareille, 80 guns; Dragon, Superb, Defiance, Triumph, and Captain, 74 guns each, and several smaller vessels, on a cruise off Brest; Blonde and Inconstant frigates, and Hornet sloop, for Guernsey; and Weymouth armed store ship, with troops, for Ireland.

29. Arrived the Beaulieu frigate from Spithead; the Renown man of war, and the Gorgon ditto, from the Downs, with a fleet.

Feb. 1. Yesterday a court martial was held on board his Majesty's ship Gladiator, on Lieutenant Moringcourt, of his Majesty's ship Arethusa. The charge was, for inattention while cruising on the coast of France, in consequence of which the Arethusa got on shore; the charge of inattention was proved, and the sentence of the court was, that he be reprimanded. This morning arrived his Majesty's ship Renown, of 74 guns, Captain Bertie, with a very large fleet of outward bound merchant ships under his convoy. His Majesty's ship Lowestoffe, of 32 guns, is appointed to convoy the trade from hence to the West Indies.

2. The Honourable Captain Boyle, of the Hyæna, 24 guns, is appointed to convoy the trade from hence to Lisbon and Gibraltar.

5. Arrived the Prince of Wales armed ship from Hull; and the Pelican brig, loaded with barley, retaken by the Duchess of York armed cutter.

12. The outward bound fleets are still detained by contrary winds and stormy weather. The Thames frigate, and outward bound Lisbon fleet, are expected to sail to-morrow. General Cuyler goes out in the Thames, and General Tarleton in the Hyæna. A great deal of damage has been done in Stokes Bay amongst the outward bound ships in a sudden storm of wind and snow. The brig Mary Ann, of Newcastle, Simpson, master, was completely dismasted by a ship going on board her. Young Wakefield, Keats, for Lisbon, received damage by a ship driving athwart her hawser. Penelope, of Falmouth, for Lisbon drove on shore, and beat her rudder off. Alert, Crabtree, got considerable damage by driving foul of another ship, and lost an anchor and cable. Rochester, from Sunderland, with coals, drove on board a ship; both received damage, and several other inferior accidents happened; but the gale fortunately was but of short duration.

14. Arrived this morning his Majesty's ship Penelope, of 38 guns, Captain Pagett, from Madeira, having on board Lord Hugh Seymour, and brought in with her the Fly schooner, from Guernsey, laden with brandy, &c. La Seine frigate from a cruise, and Penelope, ditto, from Gibraltar. Sailed the Latona frigate, and Fly sloop of war on a cruise.

15. Pursuant to an order from the Right Honourable the Lords Commissioners of the Admiralty, a court martial was this day held on board his Majesty's ship Gladiator, on James Haily, a seaman, belonging to his Majesty's ship Achilles, for striking a midshipman in the execution of his duty, and for other mutinous conduct. The charge being fully proved, he was sentenced to be hanged.

20. This morning arrived the Termagant sloop from the Downs. Sailed La Seine frigate, and Snake sloop, on a cruise.

21. It blows a most violent storm of wind from the westward; and it is feared some ships are on Stokes Bay, signals of distress being now made.

A wherry was upset in the beginning of the storm, and one woman was drowned.

Newcastle, Feb. 4. The Lord Provost of Edinburgh received an affidavit made before the Provost of Dundee, by James Sime, late master of the brigantine the *Aurora*, of that place, informing, that the said vessel was captured on the 23d of December, in the North Seas, on his voyage from Riga to Lisbon, by the *Anacreon* privateer of Dunkirk, commanded by Captain Blankman, and was carried into North Bergen. That he left Bergen on the 24th ult. and arrived at Montrose in a sloop bound for Leith. That the day before he left Bergen, the said privateer sailed, and he was informed that the *Perseverance*, another French privateer, was to sail the same day, both on a cruise to the North Sea; and that from the way the wind was during his passage from Bergen, he had every reason to believe that the vessels have steered their course to this coast. That while he was in Bergen, the crew of the *Anacreon* blackened their sails with coal dust, to give her the appearance of a collier. That the *Anacreon* carries 15 guns and 100 men, and is brig-rigged; and the *Perseverance* carries 10 guns and about 45 men, and cutter-rigged.

This intelligence was immediately forwarded to the Lords of the Admiralty, to Admiral Dickson at Yarmouth, and to the Officer commanding his Majesty's ships in Leith Roads.

MARRIAGES.

CAPT. Buckle, of the Royal Navy, son of the late Admiral Buckle, to Miss Reveley, daughter of the late Henry Reveley, Esq.

At Camberwell, John Jekyll, Esq. of the Royal Navy, to Miss Storie, daughter of the late Thomas Storie, Esq. of that place.

The 5th inst. at Bath, Mark Robinson, Esq. Captain in the Royal Navy, to Mrs. Shirley, of Pulteney-street.

Captain John Luce, of the Royal Navy, to Miss Jane Scarville, of Newport, Isle of Wight.

At Plymouth, Mr. Welsford, purser of his Majesty's ship *Pompee*, to Miss Tingcombe, eldest daughter of Mr. J. T. goldsmith, of that place.

At Plymouth, Lieut. Carruthers, of the Marines, nephew of the late General C. commandant of the Chatham division of Marines, to Miss Cholwich, daughter of — C. Esq. of Aveton Gifford.

OBITUARY.

CAPT. John Conset Peers, who lately died at Lostwithiell, in Cornwall, was in 1761, at the early age of nine years, left an orphan, with a brother and two sisters younger than himself, without any support. At that tender age his uncle sent him into the West India service. On his return to England from his second voyage, he found that death had robbed him of his worthy relation and only friend. Soon afterwards, he embarked in the East India service; and, in 1768, he passed for the fourth mate of the Duke of Portland East Indiaman. In the year 1770, he entered into the Royal Navy, on board the *Torbay*, Capt. Drake, and in 1774, with the approbation of Capt. Drake, he went a volunteer in the *Boyne*, destined for North America. In 1776, Admiral Graves appointed him second master and pilot to his Majesty's schooner *Dispatch*, commanded by Lieut. Goodridge, mounting six three pounders, and carrying thirty men. On the 12th of July they fell in with the *Tyrannicide*, an American privateer, mounting 14 guns, and carrying 125 men, 45 of whom had small arms. An engagement soon commenced, although the *Dispatch* had thirteen sick, and in the early part of the action Lieutenant Goodridge was killed. The command then devolving on Mr. Peers, he maintained a gallant and hard fought action for near four hours, when he received a shot in his right elbow, which shattered his whole arm; and his crew being all nearly killed or wounded, he was obliged to submit to a force so superior. His arm was two days afterwards amputated, and in that state, fainting with the loss of blood, he was carried prisoner into Salem. On the 10th of August, from the great loss of blood, and a mortification spreading round the stump, he was obliged to submit to a second amputation. The December following he was exchanged and sent to Halifax,

where he was tried by a court-martial and honourably acquitted. He then took charge, as pilot, of his Majesty's ship the *Richmond*, and carried her to New York, when Lord Howe took him on board his own ship, the *Eagle*; and, in May 1777, appointed him Master of his Majesty's ship *Mermaid*, Captain Hawker, which in July 1778 was run on shore by Count d'Estaing's fleet, and the officers and crew made prisoners. The October following he was exchanged, and sent to New York, when he went a volunteer on an expedition up the North River, in his Majesty's galley *Hussar*, under the directions of Captain Hyde Parker. On the 2d of November Admiral Gambier gave him a lieutenant's commission, and the command of the *Crane* galley, stationed up Hudson River; and when Sir Henry Clinton made the attack at West Point, Mr. Peers covered the landing. In July 1780, Admiral Arbuthnot appointed him to the command of the *Argo* brig, 16 guns, which he held until July 1783, when Admiral Digby appointed him agent for transports, in which capacity he arrived in England in March 1784, after an absence of ten years. Whilst in America, Mr. Peers received a severe wound in his head, and also nearly lost the use of two of his fingers of his remaining hand, from the severe effects of the cold. During his stay in America, he was chiefly kept up the North River, on advanced posts, during which time the person who had acted as his agent absconded, and deprived him of all his property. What little he had realized and sent to England met with a similar fate, as his friend, to whose care he committed it, died insolvent. His friends, who expected he would have been promoted to the rank of commander, anxiously waited for that event until the year 1792, when the Honourable Board of Admiralty gave him a pension. During the present war, he has commanded a cutter, and was with Lord Bridport in the glorious action of the 23d of June 1795. The December following he sailed with Admiral Christian for the West Indies, and was obliged to put back with many others, after beating about twenty-three days; as he had not half his complement of men, he was forced to be constantly on deck, and was twenty-two nights without taking off his clothes. On April 10th, 1797, Mr. Peers sailed for the West Indies, with Admiralty dispatches, and the mails for the different islands, and arrived at Barbadoes in thirty days. On the 30th of June, in company with and under the command of Captain Elphinstone, he cut out a fleet of ships at Port au Plate, under the fire of two forts, which they soon silenced. Soon after which he was seized with the country fever, and was obliged to return to England, when he had the pleasure to find, that Earl Spencer had promoted him to the rank of commander; although his health remained in a very precarious situation, yet he constantly solicited the Admiralty for employ, and to his last hour expected it with pleasure, as he thought it wrong for any officer to hold a commission without offering his services; but the effects of the fever made such havoc in his health, as to hasten his dissolution, and on the 11th of November put a period to his existence. Captain Peers has left a disconsolate widow, and a brother, to deplore his loss.

At Chatham, aged 44, Lieutenant-Colonel John McDonald, of that division of Marines.

At her house in Harley-street, Cavendish-square, aged 87, Lady-dowager Clementina Elphinstone, mother of Lord Keith, and of the Lady of William Adam, Esq. and only daughter of John, Earl of Wigton.

Captain Renton, of his Majesty's sloop *Martin*. He was one of a party of naval gentlemen who had agreed to dine at the Three Cups Inn, at Harwich; and during dinner quitted the room, and went into one adjoining, where he put an end to his existence by a loaded pistol, which it is supposed he had in his pocket. He was the second lieutenant and signal officer on board the *Venerable*, Admiral Duncan's ship, in the action of October 11, 1797.

Suddenly, at her lodgings at Yarmouth, the lady of Admiral A. Dickson, commander in chief of the North-Sea fleet.

Suddenly, Joseph Belson, Esq. one of the senior clerks belonging to the Admiralty-office, where he had attended his duty the day before.

At his father's house in Chatham dock-yard, Mr. Hunt (late a captain's clerk of the Royal Navy), son of William Hunt, Esq. builder's second assistant in that dock-yard.

At Croft, in the county of Leicester, in the 40th year of his age, Richard Gamble, Esq. Captain of Marines, who, during seventeen years of actual ser-

vice, had been engaged in some of the most decisive and gallant naval actions, both in the last and present war. His first entrance into life, was as an officer in the militia of this county, which he left on receiving a commission in the marines, through the patronage, we believe, of the late Duke of Rutland. Within a few months after his appointment, he was on board the *Flora* frigate in that ever memorable action with *La Nymphe*, an action which stands recorded in the naval history of this country as one of the most brilliant individual achievements of the last war: the cool intrepidity and undaunted courage of Captain Gamble on that day wrested from a gallant adversary the laurel of victory. The sword of the French officer was given him in compliment, and he was immediately appointed by the lords of the admiralty to the rank of first lieutenant over several senior officers, a measure never resorted to but in justice to some great exploit. Between the conclusion of the last war, and the commencement of the present, Captain Gamble had the command of a party of marines on board the *Porcupine*, Commodore Brabazon, on the Irish station, where he continued three years. Soon after the commencement of the present war, he was ordered on board the *Majestic*. In the year 1796 he was made captain. During the last year he commanded a party of marines on board *La Pompee*, Capt. Vashon, cruising as a part of Lord Bridport's squadron off Brest, till July last when he was seized with a cold, attended with fever, which terminated in a dropsy, and removed from the service of his king a brave and gallant officer, whose exertions may justly be said to have deserved the gratitude of his country.

At the Cape of Good Hope, Admiral Sir Hugh C. Christian, K. B. commander in chief on that station.

Lieutenant John Mandeson, of the Fearless gun-boat stationed off Scilly, died some time since much lamented, an officer that seemed to promise great credit to his profession.

Lieutenant Oakes. The circumstances respecting the death of this Officer are thus related in a private letter: "Lieutenant Oakes was ordered from the *Resistance* to seize a vessel lying at some distance from Ternate, which he accomplished; and allowed the crew, consisting of Malays, or Boorgeese, to remain at large about the ship. Some time in the day, the boatswain represented to Lieutenant Oakes the propriety of disarming them; but, unfortunately, his own goodness of heart made him think treachery impossible, and he would not acquiesce in the advice given him. In the evening a report was made to him, that the head Boorgeese had put to death one of the European sailors; which, attributing to accident, or some impropriety of conduct on the part of the sailor, he went to enquire personally into the affair; but he had no sooner approached the head Boorgeese, than the fellow attacked him also, and he fell dead at his feet. The boatswain, who was by, cut the fellow's leg off with his hanger, but before he dropped, he struck the boatswain near the shoulder, and wounded him desperately. The English, incensed at the unmerited death of their commander, and the probable loss of the boatswain, cut to pieces every Boorgeese that had not time to jump overboard, and effect their safety by swimming.

Lieut. A. Thomas Lloyd, of his Majesty's ship *Maidstone*, died in November last in the Gulf of Mexico. He was son of the Rev. Mr. Lloyd, domestic chaplain of his Royal Highness the Duke of Clarence.

The 16th of November, at the Naval Hospital, Gibraltar, Lieutenant David Reid, of his Majesty's ship the *Northumberland*, of the wounds he received on board that ship in an engagement with some Spanish gun-boats in the bay on the 4th of that month.

At Hoxton, in the 74th year of his age, Mr. Thomas Gibbs, many years a purser in his Majesty's Navy.

Marine List

OF

SHIPS LOST, DESTROYED, CAPTURED, AND RECAPTURED, &c.

FROM FEBRUARY 1, TO FEBRUARY 19.

THE Queen, Hawke, and Mildred, from Bengal, and the Ganget, from China, parted the India Fleet in a gale of wind and thick weather, on the night of the 17th of January.

The Hebe Frigate, with eleven sail of Ships from Liverpool, put into Leith Roads the 21st of January, bound to Hambro.

The Amiable Victoire Privateer, of 18 G. and 90 men, is captured off Alderney by the Triton Frigate, and sent into Plymouth.

The Achve, Mollard, from St. Ivo's to Leghorn, was taken on the 2nd of December, near Cape Spartel, by a Frigate, and sent for Cadiz. Another Brig had been taken by the Frigate.

The six Sisters, Baker, from Wiscasset to Liverpool, taken by a Privateer, and sent for Bourdeaux, is retaken by the Flora and Caroline Frigates, and arrived at Falmouth.

The Jane and Betty, Stocks, from Lysa to Rye, was run down by 15th Infant near Cromer. Crew saved.

The America, Hardie, from Philadelphia to Hambro' is on shore on the Lincolnshire Coast. People saved.

The Diligent, Drummonds, from London to Antigua, was taken the 19th October, by the Two Friends Privateer, and carried into Guadaloupe.

The Eagle Gun-Boat, and a Cutter of about 30 tons, were drove on shore in a violent gale of wind, in Studland Bay, off Poole, on the 30th.

The Elizabeth, Fullerton, from Teneriffe to Philadelphia, is captured and carried to St. Domingo.

The Three Sisters, Goodwin, from London to Barbadoes, is lost in Orchard's Bay, in the tide of Wight. Three men drowned.

The Recovery, Swain, from Weymouth to Lynn, is on shore at Weymouth and much damaged.

The Jesper, Kopper, from Hambro' to the Havannah, is lost on Sugar Key Reefs, Straits of Bahamas.

The Marie, ———, from Bilbao to St. Andero, is taken by a Jersey Privateer, and arrived at Falmouth.

The Thetis, Bruns, from Hull to Lisbon, is on shore near Sandown Castle Downs, and bilged. Part of the cargo saved.

The Fama, Vulkan, from Newcastle to Weymouth, is on shore near Weymouth, and bilged.

The John, Bennett, from the Baltic to Bridport is on shore off Portland, and full of water.

The Olive Branch, Tapp, from London to Lisbon, having lost an anchor and cable, and been on shore, on the Woolpack, is got into Ramsgate by some boaters. The cargo is damaged from striking the West Pier Head, on entering the Harbour.

The Bee, Nuthen, from London to the West Indies, is on shore near Poole. The cargo is expected to be saved.

The Three Friends, Banderis, from Lisbon to Embden, has been taken by a French Privateer, retaken by the Flora Frigate and arrived at Falmouth.

Capt. Parker, of the Ocean, says, that when he left Norfolk, the 24th of December last, accounts had arrived there that the Eliza, Benion, from Liverpool to Baltimore, was taken and carried into Guadaloupe.

Captain Skelton, of the Ship Friendship, arrived at Burlington Bay, 28th ult. saw two Privateers take three Ships off Fila Bay, and proceeded with them towards the French Coast.

The Anna, of Hull, from Lisbon; the Lucy, of Whitehaven, bound to Lisbon; and the Hopewell, ——— from London to Madeira, have been captured by the ——— Privateer; retaken and sent into Plymouth.

The Kero, Fleck; the General Prefect, Boyd; and the Hero, Wood, from Clyde to the West Indies; the Locher, Kent, and the Fanny Source, Robinson, from Liverpool, were lost at Dublin in a violent storm, on the 18th instant. The Wakefield, Wright, from Danzig, is on shore in the Swin.

The Bangalore, Robinson, from Memel to Dublin, is captured by a Privateer and carried into Arundah, in Norway.

The Kitty, Wheatley, from Leith to Leghorn; and the Dove, ———, from Wisbeach to Whitstable, are stranded on Yarmouth Beach.

The Nautilus Sloop of War, and the Arabella, from Memel, are on shore near Scarborough.

A French Privateer of 14 G. and 70 men, formerly the Swan Cutter of Coues, is captured by the Aslan Frigate, and sent into Plymouth.

The Pilefille, Macvie, from Memel to the Fifth of Forth, is captured by the Barras Privateer, of 20 G. and 45 men, and carried into Arundah in Norway.

The Duke of York, Nicholas, from Newfoundland to Oporto, is captured near Oporto Bay.

The Catherine, Dixon; and the Lark, Semison, from London, are on shore near Bridlington.

The Gopie Oezomoy, ———, from Liverpool to Dantzic, was seen off the Texel, on the 4th inst. in distress, by the Africa Frigate.

The Mary, Figer, from Guernsey to Lynn, is lost near Brancaster. Part of the cargo saved.

The Capt. Cook, Gibson, from London to the Baltic, is lost near Copenhagen.

The Ekenberg, ———, from Batavia, is detained by the Brilla Privateer, and sent into Lisbon.

The Three Brothers, ———, from Norway, loaded with timber, was lost 2d instant, on Happisburgh Sand. Only the mast and one leg saved.

The Foudroyant, French Privateer, of 30 G. from Bourdeaux, is captured by the Phoenix Frigate, and sent into Cork.

The Pomora, Smith, from Falmouth to Venice, has been taken by a Privateer, retaken by La Nymphie Frigate, and sent into Mount's Bay.

The Glory, ———, from Königsberg to London, is lost near Seville.

The Refiger, Jurgens, from Rotterdam to Guernsey, is taken and carried into Oporto.

The Grand Duke, Reed, from Jamaica to London, is on shore near Margate. The cargo much damaged.

The Fortune of Newcastle, from the Baltic with iron, is lost near Scarborough, and all the crew.

The Pinet, Thet, from Newfoundland to Portugal, is taken near Lisbon by a French Privateer.

The Mayflower, Redhead, from Riga to London is lost near Flambro' Head.

The Sally, Weltern, from Liverpool to Bristol, has been on shore at Milford, and bilged. The cargo much damaged.

The Ingelberg, Hultman, from London to Dover, is conducted into Margate, after being deserted by the crew.

The Mary, Fenwick, from Waterford to London, was lost on the 11th inst. near Truro.

The Betsey, Morgan, from Fyfield to Liverpool, is totally lost. Crew drowned.

The Duncan, Wyatt, from Halifax to London, was captured the 15th Dec. in lat. 49. 20. long. 20 by the Foudroyant Privateer, of 30 G.

The Success, Lewington, from Newfoundland to Oporto, is captured by a French Privateer, and carried into Bayonne.

The Beckford, Harpy, from Faro to London; the brig ———, Jensen, from Cardiff to London, were drove on shore in St. Ivo's Bay, in a violent storm, on the 11th inst.

Also a Brig from Bristol to London; a Sloop from Liffcombe, with eastward; and a Brig bringing to Liffcombe, with coals. Only 8 men saved from the whole.

The St. Antonio, ———, from Hispaniola, is captured by the Sylph Sloop, and sent into Plymouth. Also captured a Ship of 300 tons, from the Havannah, with coffee, sugar, &c.

The Countess of Mexbro', the Scipio, ———; the Union; the Harlequin, ———; and the Jane and Mary Taylor, have been captured by a Privateer, and carried into the Canaries.

The Uxbridge, Scott, from Liverpool, and the Resolution, ———, are lost in Dublin Bay.

The Goodintown, Kitley, from London to Newry, is lost near Fort Patrick, in the Irish Channel.

[To be regularly continued.]

BIOGRAPHICAL MEMOIR OF THE RIGHT HONOURABLE
ALEXANDER ARTHUR HOOD
LORD BRIDPORT *

The tyrant custom, most grave senators,
Hath made the flinty, and steel couch of war,
My thrice driven bed of down. SHAKESPEAR.

THE gallant achievements of a distinguished officer, grown old in the noblest service of his country, claim the grateful attention of those whose security has been preserved by his valour. A review of his professional life serves to animate the mariner, who is commencing his career in the same path of glory ; and is also calculated to extend its general utility : since a consciousness of the difficulties, which others have encountered with success, must prove of essential benefit in abating the dread of a threatening barrier, which too often disheartens those, who feel

“ how hard it is to climb
The steep, where Fame’s proud temple beams afar.”

Lord Bridport was the son of the late worthy vicar of Thorncombe in Devonshire, near Axminster, and of Buckleigh in Somersetshire, and is the younger brother of Lord Hood, but senior in point of rank, having entered into the service before him †. He received, we believe, his principal education under the immediate eye of his parent.

His Lordship entered early into the service, and had little but his own merit, and diligence, to trust to in the future prospects of his life. His subsequent distinction, and present eminence, form the highest panegyric on his character ;

* Baron Bridport of Cricket St. Thomas, in the county of Somerset ; Knight of the Bath ; Commander in Chief of the Western Squadron ; Admiral of the White ; Vice-Admiral of Great Britain ; one of the twenty-four Directors, and Treasurer, of Greenwich Hospital.

† Lord Hood was made lieutenant about six months before his brother, but did not obtain his Post Rank until six weeks after him ; both were made lieutenants by Admiral Smith.

and should prove a source of consolation and perseverance to those, who are anxiously endeavouring to render themselves worthy of the future rewards and honours, of a grateful Country, and a renowned profession.

We wish it had been in our power to give a greater degree of interest and value to the present memoir, by relating those early shades of character, which doubtless marked and adorned the youth of Mr. Hood. These we have endeavoured to obtain, but hitherto without success. The incident that affords such pleasure in the recollection; the narrative of youthful adventure; the gradual openings of an aspiring character, which give animation to biography, are too often gradually lost in the future glory of more public actions.

Mr. Hood had left, for a considerable time, the peaceful retirements of his father in Devonshire, a county whose coast was hereafter to be defended by his skill and diligence, and had gone through the first gradations of his professional rank, before we obtain any knowledge of his conduct. On the 2d of December 1746, he was made lieutenant; and being afterwards raised to the rank of commander, was on the 10th of June 1756, made Post Captain in the Prince George of 90 guns. During the following year he was appointed to the *Antelope* of 50 guns: nor was he long without enjoying an opportunity of rendering his merit known to his Country. Being on a cruise in the month of May, on the coast of France, he fell in with the *Aquilon*, a French frigate of 48 guns, and 450 men. After a running fight of two hours, Captain Hood drove her ashore on the rocks in Audierne Bay, about ten leagues to the southward of Brest, where she was totally lost. The enemy had thirty men killed, and thirteen wounded. The *Antelope* had three men killed, and the same number wounded as her antagonist. During the action, a spirited midshipman, of the name of Murray, had both his legs shot away. He was immediately carried down to the surgeon: but, whilst his wounds were dressing hearing his comrades above give three

cheers ; in the midst of his agony, an idea that the enemy had struck, rallied the ebbing spirit of his existence ; and, with the unsubdued fortitude of a British sailor, he waved his hand in triumph, and expired *.

As this was the first action in which Captain Hood distinguished himself after obtaining his Post Rank, we shall give an account of it in his own words :

On the 13th of May, A. M. in lat. 47 deg. 50 min. I saw three sail to windward, and gave chase to them. At noon they brought to, hoisted French colours, and made signals to one another ; and upon my hoisting French colours also, they made sail, and edged down to me. About one o'clock the largest ship hoisted a pendant, and fired a gun to leeward, and about half an hour after another ; which not being answered by me, she soon after fired two shot, hauled her main sail up, took in her top-gallant sails, and bore directly down, being then not two miles off. Upon which I hoisted my proper colours, and shortened sail to the fore-sail and top-sail, expecting to be attacked ; but in a few minutes after, she hauled up, and made all the sail she could. The other two, one a frigate-like ship, the other a snow, continued before the wind. I pursued the war-like ship as fast as possible, and before four was within point-blank shot of her. About twenty minutes after, we brought our broadside to bear, and were very close, and kept a continual fire upon her till forty minutes after five, when we had the breakers so near under our lee, that we could not wear, and had but barely room to stay clear of the enemy ; but she came about, and, while in stays, the French ship struck upon the rocks, and lost her mizen-mast. I stood off for near an hour, to put the ship in a workable state ; then stood in again, with an intention to run as close to the enemy as possible, in order to destroy her ; but found that business to appearance done, as she had beat over a ridge of rocks, which were too far without her for me to do her farther injury. Where the French ship struck is the north part of Audierne Bay. I had three men killed, and thirteen wounded, and much shattered in my rigging and sails, the mizen-mast shot through.

On the 24th I took a small snow from Bourdeaux for Canada, with wine, brandy, and flour ; and the next day a small privateer of six guns, ten swivels, and fifty men, that came out of Port Louis the evening before, and was the snow in company with the man of war,

* Beatson's Naval and Military Memoirs, vol. ii. p. 182—a most valuable work.

the day I drove her on shore, whose Captain and officers give the following account of her :—that she was called the *Aquilon*, mounting 48 guns, but pierced for 56, and had on board 450 men, thirty of whom were killed, and twenty-five wounded ; in the latter was the captain : that the rocks were through her bottom in several places, and that she was irrecoverably lost.

In 1758 Captain Hood served in the Mediterranean on board the *St. George* of 90 guns, Rear Admiral Saunders, which ship formed a part of the fleet * under the command of Admiral Osborne. He was therefore present in this squadron on the 28th of February, when M. du Quesne attempted to reinforce M. de la Clue, who was blocked up in the harbour of Carthage. The *St. George* does not appear to have been engaged, as the action was supported only by those † who were detached from their station to chase. The

* List of the fleet sent out under Vice Admiral Osborne, 1758 :

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Prince	90	{ Henry Osborne, Admiral of the Blue.
		{ Captain Edward Clarke, 2d.
St. George	90	{ Charles Saunders, Rear Admiral of the Blue.
		{ Captain Alexander Hood.
Monarch	74	John Montague.
Culloden	74	Smith Callis
Swiftsure	70	Thomas Stanhope.
Hampton Court	64	Hon. Augustus John Harvey.
Monmouth	64	Arthur Gardiner.
Berwick	64	Robert Hughes.
Revenge	64	John Storr.
St. Alban's	60	James Baker.
Princess Louisa	60	John Lloyd.
Jersey	60	John Barker.
Montague	60	Joshua Rowley.
Guernsey	50	Mark Milbank.
Preston	50	John Evans.
Ambuscade	40	Richard Gwynne.
Rainbow	40	Chr. Basset.
Lyme	28	Edward Vernon.
Tartar's Prize	24	Thomas Bailey.
Deal Castle	20	George Tindal.
Gibraltar	20	William M'Cleverty.
Glasgow	20	Andrew Wilkinson.
Sheerness	20	John Clarke.
Favourite	16	Timothy Edwards.
Fortune	14	Reginald Cock.

† In this glorious action the brave Captain Gardiner of the *Monmouth* lost his life, whilst engaging the *Foudroyant*, which afterwards struck. The *Monmouth* mounted only 64, twelve and twenty-four pounders ; her complement of men 470. The *Foudroyant* had a thousand men on board, and mounted 80

diligence, however, of Captain Hood, in promoting the active designs of the commander in chief, should be appreciated in its due proportion: as by the judicious execution of his orders, Admiral Osborne was enabled to baffle the designs of an enemy, who had vainly hoped to elude his vigilance, and to pass the Straits under cover of the long dark nights which then prevailed.

Captain Hood most probably returned from the Mediterranean with Rear Admiral Saunders; who, on being relieved by Admiral Broderick, sailed for England in the *Montague*, and arrived at Spithead on the 5th of July. On the 21st Admiral Osborne returned also in the *St. George*. The time that Captain Hood spent under Admiral Saunders, though short, must have been sufficient to enable him to derive great advantage from the superior character of an officer, who had seen such a variety of service, and who particularly felt the advantage of employing those moments, that could be snatched from the duties of his profession, in the social and confidential intercourse of learned men.

Soon after his arrival in England, Captain Hood was appointed to the *Minerva* frigate of 32 guns. The English nation was at this time threatened, by its old and implacable enemy, with a powerful and long meditated invasion; which the skill and bravery of our naval force rendered, as we trust it ever will, ineffectual. Although the French asserted in every court in Europe, that the English, owing to the powerful squadrons which had been detached on different stations, would not be able to have a fleet in the Channel this year (1759) equal to that in Brest harbour, Sir Edward Hawke sailed from Spithead, to their great dismay, with twenty-five sail of the line, thirteen frigates, in which the

guns, forty-two, and twenty-two pounders. Before Captain Gardiner expired he sent for his first lieutenant, Mr. Carket, and made it his dying request that he would never strike the colours. The lieutenant pledged his honour that they never should be hauled down; and immediately going on deck, nailed the Flag to the ensign staff. This gentleman, in 1759, had the command of the *Success*, 22 guns, one of the squadron detached by Sir E. Hawke to Quiberon Bay.

Minerva, Captain Hood, was included, and two fire ships. During the greater part of this year Captain Hood served under Commodore Duff, who relieved Captain Reynolds in blocking up the French transports in the Morbion. Captain Hood also captured the *Ecureuil*, a Bayonne privateer of 14 guns and 122 men, but did not obtain any fresh addition of naval renown until the beginning of the year 1761* : when the laurels he had already merited were advanced into public notice, by a most brave and gallant exploit, which restored to his Country a ship, whose capture had produced the usual portion of rodomontade on the part of the enemy.

On the 23d of January, in latitude 45° 22' N. Cape Pinas bearing S. by E. distant thirty leagues, a large sail was discerned from the *Minerva* soon after day-break. Captain Hood immediately gave orders to chase, and soon found his antagonist to be a ship of two decks. She was the *Warwick*, pierced for 60 guns, and now mounting 34, which had been taken from the English, commanded by M. Le Verger de Belair. Her crew amounted to about three hundred men, including a company of soldiers, destined to reinforce the garrison at Pondicherry. The wind blowing hard from the east, with a great sea, it was near twenty minutes past ten before the *Minerva* came up with her ; when Captain Hood, notwithstanding her superiority, ran alongside and began an engagement which the French remember to this day. The fire on both sides was terrible. " At eleven," says the brave commander of the *Minerva*, in his letter to Mr. Cleveland †, " her main and fore-top mast went away, and soon after she came on board us on the starboard bow, and then fell alongside ; but the sea soon parted us, when the enemy fell astern. About a quarter after eleven the *Minerva*'s bowsprit went away, and the fore-mast soon followed it : these were very unfortunate accidents, and I almost despaired of being able to attack the enemy again ; however I cut the

* Charnock.

† London Gazette, letter dated at Spithead, Feb. 3, 1761.

wreck away as soon as possible ; and, about one o'clock, cleared the ship of it, with the loss of one man, and the sheet anchor. I then wore the ship, and stood for the enemy, who was about three leagues to leeward of me. At four o'clock I came up close to the enemy, and renewed the attack : about a quarter before five she struck : when I found she had fourteen killed, and thirty-two wounded. Our numbers are, the boatswain and thirteen killed, and the gunner and thirty-three wounded ; the former died on the 27th, and two seamen. I have given my thanks to the officers and crew of his Majesty's ship, for their firm and spirited behaviour ; and I have great pleasure in acquainting their Lordships with it. At nine o'clock the main-mast of the *Minerva* went away ; at eleven the mizen mast followed it." Captain Hood convoyed his prize in safety to Spithead, and, on the 8th of February, being introduced by Lord Anson to his Majesty, received his Sovereign's thanks and acknowledgment of his conduct.

In what year Captain Hood was married we are unable to ascertain, but should imagine it was prior to the period of his life we are now considering. His first wife was a daughter of the Reverend Dr. West, and niece to the late Lord Viscount Cobham. By this marriage Captain Hood became related to the Pitt and Lyttleton families. Miss West had a considerable fortune, and his Lordship's conduct respecting it, was at the time spoken of, as it deserved, in the highest terms : he insisted that the whole should be settled immediately upon her, and be totally independent of himself. Admiral West, we believe, was an early and stedfast friend to Captain Hood, before this connection had taken place.

Captain Hood had now risen, by his own bravery, high in the public estimation. His action with the *Warwick* gave that stamp of celebrity to his character, which placed his merit as an officer beyond the common level ; and he was accordingly considered as one of those to whom his Country

might look for her future security and renown. He was appointed in August 1761, to form part of the squadron destined to convey the Princess Charlotte of Mecklenburgh-Strelitz to England. He accordingly rendezvoused off Harwich on the 6th; and the signal being made by Lord Anson, on board the Royal Charlotte yacht *, for sailing, in the evening of the 7th, the whole squadron got under weigh. On the 14th, the Minerva anchored at the Red Buoy, about seven leagues from Cuxhaven, with the Nottingham, Winchester, and Tartar; when the yachts went up the Elbe, and waited at Stade for the Princess, who arrived there the next day. About noon on the 6th of September, her Royal Highness landed at Harwich. A more particular detail of this expedition will be given in the life of Lord Anson.

Towards the conclusion of 1761, the *Africa*, a third rate of 64 guns, was launched, and the command of her given to Captain Hood. Great Britain was at this time in a most precarious situation; and was engaged, directly or indirectly, in war with the most considerable part of the maritime strength of Europe. According to the ordinary computations, the Navy of Spain consisted of more than an hundred ships of war †: whilst several communities in France engaged to fit out men of war at their own expence. It was however perceived that a rupture with Spain was unavoidable; and accordingly Sir Piercy Brett was sent out to reinforce Sir Charles Saunders in the Mediterranean, with a strong detachment. Captain Hood, in the *Africa*, received orders to join it, and thus returned again to his old and approving commander.

There are a variety of circumstances in the year 1762, which bear some analogy to the present political situation of Europe. France, with less power of doing mischief, was

* The Royal Charlotte yacht was built at Deptford in 1749. Length of gun-deck, 90 feet, 1 inch: of the keel, 72 feet, 2 inches and an half. Breadth, 24 feet, 7 inches. Depth, 11 feet. Tons, 232. Men, 70. Guns, 10.

† Dodsley's Annual Register.

secretly endeavouring to accomplish what she now performs in a more open manner. Portugal was threatened by a confederacy in which France took the lead; and every possible method was adopted to induce her to renounce all friendship, and to violate her neutrality, with Great Britain. Victories, as in the present day, were become familiar to us; and yet no people were ever less intoxicated with them.

The French nation, finding that this country was neither intimidated by their threats, nor reduced to the abject state they expected, were compelled to adopt pacific sentiments. After the definitive treaty of peace was signed at Paris in Feb. 1763, and the different squadrons had returned home, Captain Hood obtained a guard-ship at Portsmouth, the *Thunderer* of 74 guns*. Soon after the usual period of such a command had elapsed, he succeeded Sir Charles Saunders in 1766, as treasurer of Greenwich Hospital; whose humane and protecting spirit continues to be impartially yet liberally supported under his auspices, and those of his distinguished brother.

On the 8th of June 1778, Admiral Keppel sailed from St. Helens with the fleet†, in which Captain Hood commanded the *Robust* of 74 guns; on the 28th they returned into port, with the French frigates *Pallas* and *Licorne*; and sailed again on Friday the 10th of June. The Brest fleet, consisting of thirty-two sail, five frigates, and five gondolas, had put to sea: the Count d'Orvilliers, lieutenant general, commanded in chief; Count Duchaffault was second, and the Duke de Chartres the third in command.

After some days spent in manœuvring, on the 27th of July the action commenced off Ushant. The winds constantly in the N. W. and S. W. quarters, sometimes blowing strong, and the French fleet always to windward, going off. The French began firing upon the headmost of Vice Admiral Sir

* Charnock.

† The *Victory*, 100 guns, Admiral Keppel; the *Queen*, 90 guns, Vice Admiral Harland, the *Ocean*, 90 guns, Rear Admiral Palliser, &c. amounting in the whole to twenty-one sail of the line, three frigates, two armed cutters, and one fireship.

Robert Harland's division, and the ships with him: being on different tacks, the fleets passed very near each other. Towards the close of day the enemy formed their fleet again; which Admiral Keppel says he did not discourage, thinking they meant handsomely to try their force with him the next morning: but they took the advantage of the night to go off. Captain Hood was stationed in the line, in the blue division, as second to Sir Hugh Palliser. The Robust, on the morning of the 27th, had been ordered with other ships, by signal from the Victory, to chase to windward. During the subsequent action, she was rather severely handled by the enemy; a large shot went through the main mast, two through the fore mast, two struck the bowsprit, and one slightly wounded the mizen mast. The main-top mast was shot in two or three places; the main-top-sail yard shot away; the fore-top gallant mast shot in two: the mizen yard received two shot, and besides this, she had about fourteen shot under water, and a little above; one of which being a forty-eight pound shot, rendered the situation of the crew dangerous, as the water gained on them very fast: it was eight o'clock in the evening before they could stop the leak. The sails of the Robust were much cut. Most of the braces, bowlines, and running rigging, with many of the lower and topmast yards, and two of the starboard lower deck ports were shot away. Though his ship was so much damaged, she was fought in so able a manner, that Captain Hood had only five men killed and seventeen wounded. Captain Hood returned with the fleet to Spithead, on the 28th of October, and did not again go to sea until he obtained his flag.

Here we may be allowed, and perhaps expected, to pause, and make some few reflections, such as naturally arise from the events which succeeded this action off Ushant; yet still of such a nature, as shall not wound the feelings of any one, or injure the dear earned reputation of a single individual.

The violent animosity that arose from this Action should be a lesson, and a most serious one, to all Professional Men. It would be difficult to select three officers in his Majesty's service, whose character, if impartially considered, must stand

higher in general estimation, or whose services have a greater claim on their Country, than those of Admiral Keppel, Sir Hugh Palliser, and Captain Alexander Hood: and yet, when the ill judged advice, or perhaps rather the intended malignity, of false friends, had led these respectable officers, to "cry havoc and let loose the dogs of war;" what tales did calumny, from her murky cell, daily induce the public to consider, and often to believe. The open sincerity of Lord Keppel, the quick sensibility of Sir Hugh Palliser, and the zealous disposition of Captain Hood, formed a triumvirate fatally exposed to the machinations of those, who triumph in the miseries of their fellow creatures,—

Brave Men! love one another.

Mr. Hood having obtained the eminence he deserved, on the 26th of September 1780*, was appointed Rear Admiral of the White. Nor was he long before he again gave his services to his country. On the unfortunate death of that valuable officer, Rear Admiral Kempenfelt; it was highly honourably to both parties, that Admiral Hood was brought forward when Lord Keppel presided at the board. Having hoisted his flag on board the *Queen*, of 90 guns, he was appointed in 1782† to command the second or lar-board division of the centre squadron, in the fleet sent under the command of Lord Howe to relieve Gibraltar. On the 19th of October Lord Howe had taken the advantage of the wind to repass the Straits to the westward; which he effected followed by the enemy. The wind changing next morning to the westward, the combined fleets, consisting of forty-five or forty-six ships of the line, still retained the advantage of the wind. The British fleet being formed to leeward to receive them, they were left uninterruptedly to take the distance at which they should think fit to engage. This action, so glorious for our country, began, like that off

* In 1779, Captain Hood had the command given him of the *Catherine* yacht. The dimensions of which are as follow: length of gun-deck, 79,1; of the keel, 62,3 5-8ths. Breadth, 22,4 7-8ths. Depth, 11,2. Tons, 166. Complement of men, 40. Guns, 6. She was built at Deptford in 1720.

† In 1782, Admiral Hood lost his first wife, who died in September at his seat of Crickett-Lodge.

the Nile, in the evening. The French commenced their cannonade about sun-set, on the van and rear, seeming to point their chief attack on the latter, and continued their fire along the whole line, at a considerable distance, and with little effect, until ten at night. It was returned occasionally from different ships, as the nearer approach of the enemy afforded a favourable opportunity of making any impression upon them. The enemy hauling their wind, and the British fleet keeping on all night, with full sail, the fleets separated. After the return of Lord Howe to England, Admiral Hood attended at the levee at St. James's on Monday, December 16th, and was introduced to the King by Lord Keppel. The preliminary articles of peace were concluded on the 20th of the following month, 1783, at Versailles, both with the French and Spanish plenipotentiaries. Admiral Hood at this time was second in command at Portsmouth. The year * following he was chosen member for the borough of Bridgewater; and, on the 7th of May 1788, was invested with the most honourable order of the Bath. On the 26th of June, in the same year, he married Miss Bray, only daughter of the late Thomas Bray, Esq. of Edmonton.

At the time of the apprehended rupture with Spain, on the 12th of May 1790 †, among the list of ships then commissioned appears the London of 98 guns, on board of which Admiral Hood's flag was at first hoisted. On the 4th of July he commanded the van ‡ division of Admiral Barrington's fleet in Torbay, with his flag, as Vice Admiral of the Blue, on board the Victory, 100 guns, Captain Knight.

* On September 4, 1787, Admiral Hood was advanced to be Vice Admiral of the White.

† April 1st 1790, he kissed hands on being appointed Rear Admiral of Great Britain on the death of Vice Admiral Darby.

‡ <i>Van Division.</i>		<i>Guns.</i>	<i>Men.</i>
Magnificent,	Captain Onslow,	74	600
Arrogant,	Hervey,	74	600
Illustrious,	Edgar,	74	600
VICTORY,	{ Vice Ad. Sir A. Hood, K. B.		
	Captain Knight,	100	874
Culloden,	Collins,	74	600
Director,	West,	64	500
Impregnable,	Sir Thomas Byard,	90	750
The Hebe to repeat signals.			

An express, however, arriving at Portsmouth to fit out immediately for foreign service, four* sail of the line and two frigates, and for Sir Alexander Hood to take the command of them, he shifted his flag to the *Royal Sovereign*. They were to be joined by the *Orion*, of 74 guns, Captain C. Chamberlayne, off Plymouth: a detachment of this intended fleet afterwards sailed, without any flag officer, and shortly returned into port:—the subsequent conduct of Spain prevented this, and other more formidable preparations from reaching their intended destination. Sir Alexander afterwards again hoisted his flag in the *London*, as second to Lord Howe† in the Channel, on board of which ship it was flying in 1791.

On the 1st of February 1793, Sir Alexander Hood was advanced Vice Admiral of the Red, and was expected to have gone out in the *Royal George*, as commander in chief of the squadron destined for the protection of Barbadoes and the Leeward Islands. During this year his flag continued on board the *Royal George*, with a command under Earl Howe in the western squadron. On the 1st of June 1794‡ and the preceding days, this gallant ship, in which he has ever since continued, was particularly distinguished. She commenced the action on the 29th of May, and, during that on the 1st of June, was exposed to an incessant and brisk cannonade; the terror of which must have been considerably increased by the cruel means, employed on that day by the enemy, to give an unusual degree of savage destruction to the dreadful artillery of death. Sir Alexander during the whole of this action, displayed in frequent instances his great skill and intrepidity: the foremast, with the fore and main-top mast of the *Royal George*, were shot away, she had twenty

* *Marlborough*, 74, Captain S. Cornish; *Cumberland*, 74, Captain Macbride; *Ardent*, 64, J. Vashon; *Lion*, 64, S. Finch; *Mermaid*, 32, C. Col-
lingswood; *Proserpine*, 28, E. T. Smith.

† On the 11th of May 1790, Earl Howe, and Admiral Barrington, kissed the King's hand on being appointed to the command of the Channel fleet.

‡ On the 12th of April, 1794, Sir Alexander Hood attained the rank of Admiral of the Blue.

men killed, and seventy-two wounded*. On his return, with the other flag officers and captains of this renowned fleet, he was presented with the gold chain and medal, and was afterwards created by patent, bearing date the 12th of August following Baron Bridport of Crickett St. Thomas.

It was rather to be hoped than expected, that after so complete a defeat of the enemy, this distinguished servant of his Country, who justly merited the station he had honourably attained, might possess an opportunity, when appointed to the chief command, of gaining additional laurels from the same Power. This, however, he enjoyed in the month of June, 1795.—We shall give an account of this glorious action, from private letters which have not yet been published, and shall reserve the principal part of Lord Bridport's Gazette letter for its proper place, in our Historical Narrative of Naval Actions during the present war.

“ We are now lying at single anchor at Spithead (June 12, 1795). The signal was made yesterday to prepare for sailing, and we unmoored this morning. Our fleet† consists

* Officers on board the Royal George on the 1st of June 1794 :

William Domett	-	-	Captain
John Draper	-	-	First Lieutenant
Thomas Ireland	-	-	Second ditto
John Bazely	-	-	Third ditto
James Newman	-	-	Fourth ditto
Alexander Wilson	-	-	Fifth ditto
Henry Richard Glynn	-	-	Sixth ditto
Archibald C. Dickson	-	-	Seventh ditto
George Heigham *	-	-	Eighth ditto
John West	-	-	Ninth ditto
Edward S. Reynolds	-	-	junior Lieutenant
John Bamborough	-	-	Master
James Hall	-	-	Boatswain
John Jacop	-	-	Carpenter
David Appleton	-	-	Gunner
John Henderson	-	-	Purser
Richard Shepherd	-	-	Surgeon
Rev. Philip Blundell	-	-	Chaplain
Andrew Pilkington	-	-	Lieutenant of Marines
John Smith	-	-	Ditto

* Lieutenant Heigham was killed on the 29th of May. Mr. John Hughes, midshipman, shared the same fate.

† A list of this fleet, with the names of the different commanders, is inserted in the third number of Naval Anecdotes.

of fourteen sail of the line, five frigates, two fireships, one hospital ship, and a lugger.—On the 22d, at four o'clock in the morning, being in latitude $47^{\circ} 4'$ N. and longitude $4^{\circ} 16'$ W. Belle Isle bearing E. by N. half N. 14 leagues, the frigates made the signal for a strange fleet, which we soon discovered to be the French. They were then right a-head of us, but the wind shifting in their favour, brought them, on our weather bow. At six, the admiral made the following signals for chase: the Sans Pareille, Colossus, Valiant, Russel, Irresistible, and Orion; and at seven the signal was out for a general chase. The enemy at this critical moment had all sail set. We continued in chase all day, and the ensuing night, with very little wind, until three next morning, when, to our great joy, there sprung up a fine breeze. At four we discovered the Isle de Groais upon our lee bow; by six the Orion and Irresistible were well up with the Alexander, and began to engage. A short time afterwards the Queen Charlotte got up; when her gallant and since lamented commander, Sir A. S. Douglas, instantly opened a tremendous and well-directed fire on both sides. The Russel, by a quarter past six, was also pretty well up, but did not begin to fire until she got abreast of the Queen Charlotte, to windward of her, when she opened a most spirited broadside. The Russel, as she passed, engaged several ships that were together, particularly the Alexander, who was to leeward. In about a quarter of an hour, one of the ships, which the Russel had engaged, took fire on the poop, and in a short time her mizen mast went overboard, when she bore up and struck: this ship was the Formidable, of 74 guns. The Sans Pareille and Colossus had now been in action nearly twenty minutes. After the Formidable had taken fire, the smoke cleared up to leeward, and we perceived the Alexander had also struck. By this time we were got some distance into the Bay: all the braces, preventer braces, and rigging of the Russel were much cut; but we wore ship, and engaged about half an hour longer, when we were obliged to haul off to repair our damages, and reeve fresh

braces. When we had got our good old ship into a manageable state, which we were not able to accomplish under a quarter of an hour, we made sail to renew the engagement. The Royal George passed us, and desired we would go to leeward of her, which we did, and then hauled up to fulfil our wishes: but before we could come into action, the Royal George had got close up alongside Le Tigre, and having engaged her about three minutes, she bore up and struck. Lord Bridport then advanced, with his usual spirit, and engaged again; firing at the same time at the French three decker, and keeping up an heavy fire on both sides. We also were by this time up, and engaging again; when the admiral, not thinking it prudent to advance any farther into the bay, as the enemy had already opened a battery upon us from the shore, bore up, and passing to leeward, whilst we were firing, gave us three cheers. About nine o'clock the firing ceased on both sides; when Admiral Gardner, in the Queen, made our signal to take possession of the Tigre. We accordingly hoisted out our boats and boarded her: but were obliged to make the signal to the Admiral of not being able to take her in tow, as our braces preventer braces, and bowlines, were mostly shot away, and the sails and running rigging were again very much cut. The French fired red hot shot, and what they call *Langrage shot*: they fired very high, and aimed chiefly at the masts and rigging, We had only one man killed in the action; two died soon afterwards of their wounds. The Tigre had three hundred men killed and wounded; the others suffered in proportion. The remainder of the enemy's fleet made their escape into L'Orient. On the 14th of July our prizes*, the Tigre Formidable, and Alexander, arrived at Plymouth. The Alexander received considerable damage; both her stern and sides are full of holes. Sir J. B. Warren's squadron of three

* The Tigre, 80 guns, is at present commanded by Sir Sydney Smith. The Formidable, now the Belleisle, is repairing at Portsmouth. The Alexander, formerly taken from us by a French squadron in November 1794, was in the action off the Nile commanded by Captain A. J. Ball.

line of battle ships and one frigate, were put into the order of battle by Lord Bridport, on his receiving intelligence of the force of the enemy, but could not come up until the action was entirely over. On the day after the action, Mr. Keith Stewart, a midshipman on board the *Queen Charlotte*, being induced by fatal curiosity to go over the ship's side to the carpenters, who were employed in stopping the shot holes, lost his hold and fell overboard. Every assistance was immediately given, but without success. He was the eldest son of the late Vice Admiral, the Honourable, Keith Stewart; a very promising young man, sincerely regretted by every one."

An action more to the credit of the noble admiral who conducted it, or of those officers, who fought under him, never was achieved; and, accordingly, this glorious victory is highly estimated by professional men. It certainly merits its due share of glory amid the victories of the present period, whose lustre can alone be abated by the injudicious comparisons of the ignorant, or those improper suggestions, which have in view to elevate a part above the rest. The column, that records the naval renown of the present war, should publish to all the world, the continued series of success we have experienced under the blessing of God, and should establish what is alone the truth:—*that all in their consequences, and at the different periods in which they were gained, have equal claims upon this country: the accomplishment of each, in its order, has put the nation in a condition to attain the victory in succession.* The difference between the English and French fleets we have already stated* in a preceding number.

So near the coast was the British fleet during the above action, that the pilot on board the *Royal George* absolutely refused to proceed; when the gallant Lord Bridport, whose skill is alone equalled by his intrepidity, took charge of the ship himself. They who know the peculiar dangers of the

* Naval Chron. No. ii. p. 157. Lord Bridport had fourteen sail of the line, opposed to twelve, and two razees of 56 guns each. Five English frigates to eleven of the French.

French coast, will best appreciate such an act of valour. Five of the French captains were broke for not taking the Queen Charlotte.

Lord Bridport, in his letter, says:—"I beg also to be allowed to mark my approbation, in a particular manner, of Captain Domett's conduct, serving under my flag, for his manly spirit, and for the assistance I received from his active and attentive mind. I feel likewise great satisfaction, in doing justice to the meritorious conduct of all the officers of every class, as well as to the bravery of the seamen and soldiers in the Royal George, upon this event, and upon former occasions."

On the 31st of May* 1796, Lord Bridport was made a peer of Great Britain. Since Lord Howe finally resigned the command in the Channel, in 1797, he has continued to hold it with great credit to himself and his Country. The hardships he has endured, and still continues to endure, on that station, can only be known to those who have experienced the painful fatigue of so arduous a service. But it behoves his countrymen in general to remember, that the salvation of the city and port of London, the security of its commerce, and the immediate safety of its inhabitants, all arise from the patient watchings, and continued skill of this distinguished veteran.

Lord Bridport, we believe, first learnt the principles of the naval service under the patronage of Admiral Smith. Few persons have exceeded his Lordship either in the merit of professional duties, or the lustre of private virtues. Those, who have served under his command, speak of him more as a father than a superior officer. The following character of him, which has appeared in a work of very considerable merit, is as just as it is beautiful:

"That sturdie son of Neptune doth mine humour suite right well: where'er his streamers flie, they so be-lorde it

* On the 15th of March 1796, Lord Bridport succeeded Earl Howe in the civil office of Vice Admiral of Great Britain; and on the 1st of June, in the same year, was advanced Admiral of the White.

+ *Suffrages of Vortigern and Rowena*, vol. i. page 100.

o'er the element of waters, that not a single Gallique barque will he permit to ride in suretie on it!—Roughe as the blowinge tempest of the Northe is he afloat; but when on shore, the milder influences prevaile againe, and swaye his mind to calm urbanitie!"

The father of Capt. Alexander Hood, who was killed in the *Mars*, is cousin to Lord Bridport, and resides principally on his estate in Dorsetshire. His Lordship has one sister, who is living; but has no family of his own. His patent is drawn out with remainder to Samuel Hood, Esq. second son, and every other son or sons born after him, of Henry Hood Esq. of Catherington in the county of Southampton; to Alexander Hood, Esq. captain in his Majesty's navy, and to Samuel Hood, Esq. captain in his Majesty's navy, and their heirs male respectively.

ARMS.] Azure, a trett argent, on a chief, sable, three crescents, argent, with a crescent for difference.

CREST.] On a wreath a Cornish chough, sable.

SUPPORTERS.] On the dexter side a merman proper, with a crown and trident, or; on the sinister, a mermaid, proper.

MOTTO.] Ventis secundis.

CHIEF SEAT.] Crickett, near Chard, Somersetshire.

TO THE
EDITOR OF THE NAVAL CHRONICLE.

SIR,

THE disinterested principle you have shewn, in rendering justice to the memory of brave officers, whose reputation had been sullied by the wicked arts of a calumniating or party spirit, will not be passed unnoticed. A work conducted on such principles had been long wanting. As you request information from your friends, I have sent some additional anecdotes of the brave and worthy Admiral, who forms the subject of a Biographical Memoir in your second number.

Admiral Knowles made the brother of the late Sir Edward Hughes a lieutenant, and also commander. This gentleman foundered at sea on the coast of North America. Admiral Knowles also made Sir Edward Hughes a post captain. Sir Edward went out to Jamaica to Admiral

Knowles when a lieutenant on half pay, passenger in a 40 gun ship, in company with a 60 gun ship. On their passage they attacked the Golga, a Spanish 74 gun ship, that had a million sterling on board, but during the action were beat off. Soon after the arrival of Sir Edward Hughes at Jamaica, he was presented with a post commission by Admiral Knowles, and sent on a cruize; where, from received intelligence, it might be expected he would fall in with some valuable cargoes. Sir Edward by this cruize made 5000l.

Admiral Knowles, Mr. Editor, was as worthy a man as ever lived, and, as far as my judgment leads, I think he was as brave, and as able an officer, as ever served his Majesty. He once, I remember, was going to Portugal, had it not been opposed by his Royal Highness William Duke of Cumberland: the terms offered him were 5000l. per annum; two secretaries paid by the court; and 1500l. per annum, as a pension for his wife and two children, during their lives.

The following particulars, in addition to what you have published respecting the Porto Bello, Chagre, and Carthagenia expeditions, under Admiral Vernon, you may depend upon as authentic.

Just before Mr. Knowles sailed with the reinforcement from Jamaica, he pressed all the men he was able to procure from the merchant vessels, one of which was commanded by Mr. Arthur Forrest. This gentleman came and requested that his men might be liberated. Mr. Knowles perceiving that he was well acquainted with the West Indies, and possessed much information, took him into his ship, and introduced him to the admiral. Mr. Forrest was thus induced to enter into the King's service; and was immediately made a lieutenant by Admiral Vernon. The subsequent gallant conduct of Mr. Forrest did credit to the discernment of Mr. Knowles; who had always considerable pleasure in having been thus instrumental in bringing so brave a man into public notice. From this period they lived on terms of the sincerest friendship. Mr. Forrest died an admiral.

When governor of Louisbourg, Mr. Knowles had the command both by sea and land. The army amounted to about four thousand men. Instead of corporal punishment, he made the soldiers work at clearing the woods, and making roads for miles up the country: for the place, being surrounded with wood, was unhealthy; and thus besides, a screen was formed, which greatly assisted the Indians in making any sudden attack. Mr. Knowles kept open table for the officers of the garrison and naval officers; and so attentive was this worthy character to the comfort of the private men, that he sent for a considerable sum in halfpence from England, which he advanced for their convenience. An order from government arriving to make some stoppages in the soldiers' allowance, a mutiny in consequence took place in the garrison. Mr. Knowles having received instant informa-

tion of this, and having held a conference with some superior officers then present, determined to go to them himself, attended only by his secretary. Having therefore put on his sword, he walked down to the guard-house: the soldiers were in arms, and instantly presented them towards him. Mr. Knowles, perfectly cool and collected, waved his hat, and desiring them to attend to him, addressed them nearly as follows:

"You may perceive that I approach you solely as a friend. I have not attempted to use force, nor have I employed any hostile means to reduce you unto reason. I wish only to remind you that you are soldiers, and that I am your commander. If you have any complaint to make; if you have any grievances to bring forward; is it possible that you can suppose the means you now employ are in the least likely to obtain you redress? Will they not, on the contrary, involve you in disgrace? I pledge myself, on your immediate return to duty, to represent your complaints to government. Nay more, in consideration of the severity of the climate, I will continue the allowance as formerly, until I receive instructions from England: but rest assured, should fresh orders arrive to enforce the new regulations, they shall be enforced to the utmost of my power. This animated harangue was received as might be expected—the soldiers threw down their arms, and gave three cheers.

At another time, intelligence having been sent to Mr. Knowles, in the depth of winter, that the French intended to attack Cape Breton by land, he immediately ordered Captain Clark Gayton, of the Comet bomb, to hold himself in readiness to put to sea without delay. Captain Gayton, knowing that the harbour was frozen up, could hardly trust his ears, and declared he shook himself to be assured he was awake. He however instantly complied, and prepared to obey his orders.—At this time, the Comet's sails were unbent, the yards and topmasts struck, and the booms on the ice on either side. Different people had already been constantly employed, who were appointed to cut holes, at certain distances in the ice across the harbour:—but Mr. Knowles's intentions were kept so profound a secret, no one could find out what they were done for. In the morning the artillery men came down to the harbour, and carried on the ice a number of cags of gunpowder, fixed on small stages, and numbered; the cags had fuses of different lengths, so calculated, that being successively lowered, with their stages, through the holes in the ice, on the first of the tide of ebb falling, they all exploded together. A channel was thus cleared in the harbour; the ice was six feet thick. Captain Gayton, now enabled to slip his cables, sailed with an express to Boston for a reinforcement.—The ditches of the fortification were kept clear of ice by Mr. Knowles in the same manner; but no attack took place.

Action off the Havannah.

Previous to his meeting the Spanish fleet, Mr. Knowles, as soon as they came in sight, declared that whatever his share of prize money might amount to, it should be divided among the foremast men of the fleet. This amounted to 3000*l.* which was distributed as he had promised. Some months before this event, when he made the attack on Port Louis, he gave the sailors his share of prize money, which amounted to the same sum of 3000*l.* He thus bestowed 6000*l.* to reward the exertions of those who fought under him. Such a zeal did he possess for the honour of the service, and so regardless was he of his own emolument! It is painful to remember that this man should, in his old age, be embarrassed in his circumstances, and die poor.

When Mr. Knowles was governor of Jamaica, he put an end to the rebellion of the free or wild negroes; and entered into an agreement with them, that they should make roads of considerable dimensions to all their negro towns. This measure greatly tended to forward any military operations against them, in case of a future rebellion. Mr. Knowles appointed the most respectable of their chiefs to preside over the rest; he also gave the men badges to wear in the king's name: if any of the negroes ran away from the different estates, and took shelter in their towns, on delivering them up, either alive or dead, they were to receive a reward accordingly. Mr. Knowles visited in person the several negro towns, and gave the chiefs presents of clothes, &c. out of his own pocket, independent of what was given by government. In his capacity of chancellor, he decided one hundred and eighteen causes: to all these only three appeals were made. This was so much noticed by many great law lords in England, that when Mr. Knowles returned home, his friend Lord Granville said to him, in presence of another of his friends, Mr. Hume Campbell, afterwards Lord Register, *We knew you were an able commander, but did not imagine you would make so good a chancellor.* If Mr. Knowles would have continued governor of Jamaica, the council and assembly offered to increase his salary to 10,000*l.* a year. During his stay he built several fortifications, and repaired others.

I am, Mr. Editor,

Your obedient humble servant,

L.

NAVAL ANECDOTES,
COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN GURGITE VASTO!

No. III.

THE following anecdote was forwarded to us by an officer in the action off the Nile, and we believe has not been communicated to the Public :

“ On the 1st of August, when the Vanguard anchored alongside Le Spartiate, she became exposed to the raking fire of L'Aquilon, the next ship in the enemy's line ; by which the Vanguard had between fifty and sixty men disabled in the space of ten minutes. Owing, however, to the gallant and judicious manner, in which Captain Louis took his station ahead of the Vanguard, the Minotaur, not only effectually relieved her from this distressing situation, but overpowered her opponent. Lord Nelson felt so grateful to Captain Louis for his conduct, on this important occasion, that about nine o'clock, while yet the combat was raging with the utmost fury, and he himself was suffering severely in the cockpit, from the dreadful wound in his head ; he sent for his first lieutenant Mr. Capel, and, ordering him to go on board the Minotaur, in the jolly boat, desired Captain Louis would come to him ; for that he could not have a moment's peace, until he had thanked him for his conduct : adding, *this is the hundredth and twenty-fourth time I have been engaged, but I believe it is now nearly over with me.* The subsequent meeting which took place between the admiral, and Captain Louis, was affecting in the extreme. The latter hung over his bleeding friend in silent sorrow.—“ Farewell, dear Louis,” said the admiral, “ I shall never forget the obligation I am under to you, for your brave and generous conduct ; and now, whatever may become of me, my mind is at peace.”



AN HINT.

MR. EDITOR,

If you think the following hint worthy of your notice, it is much at your service.

Your constant reader,

NELSONAUMACHIA.

It has been a subject of much complaint, that the ships which have been built of late years, are not so durable as those constructed at the close of the last century, or the beginning of the present. It has been alledged as the cause, that the timber now used is much inferior

to what it was formerly: but this opinion I could never bring my mind to acquiesce in. On my inquiring of people, conversant in naval architecture, I find that the mode of building now in use, is in itself entirely different. About sixty or seventy years ago, the method was introduced of warping planks to the timbers by the means of steam, whereas before that time, it was done by fire. This appears to be the real cause: when planks are applied warm, and much saturated with water, to the timbers, they necessarily exude in a wonderful manner; and, if I am correct in my conjecture, a fermentation must take place between the planks and the timbers; and certainly where there is a fermentation, a Caries must succeed.

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DIMENSIONS of the SPANISH SHIPS taken by EARL ST. VINCENT  
on the 14th of February 1797.

|                    | Guns. | Length of Gun Deck. |     | Breadth. | Depth. | Tons. |
|--------------------|-------|---------------------|-----|----------|--------|-------|
|                    |       | Ft.                 | In. |          |        |       |
| San Josef          | 112   | 195                 | 3   | 55 0     | 24 5   | 2506  |
| Salvador del Mundo | 112   | 191                 | 5   | 54 8     | 23 2   | 2402  |
| San Nicholas       | 80    | 181                 | 10  | 50 1     | 20 2   | 1986  |
| San Ysidro         | 74    | 176                 | 11  | 49 5     | 20 1   | 1824  |

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The following is the List of Shipping possessed by the United States:

	Guns.		Guns.
United States	44	Herald	18
Constitution	44	Portsmouth	24
Constellation	30	Pinckney	18
Ganges	24	Norfolk	18
Delaware	20	Richmond	18
Montezuma	20	Merimack	24
Baltimore	20	Retaliation Galley	14
General Washington	24		

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Eight revenue cutters.

|                        | BUILDING. |                       |
|------------------------|-----------|-----------------------|
| General Greene         | 24        | Two at New York, each |
| Connecticut            | 24        | One at Philadelphia   |
| Adams                  | 24        | One at Norfolk        |
| One at Boston          | 24        | One at Portsmouth     |
| Two at Baltimore, each | 18        | One at Middletown     |
| One at Charlestown     | 24        | One at Warren (R. I.) |
| One at Salem           | 32        | One at Boston         |

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EXTRACT of a Letter from CAPTAIN TROLLOPE, while he commanded the GLATTON*, to JOHN WELLS, Esq.

I have the pleasure of telling you, the Glatton sails as well as the line of battle ships in general do, and in every other respect is a perfect man of war. We found her in the late engagement very strong, and the

* The Glatton was built for the India service, with iron hanging knees; had been two voyages there, and was one of those taken up, on the emergency of government, in the year 1793.

firing of her guns did not hurt in the least. We have tried her last winter well, in as hard gales of wind as ever I saw. She is remarkably tight, and, take her altogether, in every respect is the best ship I ever was in. I have many thanks to give you for the great justice you did the ship in fitting her out, and also to Mr. Hayward for his attention to us. I sincerely hope, in our next cruise, we may meet with a seventy-four in the Glatton, and I can venture to say now, that I think she would either take or sink her in twenty minutes.

17th August 1796.

HENRY TROLLOPE.

JOHN WELLS, Esq.

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PRIZE ESSAYS,

*For the Preservation of the Lives of Shipwrecked Mariners, by the Royal Humane Society.*

JOSEPH THOMPSON, Esq. and P. in the Chair.

*Prize Question.*

I. For the best essay on the means of preserving mariners from shipwreck : pointing out the most probable method of keeping the vessel afloat ; and also of conveying assistance from shore to vessels in distress, within a moderate distance of land, and when boats dare not venture out to their aid—TEN GUINEAS.

II. For the second best essay in point of merit—FIVE GUINEAS.

*Regulations.*

The essays are to be transmitted to Dr. Hawes, Spital-square, on or before the third week in March 1799, in a sealed packet, with some device on the outside, and within the name and designation of the authors.

The Treasurer acknowledges to have received several dissertations on preserving the lives of the shipwrecked. The candidates are informed that the determination of their merits will be vested in a committee of directors, and the prizes adjudged the second week in April. The successful essays will be published by the society, and the others returned on the application of their respective authors.

The dissertations, &c. transmitted to the Humane Society, afford a reasonable hope that the premiums, on the above important prize question, will considerably diminish such dreadful and fatal disasters on our coasts, so as to be productive of certain safety to individuals, and to prove truly beneficial to the public.

JOHN BEAUMONT, REG. AND SEC.

Jan. 1798.

Vol. I.

P P



FLEET under the command of LORD BRIDPORT on the 23d of  
June 1795.

| <i>Ships.</i>   | <i>Guns.</i> | <i>Captains.</i>                    |
|-----------------|--------------|-------------------------------------|
| Royal George    | 100          | { Admiral Lord Bridport.            |
| Queen Charlotte | 100          | { Captain W. Domett.                |
| Prince of Wales | 98           | { Captain Sir Andrew Snape Douglas. |
| London          | 98           | { Rear Admiral Harvey.              |
| Queen           | 98           | { Captain Bazely.                   |
| Barfleur        | 98           | { Captain Griffith.                 |
| Prince George   | 98           | { Vice Admiral Sir A. Gardner.      |
| Prince          | 98           | { Captain Bedford.                  |
| Sans Pareille   | 84           | { Captain J. R. Dacres.             |
| Irresistible    | 74           | { Captain W. Edge.                  |
| Orion           | 74           | { Captain C. P. Hamilton.           |
| Colossus        | 74           | { Captain Lord Hugh Seymour.        |
| Russell         | 74           | { Captain Browell.                  |
| Vahant          | 74           | { Captain Grindall.                 |
|                 |              | { Captain Sir James Saumarez.       |
|                 |              | { Captain Monckton.                 |
|                 |              | { Captain Thomas Larcom.            |
|                 |              | { Captain Joseph Larcom.            |

## FRIGATES.

|                      |    |                          |
|----------------------|----|--------------------------|
| Revolutionaire       | 44 | Captain Francis Cole.    |
| Thalia               | 36 | Captain Lord H. Powlett. |
| Aquilon              | 32 | Captain R. Barlow.       |
| Astrea               | 32 | Captain R. Lane.         |
| Babet                | 22 | Captain Codrington.      |
| Charon hospital ship | 44 | Captain Lock.            |

## FIRE SHIPS.

|            |    |                    |
|------------|----|--------------------|
| Incendiary | 14 | Captain Draper.    |
| Megæra     | 14 | Captain Blackwood. |

One lugger.

The FRENCH Fleet consisted of

|                  |     |                       |    |
|------------------|-----|-----------------------|----|
| Le Peuple        | 120 | Le Formidable (taken) | 74 |
| Le Nestor        | 80  | Le Jean Bart          | 74 |
| La Redoutable    | 80  | Les Droits de l'Homme | 74 |
| Le Mutius        | 80  | Alexander (taken)     | 74 |
| Le Tigre (taken) | 80  | La Voistenne          | 74 |
| Le Fougueux      | 80  | La Brave (razee)      | 56 |
| La Zelic         | 74  | La Scævola (razee)    | 56 |

## FRIGATES.

|               |               |
|---------------|---------------|
| La Virginie   | L'Insurgeante |
| La Regenerée  | La Fraternité |
| La Fidelle    | La Fortitude  |
| La Nante      | Le Renard     |
| La Dreade     | La Cocarde.   |
| La Proserpine |               |

## CORVETTES.

|              |
|--------------|
| La Constance |
| La Sensée.   |

## BRIGS.

|              |
|--------------|
| La Talente   |
| Le Papillon. |


## CUTTERS.

|              |
|--------------|
| La Peukterre |
| Le Dragon    |

|              |
|--------------|
| La Montagne. |
|--------------|


## EXTRAORDINARY APPEARANCE IN THE TIDE AT PLYMOUTH.

On the morning of July 17, 1793, between seven and eight o'clock, the tide flowed into the harbour in a very unusual and rapid manner. It rose two feet perpendicular in nine minutes, and as rapidly receded again : this it did three times in the space of less than an hour. It ran so very swift in the pool, that it was impossible for a fast rowing boat to make head against it ; one vessel lost her bowsprit by being run foul of by another, and became perfectly unmanageable, owing to the rapidity of the current. Nothing of the kind had been observed since the great earthquake at Lisbon, when the tide flowed and ebbd nearly in the same extraordinary manner.




## SINGULAR PHÆNOMENON IN THE RIVER DE LA PLATA.

In 1793, the waters of this river were forced in the month of April, by a most violent current of wind to the distance of ten leagues, so that the neighbouring plains were entirely inundated, and the bed of the river was left dry. Ships which had been sunk in the river for upwards of thirty years were uncovered ; and, among others, an English vessel, which was cast away in the year 1762. Several persons repaired to the bed of the river, on which they could walk about without wetting their feet, and returned laden with silver and other riches, which had been long buried under the water. This phænomenon, which may be ranked among the grand revolutions of nature, continued three days ; at the end of which the wind ceased, and the water returned with great violence to its natural bed.



In 1793 there was discovered, near the harbour of Rutland in Ireland, a large ship sunk about three feet below the surface of the water at low tide. Four brass cannon were got up from the wreck ; and, from the marks on them, it is believed to be one of the vessels of the famous Spanish Armada, many of which, according to history, were lost on the western coast of Ireland.



## TO THE EDITOR OF THE NAVAL CHRONICLE

SIR,

AS the Weazle and Nautilus sloops of war have been lost nearly at the same time, it may perhaps be worthy of remark, that Captain H. Gunter, who commanded the last, when she was lost, had also the command of the former in 1795. The Weazle was wrecked off Barnstaple, the Nautilus off Flamborough Head. The latter has been particularly active this war, having, since Captain Gunter commanded her, captured L'Adolphe French lugger privateer of 12 guns in May 1797 ; the Sirene cutter of 6 guns off the coast of Norway in June

the Legere brig of 10 guns, on the 4th of April 1798; the Brutalla lugger of 6 guns in the North Seas, June the 12th; and the Klyne Sperver, Dutch vessel of 6 guns, July 2d, all privateers. The following dimensions may be acceptable to your readers.

The Nautilus sloop was built at Itchenor in 1784. Length of gun deck, 100 feet  $9\frac{1}{8}$  inches; of keel, 84 feet  $3\frac{1}{2}$  inches; breadth, 27 feet  $9\frac{1}{4}$  inches; depth in hold, 12 feet  $9\frac{1}{4}$  inches; tons,  $345\frac{1}{2}$ ; 125 men, and mounted 16 guns.

The Weazle sloop was built at Sandwich in 1783. Length of gun deck, 78 feet 11 inches; of keel, 60 feet 8 inches; breadth, 35 feet; depth in hold, 10 feet  $10\frac{1}{2}$  inches; tons,  $201\frac{6}{4}$ ; 90 men, and mounted 12 guns.

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STATEMENT of the NAVAL FORCE of GREAT BRITAIN from the beginning of the present War.

In JUNE 1793.		In JUNE 1796.	
Ships of the line	157	Ships of the line	170
Fifties	22	Fifties	27
Frigates	136	Frigates	198
Sloops	105	Sloops	205
Total	420	Total	600
In JUNE 1794.		In JUNE 1797.	
Ships of the line	152	Ships of the line	175
Fifties	22	Fifties	25
Frigates	148	Frigates	206
Sloops	120	Sloops	33
Total	442	Total	709
In JUNE 1795.		In JUNE 1798.	
Ships of the line	156	Ships of the line	188
Fifties	34	Fifties	27
Frigates	179	Frigates	217
Sloops	173	Sloops	345
Total	542	Total	777

It will be found by this statement, that from the commencement of the present war, to last June, three hundred and fifty-seven sail have been added to our navy; since which, with the several gallant actions which have taken place, our force has been increased to

194 sail of the line
26 fifties
234 frigates
331 sloops

In all—SEVEN HUNDRED AND EIGHTY-FIVE SAIL.

That the British Navy may still augment its numbers and strength, is the earnest wish of, Mr. Editor,

Your sincere friend,

H * * * * *

PROCEEDINGS OF
HIS MAJESTY'S SHIP THE ORION *,

JOHN THOMAS DUCKWORTH, ESQ. COMMANDER,

*And his Observations during the Actions of the 28th and 29th of
May, and 1st of June, 1794.*

May 28. AT eight A. M. on the 28th of May, standing to the S. E. with the wind at S. S. W. a frigate, nearly ahead of the admiral, made the signal for a strange fleet; a few minutes after, the Bellerophon made the same signal, but could not distinguish the Compass Flag. At ten minutes past *eight*, the admiral made the Bellerophon's signal to reconnoitre the strange fleet in view;—at twenty minutes, for seeing the enemy; at thirty minutes, for the fleet to prepare for action. About half past *nine*, the Bellerophon's signal was made to shorten sail; at thirty-six minutes past *ten*, for the whole fleet to wear, and come to the wind on the larboard tack; and at ten minutes past *eleven*, that the ships companies would have time to dine.

May 29, P. M. At fifty minutes past *one* P. M. on the 29th of May, the signal was made to attack the rear of the enemy; at fifty five minutes, for the fleet to chase. At *two* o'clock, to engage the enemy as arriving up with them; at five minutes past *three*, to tack in succession; at half past *four*, for each ship to carry a light during the night; at twenty minutes past *six*, to attack and harass the rear of the enemy; at twenty-five minutes, the same was repeated, with one gun; at five minutes past seven, to engage the rear of the enemy; at twenty minutes, to keep sight of them, and make known their motions; at twenty-three minutes, to assist ships engaged,—with one gun:—the Russell's and Marlborough's Pendants were now thrown out, and at half

* The Orion, since commanded by Sir James Saumarez, has been in all the principal actions of the present war, excepting that of Lord Duncan.

past *seven*, the signal was made to form the line of battle as most convenient ;—at forty-five minutes to recal from chase, the Bellerophon and Marlborough then firing at the enemy, as also several others, with a smart cannonading ; but could not distinguish what ships they were, from our distance. Between nine and ten o'clock, intending to go ahead, was prevented by the admiral's hailing, and directing us to keep astern : hauled the main-sail up, and kept in the admiral's wake during the night.

May 29, A. M. At fifty-five minutes past *three*, A. M. on the 29th of May *, the signal was made to form the line of battle, as most convenient. We accordingly made sail, and hauled to windward to go ahead of the admiral, and form the line :—formed in the van, the Cæsar leading, the Queen second, the Russell third, the Valiant fourth, the Royal George fifth, the Invincible sixth, and the Orion seventh. At fifty-eight minutes past *three*, the signal was made to recal all cruisers ; at *seven*, to prepare to tack in succession ; at twenty minutes, to pass between the enemy's line to obtain the weather gage ; at thirty minutes, the fleet at liberty to fire at the enemy on passing them, though not intending to bring them to a general action immediately. At fifteen minutes past *eight*, the signal was out for the Cæsar to make more sail ; at thirty five minutes, the same was repeated ; and at thirty-five minutes past *eleven*, the signal was made to tack in succession.

May 30, P. M. At twenty-five minutes past *twelve*, P. M. (May 30) the signal was made to prepare to attack in succession ; and at five minutes past *one*, the Cæsar made the signal of inability. At twenty-five minutes, the admiral made the signal to pass between the enemy's line to obtain the weather gage ; and at twenty-two minutes after *two*, to tack in succession.—The Cæsar wore, and went under our lee ; the

* We inform such of our readers, as are not conversant with marine terms, that the day at sea begins at 12 o'clock at noon. From thence to 12 at night is consequently styled P. M.—and from 12 at night, to the next day at noon, A. M.

Queen tacked, and was followed by the Russell, who wore; the Valiant wore also, and passed under our lee; the Royal George tacked; the Invincible and Orion wore and followed, the Queen leading; the Russell, Royal George, Invincible, and Orion, passed part of the centre, and the whole of the enemy's rear, excepting the last ship, which we passed to windward of. Observed the Queen Charlotte pass through the enemy's line to windward of us. At thirty-five minutes past two, the Queen, Royal George, Russell, and Invincible, were to leeward; the two former made the signal to lie by to repair damages. At fifty minutes, the Royal Sovereign's signal was made to tack in succession, and at fifty-five minutes for the fleet to chase. Being in too disabled a state to obey this signal, and observing a French line of battle ship in an ungovernable condition to leeward, bore down on her, and placing ourselves close on her lee quarter, with the main topsail aback, gave her two broadsides.

The Barfleur being ahead of us, and on the starboard tack, under full sail, I thought it necessary to bear up for her, which occasioned our getting too far astern to renew our attack. Observed the Barfleur firing into the line of battle ship we had left. Hauled our wind on the starboard tack, and began to reeve new braces, &c. &c. At thirty minutes past *three*, the signal was made to close round the admiral, or divisional commanders; at fifty-five minutes, to come to the wind on the starboard tack in succession; at five minutes past *four*, to form the line of battle as most convenient; at twenty minutes, ships to windward more particularly; at twenty-five minutes, the Royal George to come to the wind on the starboard tack, and form the line of battle as most convenient; at *five*, to recal ships chasing west; at five minutes past, to form the line of battle as most convenient, ships to windward more particularly; at twenty minutes past, to come to the wind on the larboard tack; at thirty-five minutes past five, to form the line of battle on the larboard line of bearing; at forty minutes past,

the Royal George, Queen, and Cæsar, to do the same : at forty-eight minutes to annul the same ; at ten minutes past *six*, for the Cæsar to form the line of battle on the larboard line of bearing ; at twenty minutes past, for the whole fleet to do the same : the Orion answered with inability, having all her rigging cut to pieces.

May 30, A. M.—At *ten o'clock*, A. M. the fog clearing up, we saw the enemy broad to leeward. At four minutes past ten, the signal was made to form the order of sailing in two divisions ; at thirteen minutes, the starboard division to keep in the admiral's wake ; at twenty minutes past, the admiral's interrogatory whether the ships were in condition to renew the action : answered in the affirmative by all the fleet except the Cæsar. At forty minutes past ten, the signal was made to prepare to come to the wind on the larboard tack ; at fifty-five minutes, to come to the wind on the same ; at *eleven*, the ships to keep in closer order to the van ; at thirty-five minutes past, the Russell made the signal for having sprung a lower mast or yard ; at twelve o'clock, the Cæsar made the signal of ability to renew the action.

May 31, P. M.—Came on foggy again, and we lost sight of the enemy.

June 1, P. M.—Discerned the French fleet bearing N. N. W. At forty minutes past *one*, P. M. the admiral made the signal, for the fleet to make sail, after lying by ; at forty-five minutes past one, to alter course to W. N. W. At ten minutes past *three*, to prepare to haul the wind on the larboard tack together ; at thirty-two minutes past, to form the line of battle on the larboard line of bearing ; at thirty-eight minutes past, the fleet to keep in closer order to the van ; at fifty minutes past, the larboard division to alter course to N. N. W. (at fifteen minutes past *four*, the Royal Sovereign made the Cæsar's signal to alter course to N. W.) at twenty-five minutes past four, the Brunswick to make more sail ; at half past four, the fleet to alter course, two points to port, together. At fifty-five minutes past four, the signal was made for the van to prepare to engage the

enemy's van; at five minutes past *five*, the centre to prepare to engage the enemy's centre; at fourteen minutes past, to alter course to N. W. by W. together; at twenty minutes past, for the rear to prepare to engage the enemy's rear. At half past *six*, the admiral made the signal for the *Venus* to come within hail; at forty-three minutes past, for each ship to carry a light during the night, and repeat signals; at fifty-five minutes, to come to the wind on the larboard tack; at twenty-two minutes past *seven*, for the rear to make more sail. At twenty-five minutes past seven, the Southampton hailed us, and informed, that the admiral would carry the same sail during the night, and desired us to keep a little to windward of his wake, and to carry as many reefs out of the topsails, as were consistent with safety. Observed the admiral at that time to be under single-reefed topsails, fore-sail, jib, and main topmast stay-sail.

June 1, A. M.—At *four* o'clock, A. M. the admiral made the signal for the van to close to the centre; at ten minutes past four, The *Latona* made the signal for a strange fleet, bearing North. At half past four, the admiral made the signal for the fleet to alter course N. W. and at a quarter past *six*, the same to North; at twenty-five minutes past, for the fleet to close; at a quarter past *seven*, to haul the wind on the larboard tack together; at twenty-three minutes, that the admiral intended to pass through the enemy's line, and engage them to leeward; at five minutes past *eight*, the van to close to the centre; at seventeen minutes, to make sail after lying by; at thirty-two minutes, for each ship to prepare to engage her opponent; at forty-six minutes past eight, for the Gibraltar, Brunswick, Russell, and Culloden, to make more sail; at fifty minutes past, the Royal Sovereign, and Royal George, made the signal to enterchange places in the line, but could not distinguish the pendants with whom such change was to take place. At a quarter past *nine*, the admiral made the signal to engage close; at twenty minutes to make more sail, and at *ten*, to chase.

When the signal for each ship to engage her opponent was made, the *Queen*, *Valiant*, and *Orion*, being close together, hailed each other, and agreed in the eighth, ninth, and tenth ships, as their proper opponents. At this time, the enemy's line filled, and made sail. The *Queen* hailed us, and though not distinctly heard, from the heavy fire, judged it was to make sail. Hauled on board the main tack, and found the main sheet shot away, which prevented our trimming. The enemy's line making sail, caused our taking the seventh ship from their rear. Bore down as close as possible without boarding, and observed the *Queen*, our second, bear up for the fifth, which was a three decker. Some time after observed the *Brunswick* on our starboard bow, between two French line of battle ships, three were between us and the *Brunswick*, so that we could not cut the line to assist her. At half past ten, the two ships we were engaging bore up, when the masts of one went overboard; which enabled us to oppose our broadside to one coming up on our quarter. At this time our main topmast, which had gone some time before, was hanging over on the starboard side, and carried away half the main-top, and the main yard in the slings. The wreck much impeded three guns on each deck; we however continued firing until the enemy left us. As the smoke dispersed, we perceived the *Queen Charlotte*, with both her topmasts carried away, and otherwise much damaged; hauled up to support her, observing two of the enemy's line of battle ships bearing down upon her, under full sail: but the *Gibraltar*, *Culloden*, and other ships, in apparent good order, hauling between us, prevented our intentions.—Began to clear away the wreck, and to reeve new braces, and bowlines, to the few remaining sails. At eleven the admiral made the signal to form the line of battle, as most convenient: endeavoured to keep near the admiral, not being in a state to take our station in the line with safety. At five minutes past eleven, the signal was made for the *Gibraltar*, *Culloden*, *Phaeton*, and *Latona*, to come within

hail; at twenty-five minutes, for the Montague, Majestic, and Culloden, to form the line of battle as most convenient; at half past eleven, for the Leviathan to do the same; at forty-five minutes past, to wear, and come to the wind on the larboard tack.

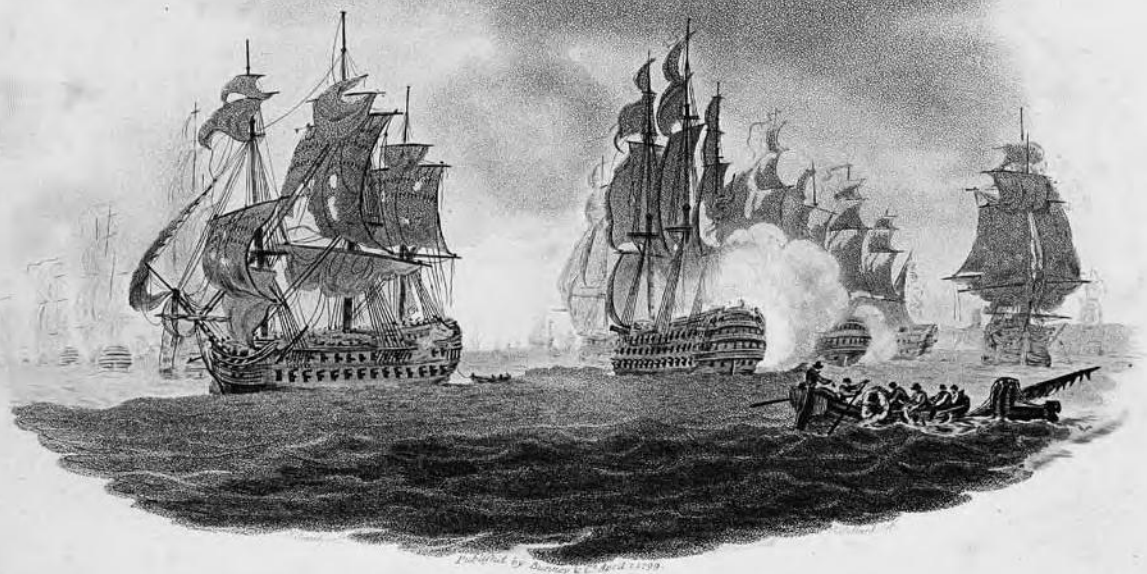
June 2, P. M.—At fourteen minutes past twelve, P. M. the signal was made to close round the admiral, or divisional commanders; at half past twelve, for the Culloden to come within hail; at thirty-five minutes past, the Defence made the signal of needing assistance in battle, she being totally dismasted. At *one o'clock*, the signal was made to wear, and come to the wind on the starboard tack. Observed ten of the enemy's ships forming in line of battle to leeward. The Brunswick, from being to leeward, with her mizen mast gone, was obliged to make sail away; discerned her some time after, with studding sails set. The Queen, being to leeward of our fleet, with her main-mast gone, passed the enemy's line to windward, keeping up a continual fire. Signals were now made for frigates, tenders, &c. to come within hail; at twenty-five minutes past *two*, to make sail after lying by, and form the line of battle as most convenient; at forty-five minutes, the Gibraltar and Thunderer to stay by prizes E. N. E. At eighteen minutes past *three*, the signal was made by the admiral for the Royal Sovereign to keep in the admiral's wake; and at half past three, to recal ships chasing east. Observing a French frigate standing up to some of their dismasted ships, the admiral made the signal to stay by prizes, and repeated the same at thirty-five minutes past *four*. At thirty-five minutes past *five*, the Royal Sovereign made the signal that the enemy's ships bearing W. N. W. were not secured. At half past six, the Ramilies made the signal for being in want of immediate assistance; at forty-six minutes past, the Russell made the signal for boats to tow, or assist in distress. At fifty-four minutes past six, the admiral made the signal for the fleet to bring to. At thirty-five minutes past *seven*, the Aquilon made the signal for boats to tow, or assist in the N. E.

Employed refitting our sails and rigging. Observed the enemy's fleet bear up with their dismasted ships in tow, which, we were prevented from following, by the scattered and disabled state of our fleet. We found in our possession seven sail of the line, totally dismasted, one of which sunk ten minutes after hoisting British colours, which she did on our firing a gun at her; she then also lowered a small sail she had set on the stump of her foremast.—The boats of the *Alfred*, and *Culloden*, employed in saving the crew of the ship which had sunk.

DESCRIPTION OF PLATE VII.

THE design of Mr. Pocock, in this engraving, is to give the public a clear idea of the situation of the British fleet, in Lord Bridport's glorious action off L'Orient; the particulars of which are detailed in the preceding memoir. The view is taken from the N. W. at the close of the action, half past nine, A. M. when the body of the enemy's fleet were got close in with Port Louis, and just before Lord Bridport made the signal to leave of chase.

In the centre is seen the *Royal George*, with the rest of the fleet continuing the chase. The *Tigre*, having struck her colours, and bore up, appears to the left: on the right, is the *Formidable* and the *Alexander*. The *Isle de Groias*, with Port Louis, and L'Orient, in distance. The English ships in this, as well as in succeeding designs, being taken from real sketches, may be considered as correct portraits.



View of Lord Bridport's Action off L' Orient,

NAVAL LITERATURE.

Captain Vancouver's Voyage of Discovery to the North Pacific Ocean, and round the World, principally with a View to ascertain the Existence of any Navigable Communication between the North Pacific and North Atlantic Oceans. Vol. II. considered. Pages, 504. 5 Plates

(Continued from Page 233.)

THE second volume of this interesting work, by no means falls off, either in point of valuable astronomical and nautical remarks, or judicious reflections, from the preceding one. We perceive in every page, how much its author deserved the high estimation in which he was held by professional men; nor can we withhold the praise which is due to his brother Mr. John Vancouver, for the able manner in which he has supplied the difficult task that devolved upon him.

It has been objected by the public * censors of literature, whose high talents for criticism demand every attention to be paid to their remarks, that the application of the name of *North West America*, to the coast which Captain Vancouver was employed to survey, is taking too much licence: the Admiralty, in their instructions, give it the appellation of the *North West coast* of America, which is less objectionable; but the division of America into North and South, having been long received and universally established, and by that division, all that region which is to the northward of the Isthmus of Darien, being, strictly speaking, North America; consequently, instead of *North West America*, the most proper denomination would have been, the *Western Coast of North America*. Captain Cook's last voyage is expressed, in the title, to be for the purpose of determining the position and extent of *the West side of North America*.

The second volume is divided, like the first, into two books, making the third and fourth of the work. The first, contains their transactions at the two Spanish settle-

* Monthly Review, January, p. 20.

ments in New Albion; the examination of Columbia river occurrences on board the *Dædalus*; murder of Lieutenant Hergest at Woahoo; second visit to the Sandwich Islands; proposals for a general peace among the Indians, &c. The time employed, was from the 15th of November 1792, to the 30th of March 1793. The next contains their second visit to the North, their arrival at Nootka; a most accurate survey of the American coast, from Fitzhugh's Sound to Cape Decision, and from Monterrey to the southern extent of their intended investigation, with a brief account of the Spanish settlements in New Albion. The time employed in this book, is from the 30th of March 1793, to the 14th of December in the same year.

Captain Vancouver's visit to the mission of Santa Clara, about 40 miles from St. Francisco, is well related. The oak, as timber, in this country takes the lead. One near the establishment of Santa Clara measured 15 feet in girth, and was high in proportion, and yet not considered by the fathers as of an extraordinary size. The elm, ash, beech, birch, and some variety of pines, grow in the interior, and more elevated parts of the country, in the greatest luxuriance and abundance.

The providential escape of Mr. Hergest, late commander of the *Dædalus* transport, and his crew from fire in December 1792, particularly claims the attention of the reader. It will also serve as a future warning to mariners :

In one of these heavy squalls, about four o'clock the next morning, they parted from their anchor and drove out of the Bay. The vessel was scarcely clear of the points when Mr. Hergest discovered the ship to be on fire. They had all been prevented sleeping during the night, by the ship having been full of smoke; those, who had the watch on deck, attributed this circumstance to the smoke having come from the shore; and this opinion, very inconsiderately and without reflection had been generally adopted, until Mr. Hergest, after the ship had cleared the points of the Bay, in going into the cabin, was convinced that the smoke originated from a nearer and more alarming cause. On lifting up the gun room scuttle, there immediately issued an immense column of smoke, which left no doubt of their perilous situ-

ation, as the fire was close to the magazine. Not a moment was lost in getting out the powder, and putting it into a boat alongside, but this was no easy task to perform ; as the gun room was extremely hot and full of smoke, and the powder, very injudiciously, had been promiscuously stowed amongst the ship's provisions. On this occasion there appears to have been no exertion wanting in the crew of the *Dædalus*, to whose credit Mr. Hergest observes, that in that trying moment every man stood firm to his duty, without suffering fear or panic to swerve them from its execution ; although on some other occasions they had given him much trouble and serious concern. At first the fire was supposed to have been occasioned by some oakum, stowed in the fore part of the gun room, taking fire by accidentally getting wet ; since no lights had ever been near it. After a large quantity of provisions had been hoisted up to get out the powder, the smoke was still found to ascend from below ; this circumstance, with that of the deck being so hot as not to allow the people keeping their hands upon some lead that was laid upon it, convinced them that the fire must be in the lazaretto below, where some purser's beds were now recollected to have been *very improperly* stowed ; and from the seas they had shipped during the tempestuous weather which they had experienced in their passage round Cape Horn, no doubt was entertained that these beds had got wet and had taken fire. Every minute confirming Mr. Hergest in this opinion, care was immediately taken to stop every avenue and crevice about the after-hatchway, to prevent any communication of air before they ventured to scuttle the deck for the purpose of extinguishing the fire by pouring water over it. Happily they had day-light for executing this ; and were soon convinced that the fire had originated, as they had last conjectured, from the appearance of the ascending smoke, on scuttling the deck, as also of the good effect of their judicious labours. Other holes were now bored immediately over the beds, and after pouring down large quantities of water, they soon had reason to be gratefully thankful to Divine Providence for so timely and critical a preservation. Some of the beds were entirely consumed ; a case on which they were laid, as also the deck over them, were burnt some way into the wood to a black cinder. Little else was stowed with these beds but rum and oil ; so that had the fire once broke out into a blaze, the extinguishing it, or preventing its communication with these inflammable substances, would have been morally impossible, and their destruction would have been inevitable.

The following observations on the respective merits of Kendall's, and Arnold's chronometers, and Earnshaw's pocket watch, must be of service to professional men:

—It appeared that the chronometers, since they had been taken on board, had acquired the following, errors, viz. Kendall's 13', Arnold's No. 14, 2' 30"; Arnold's No. 176, 5' 45". to the east of the truth. Earnshaw's pocket watch appeared to be correct. By these observations Kendall's had acquired the greatest error, and Earnshaw's had gone perfectly right. The great regularity of Kendall's hitherto made it difficult to account for this sudden alteration, which could be attributed to nothing but the change that had taken place in the climate on their being removed from the shore to the ship. The thermometer was found daily to vary at the Observatory between mid-day and the evening, from about 72° to 40°; the excess was more, as it would sometimes rise to 76°, and fall to 31°; but this did not frequently happen, though early in the morning it was not unusual to find the little wells we had dug skimmed over with thin flakes of ice, and the ground covered with hoar frost. On board the ship, the mean temperature of the air, in which they were kept, was between 54 and 60 degrees. This opinion appeared to be particularly corroborated in the instance of Kendall's watch, which evidently went nearly at its Nootka rate during our passage from thence to Monterrey; but on its being there landed, the increase and continuation of the cold appeared soon to accelerate its motion from that of gaining $11\frac{1}{4}$ " to $18\frac{1}{2}$ " per day. On allowing its rate of gaining at Nootka, from the time of its last coming on board at Monterrey, it was found to agree very nearly with the longitude of Point Pinos, as affixed to it by our observations; and as I am perfectly satisfied of the accuracy of our observations, the difference can surely be attributed to no other cause, than that the best of these delicate pieces of mechanism are not yet, with all the ingenious and valuable improvements that have been made on them, able to withstand, for any length of time, the transitions and vicissitudes of different climates. Mr. Arnold's two watches on board the *Discovery*, being of later date by some years than Mr. Kendall's, appear to have continued their rate of going more correctly, but even these felt the effect of their altered situation; Mr. Earnshaw's was the newest, and was the least sensible of the change in the climate to which it was removed. Future experience may however enable me to form other conjectures, which may tend to elucidate more fully a subject of so much importance to nautical science.

The singular account of two English Sailors, who had for some time resided at Owwhyhee, and were the favourites of the worthy monarch Tamaahmaah, will afford much pleasure to our readers.

John Young was boatswain of an American snow, called the *Eleanor*, mounting ten guns, navigated by ten Americans and forty-five Chinese, or other inhabitants of that country, and commanded by Mr. Metcalf, on a commercial voyage to the coast of North-West America in the fur trade; in which pursuit Mr. Metcalf had likewise embarked his son, a youth of about eighteen years of age, in a small schooner, called the *Fair American*, of about twenty-six tons burthen, and navigated with five men, one of whom was Davis the mate.

These two vessels had sailed from China, and in the year 1789 the *Fair American* was detained by the Spaniards at N' ka, but the *Eleanor* came on in the autumn of that year to the Sandwich Islands, and remained principally about Owhyhee during the winter.

Young stated, that in February 1790, they proceeded to Mowee, where a boat belonging to the snow, with one man in her, was stolen by the natives from the stern of the vessel; and, on a reward being offered for the boat and the man, Mr. Metcalf was informed, that the former was broken to pieces, and that the latter had been killed. The bones of the man were then demanded, which, with the stem and stern-post of the boat, were carried on board the snow in about three days. The natives in the mean time had continued to trade with the crew; and after delivering up the remains of the man, and parts of the boat, they supposed the anger of those on board was entirely appeased, and demanded of Mr. Metcalf the reward he had offered. This, Mr. Metcalf replied, they should soon have, and immediately ordered all the guns to be loaded with musket balls and nails; and having *tabooed* one side of the ship in order to get all the canoes on the starboard side, next the shore, the ports were hauled up, and the guns fired amongst the canoes. The guns between decks, being nearly upon a level with the canoes, did great execution, as did the small arms from the quarter-deck on other parts of the ship. On this occasion, Young represented that upwards of an hundred were killed, and a great many were wounded.

Having thus taken such revenge as he considered equivalent to the injury received, Mr. Metcalf quitted Mowee, and returned with his vessel to Owhyhee; where, to all appearance, they were on very good terms with the chiefs and the inhabitants of that island.

On the 17th of March, Young had permission to be on shore until the next day, when the snow stood close in, and fired a gun as a signal for him to return on board; but, to his very great astonishment, he found the canoes all *tabooed*, and hauled up on the shore, and was informed by *Tamaahmaah*, that if he attempted to take a canoe by himself, he would be put to death, but that he should have a canoe the next day. Having no other resource, Young was obliged to submit; and in the evening he was informed, that the schooner *Fair American*

had been captured by *Tamaahmootoo*, to the southward of Toeaigh bay; and that Mr. Metcalf's son, and the four men composing the crew, had been barbarously murdered.

The snow remained two days off Karakakooa, firing guns, and standing in shore, as a signal for Young; but after the news was confirmed of the schooner having been captured, the king would not permit him to leave the island, but behaved to him in the kindest manner; telling him that he should not be hurt, and that he should be at liberty to depart in the next ship that arrived; but that he would, on no account, allow a canoe to go off to the snow, lest his people should be killed.

Tamaahmaah, who had been on the strictest terms of friendship with Mr. Metcalf and his people, took Young immediately to his house, where he was treated with every kindness and attention.

The king, being excessively concerned, and very angry at the late inhuman business, collected a very considerable force; and, as if he intended to chastise those who should be found the perpetrators of this barbarous transaction, he sat out, accompanied by Young, on the 22d of the same month, in order to inquire into the circumstances that could have caused so great a breach of hospitality. The schooner was found in the situation already described, destitute of almost every thing that was moveable. *Tamaahmaah* demanded that the vessel should instantly be delivered up to him, that he might restore her to the proprietor Mr. Metcalf, should he ever again visit Owhyhee. This was complied with by *Tamaahmootoo*, who received from the king a very sharp rebuke for the great impropriety of his late conduct in the capture of the schooner, and his unpardonable barbarity in murdering the commander and the people; in excuse for which, he alledged he had been struck, and otherways ill treated by the father of the unfortunate young man.

Here they found Isaac Davis, the mate, still alive, but in a most deplorable condition. *Tamaahmaah* ordered that he should immediately be taken to his residence, and gave particular injunctions that he should receive every assistance in their power to bestow.

From Davis I learned, that he had been treated by *Tamaahmaah* and his attendants with a degree of humanity, kindness, and careful attention, that he could not have believed these people were capable of shewing.

The following is his account of the melancholy fate of the younger Metcalf and his people, on the capture of the schooner by *Tamaahmootoo*; which I have every reason to believe is a true and fair statement of that unjustifiable transaction.

"The schooner, being close in with the land, and nearly or entirely becalmed, she was visited by *Tamaahmootoo*, a very powerful chief, who was attended by a great number of the inhabitants. Many of

these, as well as their chief, made considerable presents to the young commander, and others sold their hogs and vegetables for little or nothing; and in order to ingratiate themselves further in the good opinion of Mr. Metcalf, and to gain his permission for their entering his vessel, they told him that the snow was but a little way to the westward, and that he would see his father before night.

“Davis, who was at the helm, represented the impropriety of this measure to Mr. Metcalf, and said that he thought the behaviour of the natives had a very suspicious appearance; but all he could urge was to no effect; the young commander, perfectly satisfied of their friendly intentions, replied that they would do them no harm, and allowed as many as thought proper to come on board his vessel. In a few minutes he was seized by *Tamaahmootoo*, thrown overboard, and was no more seen. Davis, having a pistol at hand, snapped it at the chief on his seizing his commander, but it unfortunately missed fire. He was then thrown overboard himself, and most inhumanly treated whilst in the water; the women stripped him there of his clothes, and the men endeavoured to murder him with their paddles, being otherwise all totally unarmed. But Davis being a good swimmer, and a very strong athletic man, escaped from one canoe to another before his pursuers, in order to preserve his life, which he appeared to be incapable of prolonging but for a few moments. At length, exhausted by fatigue and the loss of blood, which had been very considerable from the wounds he had received, he was hauled into a large double canoe; and as they had no weapon or instrument with which they could put him to death, he was held with his throat across the rafter that unites the two canoes, whilst the inhuman wretches jumped upon his neck and shoulders, with the intention of thus depriving him of life, but still without effect; till, being tired with their cruelties, they ceased to persecute him.

“After a short respite he recovered a little, and, looking up to the most active of the party, said “*myiie, myiie*,” signifying “good;” the man instantly replied, “*arrowhab*,” meaning that he pitied him, and instantly saluted him, by touching noses, gave him some cloth, and assisted him to wipe and bind up his wounds. After this he had no other injury offered to him; on his being taken on shore he was kindly treated by *Harafy*, brother to *Kahoumootoo*, who nursed him, and expressed great concern for his deplorable condition; but *Tamaahmootoo*, notwithstanding the state he was in, took him in triumph through the village, and made a jest of him.

“Davis further stated, that *Tamaahmootoo* took every thing out of the schooner that he possibly could, before the arrival of the king and Young; that he was rejoiced to see the latter, and thought he had come from the snow to fetch the schooner; but when they met, and

he had heard the snow was gone, and that Young had been informed of the particulars of the late cruel transaction, they were both sitting in the greatest affliction, when the king came to them, caught them in his arms, and comforted them; and said, that no one should hurt them whilst he could protect them. The king then gave directions that he should be properly taken care of, and told him he was very sorry for what had happened, but that he, Davis, should live with, and be protected by him.

"After this, the king reprimanded *Tamaahmootoo* in such terms, that Davis saw tears in the eyes of the latter. *Tamaahmaah* then took possession of the schooner for the right owner."

Although there can be no possible excuse offered in vindication of the unjustifiable conduct of this turbulent and ambitious chief, yet it appears to have been almost as inexcusable on the part of the elder Metcalf, that he should have thrown such a temptation in his way. The vessel in question had been a pleasure boat, and was lengthened at China; her gunwale was not a foot higher than that of the double canoes of this country, and being navigated and protected by five persons only, under the command of an inexperienced young man, she became not less a desirable acquisition to *Tamaahmootoo* than a prize of easy attainment. To risk therefore a vessel so circumstanced, amongst a set of Indians, whose daring and ambitious character was so well known in every corner of the civilized world, must ever be regarded as highly imprudent and inconsiderate.

John Young, who was about forty-four years of age, born at Liverpool, and Isaac Davis, then thirty-six years old, born at Milford, have from this period resided entirely with *Tamaahmaah*; are in his most perfect confidence; attend him in all his excursions of business or pleasure, or expeditions of war or enterprize; and are in the habit of daily experiencing from him the greatest respect, and the highest degree of esteem and regard. Near the bay of Whyatea the king has given them three very fine estates; and *Kabownootoo*, who is the firm friend of *Tamaahmaah*, not only from connection, but a sincere regard, and who, from his achievements in war, and advice in council, is considered as the second chief in the island, has likewise shewn them, on all occasions, the greatest marks of friendship and respect, and has presented each with a very fine estate near the east point of the island. *Kavabeero* and *Commanowa*, who are considered the next chiefs in power and authority to the two former, have also treated them both in the most friendly manner; but neither of them could speak of *Tianna* in the same favourable terms. This chief eyes them with great jealousy, and has made some attempts on their lives; particularly on the return of Captain Colnett from St. Blas. On this occasion Captain Colnett, understanding that there were two white men on the island,

very humanely desired, by letter, that they would repair on board his vessel, and that he would afford them all the protection and service in his power. Young and Davis, being extremely averse to their present way of life, concerted a plan for escaping to Captain Colnett's vessel; a measure very contrary to the wishes and inclinations of *Tamaahmaab* and the chiefs of the island.

[*To be continued.*]

Naval Poetry.

The Battle of the Nile, a Dramatic Poem on the model of the Greek Tragedy. Faulder, 1799. 64 Pages. 2s.

To the Right Honourable HORATIO LORD NELSON, Baron Nelson of the Nile, K. B. the commanding Admiral on the First of August 1798, at the Battle of the Nile; in which Almighty God blessed his Majesty's Arms with a Great Victory over the Fleet of the French Republic; this Poem is respectfully inscribed by

THE AUTHOR.

“THE plan of the following Drama is adopted from the *Persæ* of *Æschylus*. The Greek poet composed his tragedy in order to gratify the feelings of his countrymen, by celebrating one of their most splendid successes over their inveterate enemies the Persians. As the British victory of the Nile is hardly inferior in brilliancy, and will perhaps be equally important in its consequences, to the Athenian triumph at Salamis, the author does not know in what manner he could more forcibly commemorate the illustrious exploit, than by adopting the same means which were so successfully employed by the ancient poet. He has not consulted the Greek tragedy, since he first conceived the design, as he wished his poem to be rather a free imitation of the conduct, than a servile copy of the sentiments of *Æschylus*. He has introduced the Spirit of Louis rather from a desire of following his original, than from any partiality to the increasing taste for the interposition of supernatural agents in the affairs of the modern stage.

“It is hardly necessary to observe, that the poem has been composed in a very short compass of time. The author was anxious that it should appear while the public mind was still glowing with the event which it celebrates. This is the sole consideration which could have induced him to trespass

so much upon the indulgence of his readers, as he must do by committing so hasty a composition to their perusal. His poem must be full of defects. If nevertheless, from the interesting nature of the subject, it should have the good fortune to be favoured with any degree of public approbation, he hopes to be enabled in a subsequent edition to remove the imperfections of the present."

Dramatis Personæ.

First Director of the Republic of France.	Messenger.
Second Director.	A Mariner.
Minister of War.	A Belgian.
Spirit of Louis.	Chorus. Composed of An- cient Men of Paris.

This poem has certainly been composed with too much haste; yet still has considerable merit. Had the author taken a sufficient time to give his labours more polish and effect, we think he would still have found the public mind glowing with the event which he celebrates.

The following scene is selected as particularly connected with our work :

Minister. First Director. Second Director. Messenger and Chorus.

Mess. The sun shall on our proud fleet rise no more.
 Hear the recital sad. There is a bay,
 The Egyptian hordes call it Aboukir, deep,
 Secure, and calm. Herein in level row
 We moor'd our barks : their anchors bit the sand.
 A rock, that barren rises near, we crown'd
 With cannon, that did seem to guard our front,
 Threatening to tear the hostile fleet oppos'd.
 But, though a foe, let me to worth be true,
 No danger can o'ercome the skill, or daunt
 The souls of Britons. As the sun went down,
 They left the open main, entering the bay
 With spreading sails and colours waving wide,
 And cannons threatening ; and, no shout uprais'd,
 No voices heard, with master'd courage stern,
 Sounding the shallows, steer'd midst rocks and sands
 Adventurous, till 'twixt us and Egypt's coast
 Half of their fleet lay anchor'd : then began
 The work of death. On either side, each bark
 Its whole artillery pour'd : the darken'd waves

Flash'd momentary to ten thousand fires.
 With the dread stroke the vessels shook : the rocks
 And cavern'd shores with replications dire
 Resounded. Egypt's tawny sons look'd on
 In wild amaze : the monsters of the Nile
 Heard, and within their sedgey lairs retir'd
 Lay trembling. Night came on, and o'er the scene
 New terrors pour'd, darkness and silence. On
 With added fury rag'd the war. The balls
 Fell thicker. Down the gallant warriors sunk,
 Chieftains and vulgar, side by side in death
 Red o'er the decks the blood in torrents flow'd.
 The sails and tatter'd shrouds flew wild : at times
 Some lofty mast shiver'd came tumbling down
 With hideous crash and ruin wide : midst death
 And desolation, fury new inflamed
 Each side Britons and Gauls, the fear of shame,
 Vengeance, hereditary hate, despair,
 Hope, or the thought of Fame through endless time ;
 A mingled war of passions. Long the strife,
 And doubtful. Victory to neither lean'd.
 At length, the bark, largest of all our fleet,
 Through the deep gloom of darkness, wrapt in flames,
 Shone dreadful forth, and into air up flew
 With lustre dazzling from excess of light,
 And loud explosion dire, with which compar'd
 Thunder is soft, that shook air, earth, and sea.
 The shores of Egypt trembled and their towers ;
 The pyramids, and Cairo's sacred mosques
 Heard from afar ; and Thebes, did Thebes now stand,
 Had with her hundred gates been mov'd.

Chorus. My God ! my God !

First Dir. O terrible !

Mess. The battle ceas'd.

And silence reign'd more dreadful far than sounds
 Most dreadful. Consternation held all mute.
 Under a cope of falling fire we stood ;
 Red bolts, and blazing sails, and burning masts,
 And fragments dread of monstrous size in flames
 On us in terrible confusion shower'd.
 From that malignant hour the glory fell
 Of France, and hope her gallant sons forsook.
 Yet on they toil'd, desperate of victory,
 Of fame still mindful, and subdued in power,
 Not spirit, terrible even in defeat.

But such is British valour, British skill,
Not long the contest. Four alone escap'd,
Of all our gallant barks, the furious foe :
The rest, or in the whelming waters sunk,
Or under hostile colours captur'd lie.

Min. O day of grief and endless shame to France !

Mess. Sad was the sight, when morn returning shew'd
Our ruins. Gallic Barks, no longer proud
With stately masts and streamers, shatter'd lay
Wrecks on the Ocean, ours no more. The Bay
Was ting'd with blood. Rudders and broken masts,
A melancholy scene, lay floating round ; receive
The shores were spread with corse ; and each wave
Slow borne, came loaded with the dead. Mean time
From ship to ship were heard the groans of men
Under sharp wounds lamenting. Gloomy thoughts
Sadden'd the captives, who with envy view'd
The dying and the dead, o'er whom they hung
Or mourning, or attendant, duties sad !

Chorus. O warriors brave in vain ! Unhappy sons !

First Dir. Loud doubtless were the vaunting conqueror's shouts.

Mess. No : ne'er did man, with such bright glory cloth'd,
Bear him so meek. To God he gave the praise,
Owning himself his humble minister.
The honours proud heap'd on him he
With blushes, or with gentle speech repell'd,
As one scarce worthy. When he nam'd the fight,
He rather pardon sought for deeds undone,
Than praise for noblest feats achieved.



CHARACTER OF THE FRENCH,

BY PETER PINDAR.

KEEL up lies France ! long may she keep that posture !
Her knav'ry, folly, on the rocks have tost her,
Behold the thousands that surround the wreck !

Her cables parted, rudder gone,
Split all her sails, her main mast down,
Chok'd all her pumps, broke in her deck ;
Sport for the winds, the billows o'er her roll !
Now am I glad of it with all my soul.

France lifts the busy sword of blood no more ;
Lost to its giant grasp the wither'd hand ;
O say, what kingdom can her fate deplore,
The dark disturber of each happy land ?

To Britain an insidious damn'd Iago—
 Remember, Englishmen, old Cato's cry,
 And keep that patriot model in your eye—
 His constant cry, "*Delenda est Carthago.*"
 France is our Carthage, that sworn foe to truth
 Whose perfidy deserves th' eternal chain !
 And now she's down, our British bucks forsooth
 Would lift the stabbing strumpet up again.
 Love I the French ?—By heav'n's 'tis no such matter !
 Who loves a Frenchman wars with simple nature.—
 What Frenchman loves a Briton ? None :
 Yet by the hand this enemy we take ;
 Yes, blund'ring Britons bosom up the snake,
 And feel themselves, too late indeed, undone.
 The converse chaste of day, and eke of night,
 The kiss-clad moments of supreme delight,
 To love's pure passion only due ;
 The seraph smile that soft-ey'd friendship wears,
 And sorrow's balm of sympathising tears,
 Those iron fellows never knew.
 For this I hate them.—Art, all varnish'd art !
 This doth experience ev'ry moment prove :
 And hollow must to all things be the heart,
 That foe to beauty, which deceives in love.
 Hear me, Dame Nature, on those men of *cork*—
 Blush at a Frenchman's *heart*, thy handy work ;
 A dunghill that luxuriant feeds
 The gaudy and the rankest weeds :
 Deception, grub-like, taints its very core,
 Like flies in carrion—pr'ythee make no more
 Mad fools ! and can we deem the French *profound*,
 And, pleas'd, their infant politics embrace,
 Who drag a noble pyramid to ground,
 Without one pebble to supply its place ?
 Yet are they follow'd, prais'd, admir'd, ador'd,
 Be with such praise these ears no longer bor'd !
 This moment could I prove it to the nation all,
 That verily a Frenchman is not rational.
 Yes, Frenchmen, this is my unvarying creed,
 You are not rational indeed :
 So low have fond conceit and folly sunk ye,
 Only a larger kind of monkey !

ACCOUNT OF THE
LA GUIRA EXPEDITION,

In a Letter from Captain Watkins, of the *Lively*, to Sir J. Norris.

Now first published from the original Manuscript.

[Concluded from our last]

ON the 23d, the Commodore, with those of the squadron that were with him, sailed from La Guira, in hopes of joining the missing ships at Barbaratt, and going again upon service ; but how great was his disappointment, and uneasiness, when he found only the *Lively* there, who had not seen any thing of them. Upon which he called a Council of War on the 25th ; where it was thought proper not to attempt any further attack upon the enemy, until we should join together our whole force, and then determine what might be best for his Majesty's service. The *Lively* was therefore sent to look into the bays along the coast, and into Curaçoa ; whilst the commodore, and the squadron, took the route of Aves, and Bon Aire, in hopes of joining those separated ships. On the 3d of March, the *Lively* joined the commodore off Bon Aire, and brought him letters from Captain Gregory, who had carried the missing ships into Curacao. The commodore was surprised to find by those letters, that he was preparing to heave the *Norwich* down, and had ordered the wounded masts of the other ships to be got out ; which the commodore, coming in the next day, (the 4th) prevented.

The commodore had likewise a letter from Captain Gage of the *Otter* : that on the 21st, in the morning, he saw the *Norwich* chasing : that he likewise chased, and coming up, Captain Gregory told him to pursue the Chase, as sailing best, and he would follow : that the *Otter* coming near enough to engage the chase, who proved a Spaniard, began to fire, which the *Otter* returned ; the *Norwich* fired two or three guns, which Captain Gage supposed was by way of signal to call him off, and the *Norwich* stood off herself to sea. The *Otter* made such a successful fire on the Spaniard, that they quitted most of their guns, and must inevitably, in a short time, have been her prize, had they not unfortunately drove within reach of the enemy's cannon at Cavallos ; when the *Otter* was obliged to quit her, and the Spaniard got into that harbour. We found the brave and worthy Captain Lushington had been buried at Curacao, who expired after an amputation of his thigh. He died, as he had lived, an honour to his Country, and to society in general, and consequently was a loss to both. Captain Bunville died soon afterwards, and also two land officers of fevers.

Captain Edward Smith succeeded to the Burford, Watkins to the Eltham, Gage to the Lively, Stuart to the Otter, Prattin to the Prize, and Tyrrell to the Bomb Ketch.

Give me leave, Sir, to digress a little, and to observe how imprudent, as well as unfortunate, it was that the ships were carried to Curacoa. Our provisions by this means were shortened, many men were lost by sickness, and some by desertion, and little more was done to the ships than what might have been performed in any of the bays along the coast. No advantage whatever was gained, except a small supply of powder, which indeed was quite necessary; there was also some plank and some rope purchased; but as the Victualler, whom it was on board of, soon parted company, we lost the benefit of those stores. The chief misfortune was giving the enemy so much time to prepare themselves; besides they knew from Curacoa, as they have a constant correspondence with that place, our force and design; and were likewise supplied with ammunition from thence, even by the governor, who, though he carried it fair to the commodore, is a very scoundrel at the bottom: whereas, could we have gone with the whole squadron from La Guira to Cavallos, and only put into some bay or other, of which there are several between those places, to secure our masts a little, we might have been almost as soon at Cavallos, as they had intelligence of our being on the coast, or at least before they could have made any fresh preparation. Since our arrival at Curacoa, we have been informed, that the governor of the Carracas came himself to Cavallos, and doubtless brought numbers with him: but to return to my relation:—all the ships having joined at Curacoa by the 5th of May, on the 6th, the commodore sent the Scarborough, Lively, Otter, and Pembroke Prize, to cruise off Cavallos, to prevent, if possible, any supplies being sent to that place, especially ammunition, which we were informed they were short of. On the 12th, the Pembroke Prize came back, not being able to keep company with the rest: upon which her masts were shortened, in order to make her sail better. The Dutch merchants seemed to have the expedition much at heart, and offered the commodore to raise him four or five hundred stout men, as they expressed it, with sloops for their conveyance, if he would take them into the service: and they were absolutely to be under his command and direction, to be distributed among the ships, or to be sent upon any detachment ashore, as he might find occasion. This you may believe Mr. Knowles readily consented to; and it was agreed that they should be victualled and paid as the English were, and to have equal share of prize money, should we succeed.—Four sloops were accordingly got ready by these merchants, and English colours given them; but we found the men did

not come in, as fast as was proposed : when we sailed, there was not one hundred in all, and most of those Mulattoes and Negroes, so you may conclude we did not look upon this as a great reinforcement. We had an hospital erected whilst we staid at Curacoa, where certainly the fresh provisions proved of some service, but we lost many men, for few recovered. We were obliged to carry numbers of sick and wounded to sea, yet few of them recovered so as to be serviceable in action ; we buried several in the passage.

Our ships having watered, and our masts and yards being patched up, as well as we could, without getting new ones, or putting Government to any more expence than was at that time absolutely necessary, in order to be as expeditious as possible in going upon the intended enterprise, the ships were ordered to sail as soon as they conveniently could, and to cruise off the harbour's mouth, until the rest should join them, which we began to do on the 17th : by the 21st all were out, and joined. It would be endless, and indeed tedious to tell you, what methods were employed, and how much we were harassed and disappointed, in endeavouring to turn up between Curacoa and the main ; which kept us until the 4th of April without success, for there was no getting the better of the lee currents, though quite moderate weather : to add to our misfortunes we lost company with the *Advice*, and the *Victualler* she had in tow. It was at length determined to stretch to the northward, and see if a passage could be gained that way. It was indeed thought of before, and would have been put sooner into execution, but the commodore was cautious of venturing with the ship's masts so much wounded, where we might have to struggle with a large sea ; knowing that if any of them should carry away their masts, they must proceed to Jamaica, and thus entirely overset the expedition. However it was now our last resource, there was in reality no other way left ; for the Dutch pilots, who had been long acquainted with the coast, told him that when the lee currents set in there, they generally lasted six or seven weeks, and with great strength.

In stretching to the northward, we gained our passage, and sooner than we expected ; for we stretched as far as Hispaniola, and on the 14th were off the coast of Carracas, well to windward of Cavallos.— On the 15th, the *Scarborough* and lively joined us. We took out of the bays, as we proceeded, the Dutch traders, and carried them with us ; not for any great service we could expect from them, being very small vessels, and chiefly manned with Negroes but to make a more formidable show, for which reason they had English pendants lent them. We anchored that evening under the easternmost quay of *Barbaratt*. The *Bomb Ketch* was carried down under a quay, about

a mile and an half from the castle of Cavallos, which she began to bombard. The Norwich anchored near her, to defend her from any surprise. From the main, near Barbaratt, is an isthmus that stretches obliquely to the northward, then westward, where it forms a point called Ponto Bravo ; thence stretching southward, it terminates in a point, on which the castle is built. On the other side to the westward, within pistol shot, is the main, which forms the entrance of Cavallos harbour. This isthmus forms a large lagoon, within which is part of their harbour. Another lagoon, running farther to the southward, makes the other ; close up into which their vessels were hauled, except one that lay near the harbour's mouth, ready to be sunk. Upon Ponto Bravo is a fascine battery of fifteen guns ; and a little within it, towards the castle, is another of eight guns, intended to rake ships, as they approach towards the castle or harbour. Although they at first did not seem to have guns at those fascine batteries, pointing at the Bomb or Norwich, yet some were soon pointed that way, and began to annoy them with their fire.

On the 16th, in the morning, a council of war was held, in which as excellent a scheme was planned, and resolved on, as could possibly be concerted for the good of the expedition at that juncture.

We must certainly give the credit of this scheme to Mr. Knowles ; and I believe *every body will do him the justice to say, he ever took indefatigable pains to put in execution any scheme, let it be his own or that of others, that tended to the good and honour of the service.*—This was to land a body of seamen, who were to surprise and attack the fascine batteries. They were at the same time to be sustained by all the land force ; and, in case of any great repulse, the seamen were to file off to the right and left, and let the troops advance, with proper fire ; or to make a proper retreat, should the enemy be too powerful. To secure this retreat, the Assistance was laid close to the isthmus leading to Barbaratt, which part she entirely commanded with her cannon, and was herself beyond the reach of the enemy. There they were to land in the evening, but not to march until late at night. Some Dutchmen were to lead, who were believed to know the way from having been at work at the very place, when prisoners with the Spaniards. The body of men, in all, consisted of eleven hundred, the whole under the command of Major Lucas : a number which it was believed was sufficient for that undertaking ; the consequences expected from it were very great : for it was considered, that if those batteries could be taken, and their guns turned upon the castle, as they were near enough to batter and make a breach, and the squadron was afterwards to make a general attack upon it, we must in all human probability have met with success. To facilitate this attack, and to divert the enemy, the

Norwich and Lively were ordered to fall down near these fascine batteries, and to keep a constant fire upon them.—It was not imagined by that means, that much execution would be done ; but it was enough, if they could harass and fatigue the enemy, and put them into some little confusion, that they might be glad to have some respite at night, which would make our attack by land more easy and sure —The Norwich being dilatory in her motions, which occasioned several orders and messages from the commodore to her captain ; and Captain —— answering the commodore, that he would consult his officers about doing, what the commodore ordered peremptorily to be done ; he was immediately, for such disobedience of command, suspended, and Stuart sent to command in his room.—In the interim, the Eltham was likewise ordered to fall down to the fascine batteries, and these three ships, keeping up a pretty good fire while day light lasted, seemed to have had the desired effect, as in a great measure appeared afterwards, of fatiguing and jading the enemy at those batteries. The ships, though some guns from the castle reached them, received but little damage in masts and rigging, and had but three men killed, and a few more wounded.

In the evening the seamen and soldiers were landed with their proper arms. Pratin was to head and command the seamen, having likewise lieutenants and other petty officers under him, who came with the detachment from each ship ; but the whole body, as I observed before, was under the direction of Major Lucas. Some time after dark they began their march ; and, in great order and silence, came up to the enemy's advanced guard, where they found but three, which as fortunately as could be wished for were found fast asleep. This made it pretty evident, that the employment the ships gave them in the day-time had fatigued them, and I think made it also sufficiently clear that they expected no attack that night by land ; for otherwise the advance guard, who in all countries are generally chosen men, would not have given themselves up to such entire supineness and neglect, so dangerous to themselves. We may also conclude from this, that those in the fascine batteries, though they might not have given themselves the same indulgence, were at least as ignorant of any attack : for if they had not increased the number of their advance guard, and given them an officer at their head, they would certainly have kept patrols going constantly between them to prevent any surprise. So far the prospect of success on our side was charming.

But how shall I describe the rest ? When the advance guard was seized, one of the Spaniards struggling, a sea officer it is said imprudently killed him with firing a pistol, which might as well have been done with a sword or bayonet, and have given no alarm ; upon which some of our men began to fire, at they knew not what, for no enemy

had fired at them, or indeed appeared. One volley was followed by another, and two or three more succeeded, and all amongst themselves, by which they wounded each other ; and soon such a shocking and uncommon panic seized the whole body of men, soldiers and seamen, that the foremost ranks fell upon those behind them, they upon the next, until they drove each other down, and were in one general confusion. To such an height did some carry their panic, that they threw themselves into the water, by which some were drowned ; and more would have been so had not boats taken them up. Not an enemy all this time appeared, nor was there any fire opened, until their confusion and fire among themselves alarmed the fascine batteries, who fired two or three cannon ; but we cannot learn that they did any mischief. They at last got, with trampling over each other, near the Assistance, where they were taken on board. There were some men lost ; it is supposed most of them were drowned, several were wounded, and two, that were left disabled, were taken next morning by the enemy. Many left their arms behind them, which was booty for the enemy unexpected, and unsought for.

The next morning, the 17th, the Norwich, Eltham, and Lively, got up to the key, where the Bomb lay ; she was kept constantly employed in throwing her shells, but apparently with no great success : there was likewise a small mortar placed on the key, and some small rayals on the neck of land, to play upon the fascine batteries ; but as they did little or no service were not long continued. The fascine batteries never after fired upon the bomb ; and those ships which lay near her, either were short of ammunition or soon expected a general attack ; we believe the latter, for we observed them with great numbers of men intrenching and securing themselves for that purpose.

On the 21st, a council of war was held to conclude what was best to be done ; it was considered our provision began to be short, though we had been upon short allowance most part of the time. The shells almost all expended, so that we could expect little more service that way ; our men falling down daily, and the enemy still fortifying and improving their works, therefore there was no time to be lost. A general attack, with the shipping, was thought to be the most, and best, that could be done for the service, and indeed seemed to be the only plan that we could have hopes of success from, since our landing proved fruitless. The following disposition therefore was ordered : The Assistance, Burford, Suffolk, and Norwich, to lie in a line against the castle, and two water ports, that were just below it. The Eltham, Scarborough, and Lively, to lie against the fascine batteries ; and all to be as close to the shore as possible, in order that the small

arms might do execution. The few shells that were left were to be kept in reserve until the morning of the attack, and then to be played upon the castle as quick as possible. The ships were ordered to complete their ground tier of water, which was to be done at Barbaratt river; (for there neither Spaniards nor Indians molested us,) that they might not be destitute, should any accident drive them to sea. All the ships companies, soldiers and seamen, were to have a good rest the night before the attack. Provisions and liquor were got ready for them in the morning, that they might go upon the attack, and be enabled to continue it with vigour and cheerfulness; and the day of battle was to be the 23d, St. George's Day.

The commodore, having looked into the complements of the ships, and divided the men, according to proportion, to each; and distributed what Dutchmen could be got from the sloops (for there were not many) to the ships that mostly wanted, and every thing being ready for action, the officers and people in general in charming spirits, and going with as much joy to the attack, as if they were going to a feast, on the 23d we weighed; but there not being wind enough to command the ships, anchored again.—The breeze not coming in again until the next day, the 24th; in the afternoon, we weighed, but staying some time to form the line, and, having but a little way to drive, obliged the ships to come to, not so near as they wished and expected: however the farthest off did execution with the grape, and some of the nearest with their small arms. At two, all were in action. In about two hours time, the fascine batteries were tolerably well silenced, for out of fifteen guns that were in one, and eight in the other, there was only one fired now and then. The large ships kept an incessant fire upon the castle, who could not be so well silenced, for they returned it warmly upon the ships! but it was observed they had not such good gunners as at La Guira, for they fired chiefly at our rigging, and over us. The ships otherwise must have sustained much more damage being nearer; but I believe there may be a better reason given why their shot was not so successful here; which evidently shews the advantage of ships being near, for there was such a constant shower of round grape, and stones, flying about them, that probably they did not care to expose themselves much by taking long aim; and to confirm this, several were observed, even to load upon their backs, and many were seen to throw themselves flat often: besides they were pretty well diverted by a shower they were a little accustomed to, for the commodore had some small mortars upon his poop, which were played off charmingly during the whole action; for most of their shells were seen to break just above or about them. At six the Eltham was ordered to weigh, and stand in astern of the

rest of the ships, against the castle. Between eight or nine o'clock the signal was made to cut or slip, and the ships stood off and anchored without gun shot. Some of the ships still sustained more damage in their masts, yards, and rigging.

The squadron in this attack lost about forty-five men, and had about as many more wounded, but only one officer killed, which was the commodore's lieutenant Mr. F——n; some boats were lost. We could next morning plainly perceive we had done the castle a great deal of damage: the whole length of the wall towards the sea was perforated like a cullinder, there was hardly a foot space but what some shot had taken place in, some of the upper part of the wall quite tore up, and some embrasures entirely drove away, which must have killed them many men, if not dismounted several guns. We could observe but thirty-one guns upon the castle, but released prisoners afterwards informed us there were forty-one; it is however a question whether they could bring all these to bear upon the ships: there were about twenty-three in the fascine batteries, and about eight or ten in the water ports; there was also a fascine battery or two on the other side of the castle, but believe none of the ships were so near as to bring them open. The Advice joined us the day after the engagement, but left the Victualler behind, who was gone to Jamaica. On the 27th the squadron rendezvoused at Barbaratt again. A council of war was held, where our present condition was considered, and whether it was possible we could proceed on any further service.

Our ammunition being examined into, most of the ships were found to be short, and some had none; so that we could not, with all we had left, make near such an offensive attack as the last was; and if the enemy had withstood our first and strongest efforts, they would probably have withstood our last and smallest; that should we not then be successful, after having fired all our ammunition away, his Majesty's ships would be left quite defenceless in regard to any thing they might meet on their passage, which would be highly dishonourable for the service, and greatly bazard the loss of those ships; that could the station ships get up unmolested to their islands, they there could get no supply, but must be quite useless. Another obstacle to an attack, could we have afforded ammunition, was the want of anchors, most of the ships having but one left for each; had shot cut any of their cables, and these only ones be lost, ships so near the shore in all probability might be lost themselves before they could make sail with such wounded masts; and which, on any attack must be still liable to be more wounded. It was considered likewise that we had, from our first setting out, lost numbers of men by the enemy and sickness; that many of those on board were by wounds and sickness rendered unserviceable, so that none of the ships could above

half man their guns, agreeable to the proportion of their complements, and that we were short of provisions and water : which circumstances made it too plain that we were not in a proper condition to make any further attempt upon the enemy, and it was with regret that every body found they were forced, in honour and prudence, to come into that opinion. The Barbadoes and Antigua ships were therefore ordered to make the best of their way to their stations ; the bomb ketch to proceed to England ; the commodore, with the other 70 gun ship, to follow to Antigua, from whence, should they meet with no contradictory orders, they were to return home. The Assistance to go down to Jamaica, the Norwich to cruise off Cavallos a fortnight or three weeks, in order to meet the Victuallers that were to come down there to the squadron, and then return to Antigua, from whence she was to be sent home, and the Dutch sloops and men were to be discharged.

The bomb threw her remaining shells towards the enemy's shipping in the harbour, but without success ; after which the commodore sent a flag of truce to the governor for the exchange of prisoners. For two or three days several compliments passed between them. Mr. Knowles returned twelve prisoners, which were all he had, and the governor seven, which were all he had. The governor wrote to him as well as sent him word, that he was welcome, with his own boat, to get as much water as was necessary for himself and officers ; but was given to understand, that if he attempted any thing further in regard to watering the fleet, he must expect resistance. The squadron having divided as proportionably as could be amongst each other, their provisions and ammunition, the wounded masts and yards being fished, and rigging secured, as well as could be expected with what little there was to do it, on the first of May some of the ships got under weigh in order to proceed, and by the third all the squadron were in motion, when each made the best of their way pursuant to their orders.

Thus, Sir, ended an expedition as unhappy for those who were engaged in it as it was unfortunate to our country, in not having places captured that would have opened so advantageous a trade. We of course expect censure, that concomitant conclusion to ill success. It is a true observation, that success generally covers a rash action ; whereas, on the contrary, a miscarriage frequently exposes the most prudent conduct to censure. I chiefly pity Mr. Knowles, as I have often Mr. Vernon, and other commanding officers, who, though unsuccessful, have had the service of their country at heart : for it is the misfortune of great men, that their actions are liable to the censures of the meanest and most worthless ; whose rash judgments are generally formed according to success, and not from just and real motives.

PHILOSOPHICAL PAPERS,
AND USEFUL NAVAL PROJECTS.

A DISQUISITION ON THE STABILITY OF SHIPS*.

By George Atwood, Esq. F. R. S.

THE stability of vessels, by which they are enabled to carry a sufficient quantity of sail, without danger or inconvenience, is reckoned amongst their most essential properties; although the wind may, in one sense, be said to constitute the power by which ships are moved forward in the sea, yet, if it acts on a ship deficient in stability, the effect will be to incline the ship from the upright, rather than to propel it forward: stability is therefore not less necessary, than the impulses of the wind are, to the progressive motion of vessels. This power has also considerable influence in regulating the alternate oscillations of a ship in rolling and pitching; which will be smooth and equable, or sudden and irregular, in a great measure, according as the stability is greater or less at the several angles of inclination from the upright. From constantly observing that the performance of vessels at sea depends materially on their stability, both navigators and naval architects must, at all times, be desirous of discovering in what particular circumstances of construction this property consists, and according to what laws the stability is affected by any varieties that may be given to their forms, dimensions, and disposition of contents; which are determined partly according to the skill and judgment of the constructor, and partly by adjustments after the vessel has been set afloat.

Little more than a century has now elapsed, since the theory of mechanics was first applied to the construction and management of vessels; whatever principles had been previously adopted, for regulating their forms and equipment, as well as for directing them in the ocean, were the result of experience and observation alone: a mode of arriving at truth, however advantageous in many respects, yet not entirely to be relied on in this instance, for explaining satisfactorily, and reducing to system, phenomena depending on the intricate combination of causes which influence a vessel's motion and equilibrium at sea. The theory of mechanics is known to explain all effects that can arise from the action of forces, however complicated, of which the quantities and directions are defined with sufficient precision. This science, having been greatly extended, and successfully employed, by Sir Isaac Newton, in the investigation of causes requiring the most

* Philosophical Transactions for 1798, part ii. p. 201

profound research, would naturally be resorted to, for a solution of many difficulties that occur in the theory of naval architecture, which could not be obtained from any other mode of considering this subject. The practice of ship building having been many ages antecedent to the discovery of the theory of mechanics, one object of theoretic inquiry must necessarily be, to explain the principles of construction and management which experience and practical observation have previously discovered; distinguishing those which are founded in truth and right practice, from others which have been the offspring of vague and capricious opinion, misinterpretation of facts, and unfounded conjecture; by which, phenomena arising in the practice of navigation are often attributed to causes entirely different from those by which they are really governed. It is also the object of mechanic theory to investigate, from the consideration of any untried plans of construction, what will be the effect thereof on the motion of vessels at sea; also to suggest new combinations, by which the approved qualities of vessels may be extended, their faults amended, or defects supplied. These several objects, and others connected with them, have employed the attention of many eminent theorists, by whose discoveries naval architecture has been greatly benefited; yet the progress made toward establishing a general theory, founded on the laws of motion, has not been adequate to what might be expected from the abilities of the writers on this subject, and the laborious attention they have bestowed upon it. Although all results, deduced by strict geometrical inference from the laws of motion, are found, by actual experience, to be perfectly consistent with matter of fact, when subjected to the most decisive trials, yet, in the application of these laws to the subject in question, difficulties often occur, either from the obscure nature of the conditions, or the intricate analytical operations arising from them, which either render it impracticable to obtain a solution, or, if a result is obtained, it is expressed in terms so involved and complicated, as to become in a manner useless, as to any practical purpose. These imperfections in the theory of vessels are amongst the causes which have contributed to retard the progress of naval architecture, by increasing the hazard of failure in attempting to supply its defects by experiment; for, when no satisfactory estimate can be formed from theory of the effects likely to ensue from adopting any alteration of construction that may be proposed, doubts must necessarily arise respecting its success or failure, which can be resolved only by having recourse to actual trial: a species of experiment rarely undertaken under the impressions of uncertain success, when the objects of it are so costly, and otherwise of so much importance. To the imperfections of theory, may also be attributed that steady adherence to practical methods, rendered familiar by usage, which creates a dis-

position to reject, rather than to encourage, proposals of innovation in the construction of vessels: the defects or inconveniences which are known, and have become easily tolerable by use, or may perhaps be the less distinctly perceived for want of comparison with more perfect works of art, being deemed preferable to the adoption of projected improvements, attended by the danger of introducing evils, the nature and extent of which cannot be fully known. These are amongst the difficulties and disadvantages which have concurred in rendering the progress of improvement, in the art of constructing vessels, extremely slow, and have left many imperfections in this practical branch of science, which still remain to be remedied. In respect to the theory of vessels, it would be giving that term too narrowed a meaning, to consider it as derived solely from the laws of mechanics; every notion or opinion which may be applied to explain satisfactorily the phenomena depending on a vessel's construction and qualities, so as to infer the consequences of given conditions, independently of actual trial, whether it originates from experience alone, or from investigations founded on the laws of motion, is to be regarded as forming a part of this theory, in which, a constant reference to practice is so essentially necessary. For, although many principles are deducible from the laws of mechanics, which it is probable that no species of experiment, or series of observation, however long continued, would discover, yet there are others, no less important, which have been practically determined with sufficient exactness, the investigation of which it is scarcely possible to infer from the laws of motion; the complicated and ill defined nature of the conditions, in particular instances, rendering analytical operations founded on them liable to uncertainty. Since the practice of naval architecture depends so materially on the knowledge of the causes which influence the motion of vessels at sea, much benefit may probably be derived from the extension of well founded principles, both by attentive observation of the qualities of vessels, compared with their construction, as well as by investigation of the effects arising from particular modes of construction, depending on the laws of statics and mechanics, whenever the conditions admit of inferring principles which are clear and satisfactory, and easily applicable in practice. With a view to these objects, so far as regards the theory of stability, the ensuing Disquisition has been written.

When a ship or other floating body, is deflected from its quiescent position, the force of the fluid's pressure operates to restore the floating body to the situation from which it has been inclined. This force is distinctly described in a treatise written by the most celebrated geometrician of ancient times, who uses the following argument for demonstrating the position in which a parabolic conoid will float per-

manently in given circumstances. To shew that this solid will float with the axis inclined to the fluid's surface at a certain stated angle, depending on the specific gravity and demensions of the solid, he demonstrates *, that if the angle should be greater than that which he has assigned, the fluid's pressure will diminish it; and that, if the angle should be less, the fluid's pressure will operate to increase it, by causing the solid to revolve round an axis which is parallel to the horizon. It is an evident consequence, that the solid cannot float quiescent with the axis inclined to the fluid's surface, at any angle except that which is stated. The force which is shewn in this proposition, to turn the solid, so as to alter the inclination of the axis to the horizon, is the same with the force of stability; the quantity or measure of which, Archimedes does not estimate; nor was it necessary to his purpose, since the alteration of inclination required to establish the quiescent position may be produced either in a greater or less time, without affecting his argument. It does not appear, that this method of determining the floating positions of bodies was afterwards extended to infer similar conclusions in respect to solids of any other forms, nor to determine any thing concerning the inclination or equilibrium of ships at sea, which require the demonstration, not only that a force exists, in given circumstances, to turn the vessel round an axis, but also the magnitude or precise measure of that force. M. Bouguer, in his treatise intitled "*Traité du Navire* †," has investigated a theorem for estimating the exact measure of the stability of floating bodies. This theorem, in one sense, is general, not being confined to bodies of any particular form; but, in respect to the angles of inclination, it is restrained to the condition that the inclinations from the upright shall be evanescent, or in a practical sense, very small angles. In consequence of this restriction, the rule in general cannot be generally applied to ascertain the stability of ships at sea; because the angles to which they are inclined, both by rolling and pitching, being of considerable magnitude, the stability will depend, not only on the conditions which enter into M. Bouguer's solution, but also on the shape given to the sides of the vessel above and beneath the water-line or section, of which M. Bouguer's theorem takes no account. But it is certain that the quantity of sail a ship is enabled safely to carry, and the use of the guns in rough weather, depend in a material degree on the form of the sides above and beneath the water-line; this observation referring to that portion of the sides only which may be immersed under, or may emerge above, the water's surface, in consequence of the vessel's inclination; for, whatever portion of the sides

* Archimedes de iis quæ in humido vehuntur.

† Livr. II. sect. 2. chap. 8.

is not included within these limits, will have no effect on the vessel's stability, the centres of gravity, volume of water displaced, and other elements not being altered. By the water section is meant, the plane in which the water's surface intersects the vessel, when floating upright and quiescent; and the termination of this section in the sides of the vessel is termed the water-line. A general theorem for determining the floating positions of bodies is demonstrated in a former paper, inserted in the *Phil. Trans.* for the year 1796, and applied to bodies of various forms: the same theorem is there shewn to be no less applicable to the stability of vessels, taking into account the shape of the sides, the inclination from the upright, as well as every other circumstance by which the stability can be influenced. To infer, from this theorem, the stability of vessels in particular cases, the form of the sides, and the angle of inclination from the perpendicular, must be given. These conditions admit of great variety, considering the shape of the sides, both above the water-line and beneath it; for we may first assume a case, which is one of the most simple and obvious; this is, when the sides of a vessel are parallel to the plane of the masts, both above and beneath the water line; or, secondly, the sides may be parallel to the masts under the water-line, and project outward, or may be inclined inward, above the said line; or they may be parallel to the masts above the water line, and inclined either inward or outward beneath it; some of these cases, as well as those which follow, being not improper in the construction of particular species of vessels, and the others, although not suited to practice, will contribute to illustrate the general theory. The sides of a vessel may also coincide with the sides of a wedge, inclined to each other at a given angle, which angle formed at an imaginary line, where the sides, if produced, would intersect each other, may be situated either under or above the water's surface. To these cases may be added, the circular form of the sides, and that of the Apollonian or conic parabola. The sides of vessels may also be assumed to coincide with curves of different species and dimensions, some of which approach to the forms adopted in the practice of naval architecture, particularly in the larger ships of burden. And lastly, the shape of the sides may be reducible to no regular geometrical law; in which case, the determination of the stability, in respect to a ship's rolling, requires the mensuration of the ordinates of the vertical sections which intersect the longer axis at right angles; similar mensurations are also required for determining the stability, in respect to the shorter axis, round which a vessel revolves in pitching. In order to describe distinctly these several cases, the variation of the sections, both in form and magnitude, from head to stern of the vessel, has not been considered; the sections being supposed equal and similar figures, such as they

in reality are, near the greatest section of ship, growing smaller, and altering their form, toward the head and stern. But, before this alteration can be taken into account, it is necessary first to ascertain the stability corresponding to a vessel or segment, in which the sections are equal and similar figures; from which determination, the stability is inferred which actually exists, when the form and magnitude of the sections alter continually, from one extremity of the vessel to the other. The consideration of the cases which have been here stated, with inferences and observations thereon, is the subject of the ensuing pages; in which, if any ideas are suggested which may be at all useful in the practice of naval architecture, or may contribute to remove imperfect or erroneous notions which have been entertained respecting a principal branch of it, the intention of the author will be accomplished.

[To be continued.]

DESCRIPTION OF PLATE VIII.

AS Torbay is a place of such resort for our Naval Force stationed to the westward during the summer months, and is but seldom visited by any except professional men, we have given this original view of it, which we believe is the only correct one that has been published. The Berry Head is seen from the eastward. Ships are represented at anchor in the Bay, with a portrait of a Torbay boat, under double reefed main sail and middle jib.—A fresh gale and squally.

ACCOUNT OF TORBAY.

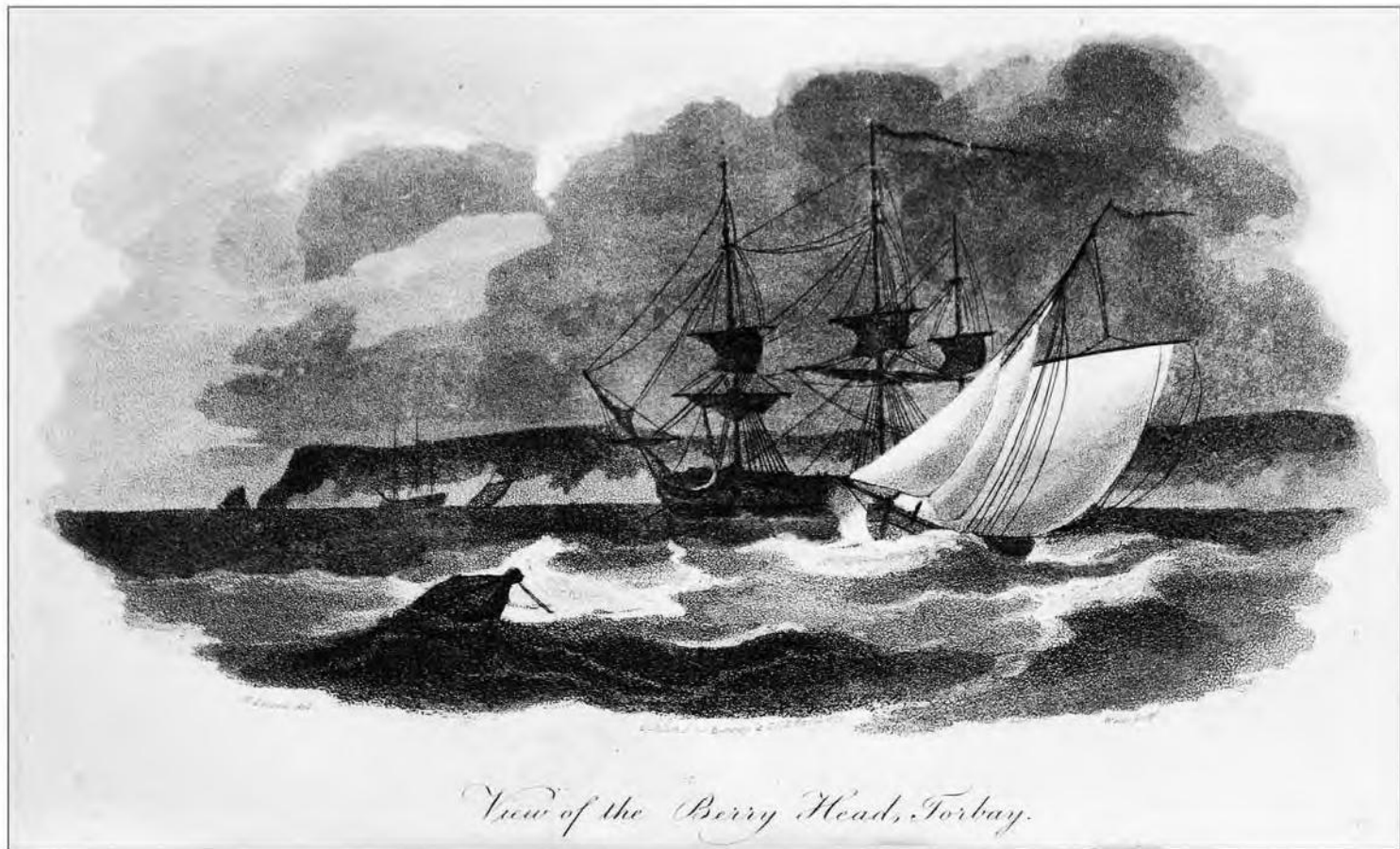
Vespasian is said to have landed at this place. Torbay gave title of Baron to Arthur Herbert, Admiral of the Prince of Orange's fleet, but dying without issue, the title became extinct. "Torrebay village and priorie, a mile off, founded by William Briwere*." Near this bay stands Mary church, said, but probably on no authority, to be the first church founded in this county.

Mr. Gilpin, in his late publication†, thus describes this place:—"Near Brixham you begin to skirt that celebrated inlet of the sea, called Torbay. It is a grand scene, and affords many magnificent views, if you have leisure to circle the Bay in quest of them.

"Its general form is semilunar, inclosing a circumference of about twelve miles. Its winding shores on both sides are screened with grand ramparts of rock; between which, in the central part, the ground from the country, forming a gentle vale, falls easily to the

* Lel. iii. 30. Tanner 94.

† Observations on the Western parts of England.



View of the Berry Head, Torbay.

water's edge. Wood grows all round the Bay, even on its rocky sides, where it can get footing and shelter ; but in the central part with great luxuriance.

" In this delicious spot stood formerly Tor-abbey, the ruins of which still remain. Wooded hills, descending on every side, skreened and adorned it both behind and on its flanks. In front the Bay, opening before it, spread its circling rocky cheeks, like a vast colonade, lessening in all the pleasing forms of perspective ; and receiving all the variety of light and shade, which the sun veering round from morning till evening throws upon them. Here a society of monks dwelt in peaceful security. The enemy's fleet more than once, in former times, ravaged the coast, and burnt Dartmouth and other towns. The abbey feared no mischief : all it had to do was to open its hospitable gates, and give an asylum to the terrified fugitives of the country.

" Torbay appeared in its greatest glory on the 5th of November 1688, when King William entered in with fifty sail of the line, and four hundred transports. The ships indeed were Dutch ; but a British admiral led the van, and a British flag flew at the mast head."

Near Brixham, the town from whence the king's ships are supplied with fresh provisions, is a remarkable well *, called Lay Well, which ebbs and flows about five or six inches in a few minutes, and sometimes bubbles up like a boiling pot. The water, clear as crystal, cold in summer and never freezing in winter, is accounted medicinal in some kinds of fevers : it appears to have no connection whatever with the sea, and yet is brackish.

The view from Brixham when the fleet is in the Bay is very beautiful. The town itself, like all fishing towns which are not occasionally frequented for bathing, is small and dirty ; but the resort of a few fashionable families, during the summer months, would soon render this as celebrated as Baia of old, and make it the most delightful watering place in England. A large number of sloops are kept here for the sole purpose of trawling, by which the best flat fish, as turbot, john dorees, soles, and plaice, besides great quantities of whiting, piper, gurnet, and other fish which frequent the coast, are taken. Provisions are excellent and very reasonable. The inhabitants civil and attentive. Every object around conspires to give this place a most romantic appearance. The high cliffs of the Bay, the beautiful view of the sea, the fleet riding at anchor in all its glory, the great salubrity of the air, and above all its retired situation, must one day raise this town to the distinction it merits as a place of fashionable resort.

* See Dr. Oliver's account of it in Philos. Trans. No. 304, and Mr. Atwell's, in No. 424.