

This spacious Bay, which is formed by two capes, called Berry Head and Bob's Nose, though it affords an excellent roadstead during the summer months, yet afterwards, owing to the prevalence of easterly winds, becomes particularly dangerous *. It has often been a subject of surprise to naval men, that no attempt has yet been made by this country, to render the Bay perfectly secure at all seasons of the year. It might be effected at a very inconsiderable expence, when compared to the important advantage that would be derived, on various accounts, from such an undertaking.

AMERICAN NAVY.

HOUSE OF REPRESENTATIVES, JAN. 29.

ON the motion of Mr. Josiah Parker, went into a committee of the whole house on the naval report, Mr. Rutledge in the chair; after some discussion, the committee rose and reported the following resolutions, which were adopted:

1. Resolved, that, wo docks be established in the United States, and that 50,000 dollars be appropriated therefor.

2. Resolved, that 100,000 dollars be appropriated for the purchase of timber, to be used or preserved for the building ships or vessels of war for the United States.

3. Resolved, that the navy of the United States be augmented by a number, not exceeding six, of ships of war, to carry not less than 74 guns (to be built within the United States), and a number, not exceeding six, of sloops of war, carrying not less than 18 guns (to be built or purchased within the United States), and that a sum not exceeding one million of dollars be appropriated therefor.

* The following distressing calamity in February 1745 may not be so well remembered as some of later date:

Admiral Medley, with the fleet under his care, arrived on the 1st of March at Plymouth, after having nearly been lost, in attempting to leave Torbay, where he could no longer remain in safety. The fleet, upon a signal made by the admiral, endeavouring to get under sail, the wind being strong at S. E. and a great swell of sea, were at length obliged to cut; others slipped and parted their cables, until the whole was in a state of danger not to be described. The Royal George an East Indiaman, ran foul of the Cape Coast for Africa, which sunk and was quite lost, but all the crew were providentially saved; the former lost her head and cut water, and was obliged to put back to Portsmouth to refit. The Expedition from London to Lisbon drove ashore near Berry-Head, and bulged, but part of her cargo, and all the crew were saved. The Tyger, White, from London for Newfoundland, was lost on the Berry-Head, and 170 soldiers, six sailors, and six women drowned; Captain White broke his legs in attempting to save himself on the rocks. Several other ships were ran foul of by men of war, and received much damage.

4. Resolved, that the President of the United States be authorised by law to augment the number of guns on board any ship now in service or building, above the number it may be stated at, and that 35,000 dollars be appropriated for that purpose.

5. Resolved, that the President of the United States shall be authorised to take on the navy establishment such of the revenue cutters now in service, as may be in his opinion fit for service abroad.

The first resolution was agreed to without debate. Mr. Parker stated, that one of the docks was proposed for the Eastern, and the other for the Middle States.

Mr. Parker stated, in support of the second Resolution, that it was necessary to secure a sufficient quantity of timber, and to have it in readiness for building ships of war. To effect this, he supposed it would be necessary to purchase a forest of live oak and red cedar. And having good timber secured, no nation in the world could build better ships than the United States.

It was objected by Mr. Mecon, that this was not a proper time to go into a speculation of purchasing land, when we were obliged to pay 8 per cent. for all the money which the government borrowed.

The motion was carried without a division.

In respect to the third resolution, Mr. Parker stated that according to the estimate of the secretary of the navy, six 74 gun ships would cost nearly 2,400,000 dollars; and the six smaller vessels about 300,000; but though the small vessels are immediately wanted, the 74's could not be built in less than a year; he therefore supposed, that if one million of dollars were appropriated, it would be as much as would be expended before the next session of Congress. Mr. Harper and Mr. S. Smith supported the same opinion.

It was objected by Messrs. Nicholas and Gallatin, that if it were meant that these vessels should be built within a year, as had been mentioned, the whole two millions and a half of dollars ought to be appropriated; that one million only being asked for, was a proof they would not be built within the time stated; they suspected that these vessels are not wanted to meet the present supposed emergency, but that the present moment is merely seized as favourable for carrying into effect the favourite project of a navy, as a permanent establishment, and that a commencement having been once made in the business, the ships might be completed at leisure.—They had reference to the enormous expence of the three frigates already built, which had cost more, they said than double the price that six frigates were originally estimated at, and which, it was probable, would never have been built, if the whole expence had been at first stated.

This resolution was the only one upon which a division was called. It was carried by 52 votes.

PROSERPINE FRIGATE.

Official Account of the Loss of that Ship, in a Letter addressed by Captain Wallis to Vice Admiral Dickson.

(COPY.)

SIR,

Newark Island, Feb. 18, 1799.

IT is with infinite concern I am to inform you of the loss of his Majesty's ship *Proserpine*, late under my command, in the river *Elbe*, on Friday morning, the 1st instant, having sailed from *Yarmouth* the preceding Monday at noon, in compliance with the order you were pleased to give me. Nothing material happened from that time until Wednesday morning following, when, being close in with *Heligoland*, I made a signal for a pilot, which I very soon got on board—it being a fine day, with the wind at N. N. E we proceeded for the Red Buoy, where we anchored for the night—here we found that the buoys had been taken up; and a consultation, in the presence of Mr. Grenville, took place with the *Heligoland* pilot and the two belonging to the ship, who professed a thorough knowledge of the river, as to the practicability of getting up the river without the buoys. They all agreed there was not the smallest danger or fear of our getting to *Cuxhaven*, if I would only proceed on between half ebb and half flood; that in that case they would see the sands, and that they knew their marks perfectly well. In the morning we got under weigh, having a very fine day, with a small breeze at N. N. E and proceeded up the river. The *Prince of Wales* packet, who kept company with us from *Yarmouth*, standing on a-head of us. In the afternoon, about four o'clock, being within four miles of *Cuxhaven*, it began to snow, and came on very thick, which obliged us to anchor: at this time we saw but little ice in the river. At nine P. M. the wind shifted to E. by S. and blew the most dreadful snow storm that can be imagined, and which brought down such torrents of heavy ice on us with the ebb, that, with all hands on deck, it was with the greatest difficulty, and using every precaution to prevent the cables being cut, that we preserved our station till the morning. At eight o'clock, the flood tide having nearly carried the ice up, which left an opening a head, and seeing the river all blocked up above us, with the packet ashore, and no possibility of either landing Mr. Grenville, or proceeding higher up, there was no time to be lost in making our retreat out of the *Elbe*. I accordingly got under weigh, and stood out to endeavour to make a landing on some part of the coast of *Jutland*, which, Mr. Grenville informed me from the importance of the service we were on, was absolutely necessary, if possible to effect—but unfortunately, after the pilots had informed me that we were clear of all the sands, the ship

struck, at half past nine, on nearly the extremity of the sand stretching out from this island : it blowing a very heavy gale of wind, she went on with great force, though we had no sail set but the fore top-mast-stay-sail ; there were but ten feet water under the fore part of her keel. I immediately hoisted out the boats with an intention of carrying out an anchor, but being high water, the ice returned on us so soon that it was found impracticable : the boats were hoisted in again, and all hands turned to, to shore the ship, and heeling her towards the bank, to prevent her falling into the stream, which would be sudden destruction to all of us. In this we succeeded, for as the tide ebbed away she took to the bank ; the first run of the tide brought down such heavy ice on us, which immediately carried away our shores, tore all the copper from the starboard quarter, cut the rudder in two, the lower part of which lay on the ice under the counter, notwithstanding which I did not give up the hope of getting the ship off the next high water ; her guns and stores were thrown overboard, in order to lighten her for that purpose, all of which were borne by the ice, which will give you some idea of the thickness of it. At ten o'clock on Friday night, it being high water, the heavy gale at S. E. kept out the tide to that degree, that we had three feet water less than when we got on, which put an end to all our hopes ; for on the return of the ebb, and during the whole of it, it is impossible to describe to you the dreadful state we were in, expecting every moment to be torn to pieces by the ice, the extreme cold weather, the darkness of the night, and the heavy snow storm, altogether making one of the most distressing and deplorable situations that a set of unfortunate people were ever placed in. On Saturday morning the gale increased to an uncommon degree, the ice was up to the cabin windows, the stern post broke in two, and the ship otherwise much damaged. It was proposed by Mr. Grenville, the gentlemen, and officers, to try to get over the ice to this place, which was the only means left to save the lives of the ship's company, and that staying on board any longer was useless, and might be attended with the most dreadful consequences. Although the proposal seemed to me a very dangerous one, and little likelihood of its success, from the thickness of the weather, the extreme cold, our total ignorance of the way, and many other reasons, yet as it was the general wish, and the ship inevitably lost, I agreed to quitting her. At half past one o'clock, it being the last quarter's ebb, the ship's company commenced their march on the ice in sub-divisions, attended by their respective officers, in such good order as will ever reflect the highest honour on them. At three o'clock P. M. having seen every person out of the ship, I followed, accompanied by Lieutenant Ridley of marines ; and at half past six o'clock P. M. after a journey of six miles in the severest weather that ever was seen, over high flakes of ice, and sometimes

up to our middles in snow and water, we arrived at this place, where I had the satisfaction of finding Mr. Grenville, and every person in safety, except the persons named in the margin*, who were frozen to death on their passage hither : a few others had their legs and fingers frozen, but I am happy to inform you that they are in a fair way of doing well.—To all-bountiful Providence do I attribute this miraculous escape, nor can we ever sufficiently praise the Almighty for his care and deliverance of so many of us. From the time of our arrival here until the Tuesday night following, the storm lasted without the least intermission. On Wednesday morning, the 6th, the scarcity of provisions, and the weather being more moderate, made it necessary to send part of the ship's company to Cuxhaven, some of the inhabitants having undertaken to go as guides. Mr. Grenville's great anxiety and zeal to get on urged the prosecution of this plan as soon as possible ; therefore, at eight o'clock, the tide suiting, Lieutenant John Wright, my first lieutenant, and one half of the officers and men, with Mr. Grenville. Mr. Wynne, Mr. Fisher (Secretary of Embassy), the three messengers (Messrs. Shaw, Detry, and Mason), with servants, guides, &c. set off, and providentially arrived at Cuxhaven, after a passage as dangerous and difficult to encounter with as that they experienced on their journey from the ship to here. The remainder of my ship's company I kept, in hopes of saving the ship's stores, should there be any possibility of doing so. On Friday the 8th, Mr. Anthony, the master, volunteered with a party of men to go on board the ship, to endeavour to bring on shore some bread, which article we were much in want of, as well as to ascertain exactly her situation ; they effected with great difficulty their purpose, and on their return, Mr. Anthony made the following report, viz. that the ship had seven foot and an half of water in her, laying off on her beam ends ; that she appeared to be broken asunder, the quarter deck separated from the gangway six feet, and apparently only kept together by the vast quantity of ice about her. From this account it was agreed to have no more communication with her ; but on Sunday morning the 10th, on enquiry, I found that the clearness of the day had induced Mr. Anthony to set off again for the ship ; and that Mr. Kent, the surgeon ; Mr. William Johnson Bowes, midshipman ; Mr. William Taitt, boatswain ; William Fox and Andrew Augrain seamen, had accompanied him : they got on board, and unfortunately neglected, until too late in the tide, to return, which left them no alternative but that of remaining on board until the next day. About

* Seamen—William Brown, Pedro Shander, Geo. Hedges, John Peter Walstrom, Richard Broughton, John Sinclair, Thomas Kelly, John Oddir (boy).

Marines—Charles Campbell, John cryeant, Patrick Bunn, Arthur Wearing, one woman and her child.

ten o'clock at night the wind came on at S. S. E. and blew a most violent storm; the tide, though at the neap, rose to an uncommon height; the ice got in motion, the velocity of which swept the deck to destruction, for in the morning not a vestige of her was to be seen, and with it, I am miserably afraid, went the above unfortunate officers and men; and if so, their loss will be a great one to the service, as in their different departments they were a great acquisition to it: the only hope I have is, that that Providence, which has so bountifully assisted us in our recent dangers and difficulties, may be extended towards them, so as to preserve their lives, by means of the boat or otherwise; but I am sorry to say, that my hopes are not founded on the most distant degree of human probability. This melancholy accident happening so unexpectedly, added to my other misfortunes, has given so severe a shock to my health and spirits, as to prevent me hitherto undertaking the journey to Cuxhaven, where the surviving ship's company now are. I have the honour to be,

Sir, &c. &c. &c.

(Signed) J. WALLIS.



Cuxhaven, Feb. 23, 1799.

P. S. It is with great pleasure I inform you, that on my arrival at Cuxhaven, with the remainder of my ship's company from Newark Island, I found that Mr. Anthony, the master, with the surgeon and boatswain, had arrived here the preceding night. The account Mr. Anthony gives (the packet being in a momentary expectation of sailing) will not afford me an opportunity of saying more, than that the ice which had adhered to the ship, and surrounded her in such a heavy body, after she had floated in the manner I have before described on the 11th instant, supported her without quitting her, it freezing very hard for some days, till at length the wreck was cast on shore on the Island of Baltrum, from which providentially they all made their escape; and I shall beg leave to refer you to Lieutenant Wright, the bearer of this, who is very able to give you any further information, whom I shall follow to England as soon as I have made the necessary arrangements here, which I hope will be by next Thursday.

(Signed) J. WALLIS.

To Vice Admiral Dickson, &c. &c.

Gazette Letters.

ADMIRALTY OFFICE, FEB. 8, 1799.

Copy of a Letter from the Right Hon. Lord Bridport, Admiral of the White, &c. to Evan Nepean, Esq. dated the 1st instant.

SIR,
HEREWITH you will receive a copy of a letter from Captain Gore, of his Majesty's ship Triton, which I transmit to you for their Lordships' information. I have the honour to be, &c.

BRIDPORT.

MY LORD,

Triton, at Sea, Jan. 29.

I have the satisfaction to inform your Lordship, that after a chase of eight hours and an half, his Majesty's ship Triton captured the French brig L'Aimable Victoire, mounting 16 brass eight-pounders, two iron six-pounders, and 86 men; sailed from Cherbourg yesterday evening, and has not taken any thing.

I have reason to feel satisfied at this capture, as she sails very fast, is of large dimensions, and being her first cruize might have injured the trade of this country. She is quite new, and I think fit for his Majesty's service.

I have the honour to be, &c.

JOHN GORE.

ADMIRALTY OFFICE, FEB. 12.

Copy of a Letter from the Earl of St. Vincent, K. B. Admiral of the Blue, and Commander in Chief of his Majesty's Ships and Vessels in the Mediterranean, to Evan Nepean, Esq. dated at Gibraltar, Jan. 7.

SIR,
HEREWITH I enclose a list of vessels captured by his Majesty's ships under the orders of Commodore Duckworth, at and near Minorca.

I am, &c.

ST. VINCENT.

List of Vessels captured by the squadron under the orders of Commodore Duckworth.

Spanish ship Francisco Xavier, alias Esperanza, laden with drugs and bale goods, bound to Cadiz, taken possession of by the Cormorant in the harbour, Nov. 10	possession of by the Centaur at sea, Nov. 19.
French privateer Le Tartar, on a cruise, taken possession of by the Cormorant at sea, C. & 27.	French ship Marie Rose, laden with wine and merchandize, bound to La Cala, taken possession of by the Leviathan in the harbour, Nov. 22.
Spanish ship Misericordia, of Minorca, laden with paper, bound for a market, taken possession of by the Comandante, Nov. 15.	Spanish ship Virgin Solidad, laden with rags, bound to Barcelona, taken possession of by the Argo at sea, same day.
Spanish ship Virgin Dolorosa, of Minorca, laden with merchandize, bound to Minorca, taken possession of by the Ulysses, Nov. 18.	Spanish ship San Antonio di Cadua, laden with rags, bound to Barcelona, taken possession of by the Dolphin's boats in the harbour, Dec. 8.
Spanish ship Virgin del Rosario, of Minorca, laden with merchandize, bound to Minorca, taken possession of by ditto, same day.	Spanish ship St. Vincent Fiza, laden with merchandize, bound to Yirca, taken possession of by the Leviathan at sea, Dec. 8: part of her cargo lying in store, belonging to the Genoese and Spaniards, value about 2000l.
Spanish ship San Antonia, laden with beans, bound to Barcelona, taken	(Signed) J. DUCKWORTH.

Copy of a Letter from Captain Horton, of his Majesty's Sloop Fairy, to Evan Nepean, Esq. dated at Sea, Jan. 11.

SIR,
I have the satisfaction to advise you, for the Lords Commissioners of the Admiralty, that at half past six A. M. I gave chase to a brig in the S. W. and at

half past eleven came up with and captured her. She proves to be the Nostra Senora del Pont St. Buenaventa, mounting six carriage guns, two carronades, and carrying 55 men, 15 of whom, it appears, are on board two prizes she had taken from Newfoundland, which, from the information I have obtained, I am in hopes of retaking.

I have further to advise you, for their Lordships' information, that I this day retook the John M'Donald from Newfoundland to Lisbon, with fish, having been captured on the 16th inst. by li Volario privateer, out of Vigo. I have sent the John M'Donald for Lisbon; but for the present I detain the Buonaventa, as it blows too fresh at present to make the necessary arrangements.

I am, &c.

J. S. HORTON.

SATURDAY, FEB. 16.

At the Court at St. James's, the 13th of February, 1799—Present the King's Most Excellent Majesty in Council.

WHEREAS the island of Minorca has been surrendered to his Majesty's arms, and the territory and forts of the same are delivered up to his Majesty, and the said island is now in his Majesty's possession: his Majesty is thereupon pleased to order and declare, and it is hereby ordered and declared, that all his loving subjects may lawfully trade to and from the said island of Minorca, subject nevertheless to the duties, rules, regulations, conditions, restrictions, penalties, and forfeitures, required by law. And the Right Hon. the Lords Commissioners of his Majesty's Treasury, and the Lords Commissioners of the Admiralty, are to give the necessary directions herein as to them may respectively appertain.

W. FAWKENER.

ADMIRALTY OFFICE, FEB. 16.

Copy of a Letter from the Earl of St. Vincent, K. B. Commander in Chief of his Majesty's Ships and Vessels in the Mediterranean, to Evan Nepean, Esq. dated at Gibraltar, Dec. 13, 1798.

SIR,

Enclosed you have Captain Downman's report of the capture of the San Leon Spanish corvette.

I am, Sir, &c. &c.

ST. VINCENT.

MY LORD,

Santa Dorothea, off Alboran, Dec. 1, 1798.

I have the honour to acquaint you with the capture of a Spanish man of war brig, on the evening of the 28th ultimo, mounting 16 six-pounders and 88 men, in company with the Strombola, Perseus, and Bull Dog.

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

H. DOWNMAN.

Earl of St. Vincent, &c.

Extract of another Letter from the Earl of St. Vincent, K. B. Commander in Chief of his Majesty's Ships and Vessels in the Mediterranean, to Evan Nepean, Esq. dated at Gibraltar, Dec. 23, 1798.

SIR,

I enclose a list of prizes taken by his Majesty's ships Flora and Caroline.

I am, &c.

ST. VINCENT.

List of Vessels captured by his Majesty's Ships Flora and Caroline between the 5th of November and 4th December, 1798.

Spanish ship El Bolante, four guns and nineteen men, laden with dry goods, bound from Corunna to Montevedo, taken Nov. 21, 1798, twenty-seven leagues west of Madeira.—French ship La Garonne, ten guns and forty-seven men, laden with wine and dry goods, bound from Bourdeaux to Guadaloupe, taken November 23, 1798, fifteen leagues W. N. W. of Madeira.

Vol. I.

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MONTHLY REGISTER

OF

Naval Events.

MARCH I.

BY accounts received from Philadelphia, we find that the stopping and searching for British sailors off the Havannah, by Commodore Loring, has caused much sensation in America, and an order has been issued in consequence to all the commanders of American armed vessels to the following effect :

AMERICA.

CIRCULAR LETTER.

To Commanders of Armed Vessels in the Service of the United States, given at the Navy Department, December 29, 1798.

"SIR,

"It is the positive command of the President, that on no pretence whatever, you permit the public vessel of war under your command to be detained or searched; nor any of the officers or men belonging to her are to be taken from her by the ships or vessels of any foreign nation, so long as you are in a capacity to repel such outrage on the honour of the American flag. If force should be exerted to compel your submission, you are to resist that force to the utmost of your power, and when overpowered by superior force, you are to strike your flag, and thus yield your vessel as well as your men, but never your men without your vessel.

"You will remember, however, that your demeanour be respectful and friendly to the vessels and people of all nations in amity with the United States; and that you avoid as carefully the commission of, as the submission to insult or injury.

"I have the honour to be your obedient Servant,

"BENJAMIN STODDERT."

The Aurora, of the 1st ult. contains the following paragraph :

"The Queen of 98, the Carnatic of 74, Thunderer of 74, Maidstone of 38, and Greyhound of 42 guns. British ships, are now cruising on the American coast in quest of French pirates."

The President of the United States, after communicating to the Congress, on the 7th of January, an account of the naval transactions off the Havannah, thus closes his message :—"It is but justice to say, that this is the first instance of misbehaviour of any of the British officers towards our vessels of war that has come to my knowledge. According to all the representations I have seen, the flag of the United States, and the officers and men, have been treated by the civil and military authority of the British nation in Nova Scotia, the West-India Islands, and on the ocean, with uniform civility, politeness, and friendship. I have no doubt that this first instance of misconduct will be readily corrected."

Arnaut, the member of the Council of Ancients, in the sitting of the 4th instant, made the following statement : "France," he says, "has taken from the enemy (from neutral and allied powers) since the 1st of February 1793, to September 16th, 1798, *two thousand six hundred and thirty-eight prizes*, whilst in the war at the end of the last century our sailors took from the English alone *four thousand prizes*. Yet the tonnage of England is *five times* greater than it was at the end of the last century; and her foreign commerce, which was *then* but two hundred millions, has lately been stated by Mr. Pitt at *two thousand millions*."

Enormous bounties for seamen, for the Dutch service, have lately been offered at Bremen, Lubbeck, Hamburgh, and other places; but measures have been taken to put a stop to those proceedings.

ALGERS, Jan. 18. Six corsairs sailed from hence on a cruise off the coast of France, to capture whatever French vessels they may fall in with, and to

make the crews slaves. They have also been ordered to treat all vessels in the same manner, of whatever nation they may be, should they be on their way to France.

Extract of a Letter from Gibraltar, Feb. 12.

A few days ago, as a large convoy was leaving this place for Minorca, with stores, &c the wind shifted, and the whole drifted a little to leeward; in consequence the enemy's gun-boats, in considerable numbers, immediately came out; some of ours also put to sea to assist the merchantmen, but unfortunately being very few, they were immediately surrounded by the haughty Dons, and a smart action ensued on all sides, which at last terminated with one of our gun-boats being captured, and four sail of the convoy, said to be richly laden. A gun-boat belonging to the garrison was sunk at the same time.

Early this month Lord St. Vincent's fleet passed us in a very heavy gale of wind. This is the third time of the same fleet having been driven from off the port of Cadiz to the other side of the rock, within the last two months.

YARMOUTH, *March 2.* A letter from on board *L'Espicgle*, of 18 guns, details numerous instances of providential escapes during the desperate gales between the 1st and 22d ult.; the storm of snow obliging the vessel to lay to for several days and nights, unable even to guess whether they were near any shore, or to what shore they were drifting. They at the dawn of day on the 12th found themselves running stem on the land, which was close to windward and leeward of them. In this desperate state, snowing violently, and with the ropes twice the usual thickness from the ice, national characteristic spirit and ability shone conspicuous; and by the able management of Captain Boorder and his people, the brig, in the emphatic words of the writer, "spun round instantly, and, as God is my judge, when we got her round, the end of her main boom was not half its own length from the rocks." Three other instances are related, in which, by the sudden shifting of the wind, the vessel and all on board were saved at the instant when they looked for inevitable destruction.

When his Majesty's ship *Ambuscade* was lately taken, the pilot of her was a Frenchman: his situation was truly pitiable; he knew if he was discovered the consequence would be fatal, and to avoid being discovered he thought impossible: however, to the honour of the English seamen, they dressed him in marine clothing, gave him an English name, and whenever they were mustered a seaman or marine stood near and answered for him, and in the crowd he passed unnoticed; and he arrived in the cartel with the people of the *Ambuscade*.

The pier at Minehead has been much injured by the late tempestuous weather; several large breaches have been made, and the sea rolls in at many places through it. The harbour is a very commodious and safe one; its consequence to the trade of Bristol and Ireland, as well as to every vessel that comes into the Bristol Channel in bad weather, is incalculable, being the only one of easy access and safety to ships in distress, from the Land's End to King road and Bristol. The town and manor belong to the Luttrell family of Dunster castle—the quay is also an appendage to that right. All vessels coming into the harbour, as well as those which discharge any kind of goods or merchandize, pay a port duty to the lord or lady of the manor.

Extract of a Letter from on board the Cambrian Frigate, Feb. 16.

On Wednesday last, the 20th, we encountered a most tremendous gale in the Channel, with thunder and lightning. A fire ball fell upon the fore-castle, which unfortunately killed two men and wounded seventeen. Two are struck blind, and one of them is raving mad. The scene was so awful that we all expected immediate destruction.

As a reward for his gallant conduct in saving the crew of the *Bee*, the Humane Society have presented Charles Sturt, Esq. with a medal, on which is inscribed—*Carolo Sturt, Armigero, S. B. ob vitas ex fluctibus ereptas, 1799.*

WAR BETWEEN FRANCE AND AMERICA.

BASSETTERRE, Feb. 12.

THE American frigate *Constellation*, Captain Truxton, arrived here this noon, and brought in a French frigate, called *L'Insurgente*, Captain Buroc, of 44 guns, which she captured on Saturday last off the South side of and in sight of this Island. The action commenced with a running fire South East of Nevis, and terminated off this Island, after three quarters of an hour's close engagement. The French ship had 29 men killed and 30 wounded; the *Constellation* had one killed and two wounded. *L'Insurgente* is lately from France, out two days from Guadaloupe, and had on board 410 men. She lost her main top mast in the chase.

This victory, at the very commencement of their Marine Power, will operate more effectually for the augmentation of the American navy than all the arguments of the most profound Statesmen. The National Pride is now stimulated to actions of renown; and we have no doubt but the progress of the American efforts will be distinguished by similar acts of glory.

KINGSTON, Jan. 12. Sunday, his Majesty's brig *Pelican*, Captain Philpot, arrived from a cruise.

The French schooner *Le Norman*, prize to his Majesty's ship *Experiment*, arrived on Sunday.

Sunday, about two o'clock P. M. two very severe shocks of an earthquake were felt in this town.

Remarks on board the Ship Thomas, Joseph Whittle, Master, lying off Captain Lowrey's Huls.

Jan. 6.—“About seven minutes before two P. M. a most violent shock was sensibly felt by every one on board. This ship lifted considerably, the hulks alongside were likewise lifted in a quick and rocking motion, for the space of about 20 seconds. The ship's masts and rigging were violently agitated, when the Captain and second officer came on deck; the latter was dressing at the time, and was nearly thrown out of his chair.”

LORD NELSON.

The presents the Grand Seignior sent Lord Nelson were brought to Naples by an Effendi or Secretary, in the *Alcmene* frigate, which sailed last from Alexandria. His Lordship says, that the Effendi and his suite (thirteen in number) performed their part with great gravity and dignity. They put on their noble robes in his anti-chamber, and presented the *Aigrette* on cushions, after the Oriental custom. The robe is of scarlet cloth, lined with the finest sable imaginable, and of inestimable value. The *Aigrette* is a kind of feather; it represents a hand with thirteen fingers, which are of diamonds, and allusive to the thirteen ships taken and destroyed at Alexandria, the size that of a child's hand about six years old when opened; the centre diamond and the four round it may be worth about 1000l. each, and there are about 300 others well set. With these two presents were several others of less value, and a letter full of assurances of friendship from the Grand Seignior. The *Alcmene's* Officers say, that Buonaparte is at Grand Cairo, with 22,000 men; that he had sent a flag of truce to Captain Hood, offering him fresh water, &c. if he wanted it.

CONSTANTINOPLE, Jan. 20. A ship of 80 guns and two corvettes, built by the engineer Le Brun, were launched on the 15th ult. in spite of the cold. As soon as the ship was afloat, Commodore Sir Sydney Smith, who was present with a number of his Officers, was admitted to a private audience of the Grand Seignior. The result of this audience was an application which does honour to Sir Sydney Smith. It may be remembered that forty-six French prisoners, who had left Alexandria for Corfu, having anchored at Syphante, were carried off by the inhabitants of that island, who took them to Constantinople, whence they were sent to prison. From this rigorous imprisonment they appealed to the British Minister as prisoners of Rear Admiral Nelson, at Aboukir, but as

they could not support their assertions with any proof, Mr. Spencer Smith could only assure them that the Porte would set them at liberty as soon as they should have established the truth of their assertion. The Commodore has, however, employed the greatest earnestness in soliciting the discharge of these men from the Porte, and he has obtained it. A detachment of soldiers were accordingly ordered from the Tyger to the ancient palace of France, where the English maintain them until they shall be sent home on their parole or to this country.

The decided superiority of the British navy is perhaps not more to be attributed to the bravery of her sailors, than to the attention which has been paid by the first scientific characters of the country to every circumstance tending to its improvement. It is a pleasing reflection, that, while the general progress of useful invention is arrested by the alarms of war, or retrograded by a spirit of ill-directed innovation, we see those improvements, by means of which vessels are enabled to traverse the pathless ocean with a degree of speed and certainty, of which even our immediate ancestors could form no idea, holding a steady and undeviating progress towards perfection. The names and inventions of a Harrison, an Arnold, and a Mudge, will descend to posterity coupled with those of a Cook, a Vancouver, and others, whose discoveries have extended the boundaries of human knowledge; and while we see a Maskelyne and a Hortley sitting in judgment on their merits, we are led to form sanguine expectations of what may be expected from the instruments constructed by their coadjutor, Mr. Haley; specimens of which, for the purpose of instituting comparative trials, are under the care of some of the most judicious commanders of the fleet which has just sailed for India.

The late high winds and the breaking up of the frost have done infinite mischief on the coasts of France, and in the Interior. The Directory has recommended a tax on navigation to supply the damages.

The French have almost abandoned their fisheries on the banks of Newfoundland. Ten years ago the Newfoundland fishery of France was four times as great as that of England.

The captain of one of the Dutch ships engaged in the action of the 11th of October, who had been under an arrest since that time, was lately tried by the Naval Council of War of the Batavian Republic, and sentenced to have his sword broke over his head by the hands of the common hangman. The execution was to take place on board the Utrecht ship of the line, and several Poles were to be hanged in presence of the captain, for having entered into a conspiracy to deliver up the ship to the English. He is to be imprisoned for ten years after the date of his degradation, and then to be for ever banished from the territory of Holland.

His Majesty's ship *Meleager*, which sailed from Portsmouth on the 20th of November, with a convoy, for the Leeward Islands, experienced much desperate weather, in which the fleet had separated. Forty sail parted from her in the Bay, another was sunk, and one taken. Seventy-eight sail had arrived in safety, which it was strongly hoped would in a little time be the case of the rest.

The Abbé Spallanzani has discovered a spring of fresh water in the Mediterranean. This spring rises through the salt water, at the distance of 65 feet from the shore, and about a mile from Spezzia. It raises itself some inches above the surface of the sea, and forms a circular accumulation of about twenty feet in diameter.

PLYMOUTH REPORT, FROM FEBRUARY 25 TO MARCH 20.

Feb 25. WIND N. W. Mild. Sailed for Spithead, the Anson, 44 guns, Captain P. C. Durham, and Phoenix, 44 guns, Captain Halsted. Went into the Sound and sailed the Glenmore, 44 guns, Captain Duff, for Ireland.

26. Wind S. W. Cloudy. Put back La Volage, 24 guns, Captain Wodhouse. She sailed for the West Indies with stores, but was found too deeply laden.

27. Wind S. W. Great Fog. Sailed for Torbay the Formidable, 98 guns, Captain Thornborough; Canada, 74 guns, Honourable De Courcy; and Dragon, 74 guns, Captain G. Campbell; Superb, 74 guns, Captain Campbell; and Lancaster, 64 guns, Captain Wells.—The following circumstance does great credit to Captain Keen, and the Officers and Crew of the Chapman, 24 guns. On February 1, 1799, she sailed from Milford with twenty-five sail for Plymouth, Wind E by S. At 1, A. M. it came on to blow hard at E. S. E. split part of her sails. At half past twelve at noon of the 2d of February, saw the Helen and Mary, Thomas, one of the convoy carry away her bowsprit, foremast, and main-top-mast, she hoisted a reversed ensign as a signal of distress, which the Chapman answered, and made the necessary signals for the regulation of the convoy, and endeavoured to get on board an hawser, but could not as it blew an hurricane, and the Wind W. by N. The Chapman lay to by her until the next day, where the land of Podstow bore S. by E. four leagues; when she got an hawser on board the Helen and Mary, and towed her; but coming on to blow with snow showers, parted the hawser; the Lions ships bearing S. by E. five miles. The Chapman lay to under the land and got the hawser on board again, and safely towed her into Falmouth. Had it not been for the attention of the Chapman she must have foundered, as from her situation she could neither wear or stay, and from the very heavy sea it was impossible to make her steer.

28. Wind S. W. Great Fog. Arrived from Rochelle, La Nancy French Cartel, with the surviving officers and crew of the Ambuscade frigate. Captain Jenkins, captured after a severe action of four hours the 18th of December, 1798, by La Bayonnaise French Corvette of 32 French nines and sixes, and 300 men. Captain Jenkins was wounded early in the action by a musquet ball through the groin, which carried away the top of the thigh bone. The Master was wounded severely, but kept firing his musket, leaning over the quarter-deck, when another ball killed him outright. Lieutenant Sinclair, of the Marines, endeavouring to support him, received a ball in his shoulder, it being the second wound in the action, and was forced to go below; the first Lieutenant Mien was killed. Lieutenant Briggs was on the main deck keeping the men to quarters, where a gun burst, which threw them into confusion. At this period the Bayonnaise, being to windward, ran her bowsprit through the mizen shrouds of the Ambuscade, and grappled her; then a French Colonel and about 50 soldiers boarded from the bowsprit; the quarter deck being cleared, they took possession of the ship, driving all below. The Colonel and eleven French soldiers, fell by the fire from the waste of the Ambuscade. The Bayonnaise masts and bowsprit went by the boards. Arrived the Betsy English Cartel from Morlaix, Singleton, Master, with a young Gentleman, exchanged. The Betsy sailed from hence last Monday with French prisoners. Came in from Falmouth the Lady Bruce, and two Friends, with fruit from St. Michael's.

March 1 Wind variable, Calm, with Fog. Arrived the Fowey Cutter, Lieutenant Derby, from the Downs, having sprung his mast in a gale of wind. A seaman of the Mars, who was apparently recovered from his wounds in the head, in boarding L'Hercule, 74 guns, with the gallant Lieutenant Bowker of that ship, died in the Royal Hospital here almost suddenly. The surgeons

opened his head, and found a small splinter of the skull had perforated the brain, which occasioned his death. Sailed the *Glenmore*, 36 guns, Captain Duff, for Ireland.

2 Wind N. N. W. Fair. Arrived *La Zelle* French Corvette, of 18 guns, and 94 men, captured by the *Melpomene*, 44 guns, Sir C. Hamilton, Bart. in sight of the *Melampus*, 36 guns, Captain Marie. She is a fine vessel from L'Orient, and had taken the *Betsy*, Mosson, for Liverpool, with sugar, ivory, &c. The *Melpomene* was left in chase of her. Sailed the *Lowestoffe*, 32 guns, Captain Plampin; the *Danae*, 24 guns, Lord Proby, Sylph, 16 guns, Captain White; and *Atalante*, 16 guns, Captain Griffiths, on a cruise. Also the *Plymouth Lugger*, Lieutenant Elliot, with a fleet for the Downs; and the *George Cutter*, with a fleet for Guernsey.

3 Wind S. S. E. Blows hard. Arrived and went between the Island and Main, *La Nymph*, 36 guns, Captain P. Frazer. She has unfurled her sails previous to being caulked, and means to strip to set up her rigging. Also the *Shannon*, 34 guns, Captain Frazer, having carried away her mizen mast in chase of a French Corvette off Brest. It was somewhat unfortunate that Captain Frazer, appointed from the *Thïsbe* to the *Shannon*, took his passage in the *Glenmore*, to join her off Ireland. Arrived the *Viper Cutter*, Lieutenant Pengelly.

4 Wind N. E. Fair. Came in the *Druid* troop ship, Captain Aphorpe, and Force Gun Brig, Lieutenant Pokely, with a valuable convoy for this Port and Dock. Passed by from Lorbay the Channel Squadron, consisting of eight sail of the line and some frigates for their station off Brest under the command of Admiral Lord H. Seymour. Came in from Lorbay the *Atlas*, 98 guns, Captain Jones, and *Lancaster*, 64 guns, Captain Wells. They came to in Cawsand Bay. Accounts from off Brest state that in the Outer Road on the 25th February there were only three sail of the line and five frigates ready for sea. In the Inner Road there were twelve sail of the line apparently ready for sea, but by no means in a state of forwardness for want of stores, provisions, and seamen. The *Havick*, 18 guns, Captain Bartholomew and *Suffisante*, 16 guns, Captain Wittman, have received orders to cruise off the Isle of Bas.

5 Wind N. E. Cloudy, with Fog. Went into the Sound from Cawsand Bay the *Magnanime*, 44 guns, Captain Taylor. Accounts have been received from the *Melpomene*, 44 guns, Sir C. Hamilton, which say, that he had ran on shore the *Zelle's* prize, the *Betsy* of Liverpool, and she was totally destroyed. The *Melpomene* with another frigate was left blocking up a provision fleet (bound coastwise for the fleet at Brest, to be from L'Orient) in a Bay between those two Ports. Arrived the *Inconstant* (armed en flute) Captain Ponsonby, with a Convoy from the Eastward. Passed by the *Spy*, 18 guns, Captain Grosvenor, with a convoy for Falmouth.

6 Wind N. E. Cloudy. Arrived *La Brutagne*, a French Schooner, laden with salt, prize to the *Lartar* Privateer, of Guernsey. Accounts by way of Nantz state that a fine French frigate, just ready for sea, was cut adrift by the ice, in the late hard weather, which broke her adrift, when she went ashore and was wrecked, her name is *La Creole*, 43 guns, and 300 men, she had 30 twenty-four pounders on her main deck, and was a very complete vessel. Arrived the *Hiram* West Indianman, recaptured by a Guernsey Privateer. She also captured four sail of provision ships, part of a convoy bound to Brest. Sailed the *Chapman*, 24 guns, Captain Keen, with a convoy for Milford. Passed by with the convoy for the West Indies the *Unité*, 38 guns, Captain Beresford, and *Gaete*, 16 guns, Captain King, with the Wind at F. N. E. which shifted in the course of the day to S. E. and S. but varied round to S. S. E.

7 Wind E. N. E. Cold, with Fog. Orders came down this day to the Port Admiral Sir R. King, Bart. for all frigates in future to harbour in the Sound instead of Cawsand Bay, which is to be appropriated for ships of the line. This order it is said is in consequence of the *Narod* frigate in the late gales of wind driving and running foul of the *Mars*, 74 guns, in Cawsand

Bay. Sailed for Cork La Volage, 24 guns, Captain Wodehouse, with stores. She takes from thence a convoy for the West Indies.

8. Wind S. S. E. Cloudy. Sailed for the Coast of France the Spitfire, 20 guns, Captain Seymour. Arrived from a cruise the Phœbe, 36 guns, Captain Barlow. The men wounded by lightning in the Fisgard, 48 guns, Captain Martin, were taken into the Royal Navy Hospital here last evening. One Seaman was struck dumb, deaf, and blind, and it is feared will lose his senses. Sailed the Betsey, Singleton, (Cartel) with French Officers for Morlaix; when last there he could not get a spar for a mast for his trawl boat, so distressed were the French for timber at that Port. He was obliged to fish his own damaged mast to return to this Port. Two seamen of the Ramilies, 74 guns, were tried for mutiny, and received sentence of death, but the Court recommended one to his Majesty's mercy.

9. Wind N. N. E. Cold but Fair. Arrived the Henrietta, Gambrill, from Dover; she brought passengers late belonging to the Duke of York Packet, Captain Lightford, Mr. Lynch, Master, and Mr. James, Mate. She was taken the 21st of July 1798, by a French Privateer, and carried into Passage, Spain, when the Officers and crew were marched to Bayonne, and from thence to Mazarines prison in the Netherlands. On the 14th of February last they proceeded to Granville, and embarked for Dover on parole of honour. Sailed for the Isle of Bas the Havick, 18 guns, Captain Bartholomew; and the Telegraph, 18 guns, Lieutenant Worth. Arrived from the Downs the Black Joke Lugger.

10. Wind E. Blows Hard, Fair.

11. Wind N. N. E. Sleet. Arrived the Polly Tender, Lieutenant Ward, with Volunteers from Greenock, for the Navy. She experienced the fury of the gale at N. W. when the Weazle sloop of war foundered off Hartland Point, but weathered it and got safe into the Bristol Channel.

12. Wind N. N. W. Cold with Clouds. Went into the Sound the Amelia, 44 guns, Honourable Captain Henbank. Remain this day in Cawsand Bay, the Atlas, 98 guns; Russel, 74; Dragon, 74; Mars, 74; and Lancaster, 64. In the Sound, the Indefatigable, 44 guns; Amelia, 44; Phœbe, 36; Shannon, 32; Magnanime, 44; Proselyte, 32. In Barnpool, La Nympe, 32 guns, now setting up her rigging.

13. Wind N. N. W. Cold. Sailed for the Mediterranean, with dispatches, the Cygnat hired cutter. Arrived the Plymouth Lugger, Lieutenant Elliot, and the Hornet Sloop of War, Captain Nash, from the Downs, with a convoy of coasters. This forenoon the traders warped out of the Pool into Catwater, previous to their proceeding to the Downs.

14. Wind N. N. W. Cold, with Snow. Sailed the Clyde, 38 guns, Captain Cunningham, on a cruise. Spider Cutter, Lieutenant Harrison, to the westward. Lord Duncan Lugger, and Joseph Cutter, to the eastward. Arrived the Spiteful Gun Brig, of 12 guns, with a convoy. Orders came down for the execution of George Gear, found guilty of mutiny on board the Ramilies, 74 guns, Captain Grindal.

15. Wind N. N. W. Cold and Fair. Letters from Praule Point state that a black French Cutter Privateer, of 14 guns, was seen hovering off the Start; she took a ship and a schooner going up Channel, and then made sail for France. The signal of an enemy being made at the Telegraph, and conveyed to Dartmouth, the Nimble Cutter and Lord Hawke Privateer slipped and made sail after her, and it is hoped will give a good account of them ere they reach their own Ports. Previous to the sailing of that lucky ship the Spitfire, 20 guns, Captain Seymour, J. Hawker, Esq. Agent, paid the foremast men near 40l. each. One of the crew spent the whole in two days, and got in debt to his landlady fifteen guineas.

16. Wind N. N. W. Snow with Sleet. Orders came down this day for the Russel, 74 guns, Captain C. Sawyer; Phœbe, 36, Captain Barlow; Proselyte, 32, Captain Foulkes, to sail on Tuesday next to reinforce Admiral Kingsmill's squadron off the Coast of Ireland.

17. Wind E. S. E. Cloudy with Sleet. Arrived in damage from Bourdeaux, the *Anderous*, Jacobson.—Letters from the Lord Lieutenant to the clergymen of this and the neighbouring parishes have been received, requesting their fixing on two persons good horsemen, bold and active riders, used to sharp shooting and the different roads, to act as a corps of guides in case of actual invasion.

18. Wind variable. Arrived from Portsmouth *Magnificent*, 74 guns, Captain Bowater, in Cawsand Bay. Also from a cruise, the *Unicorn* 32, Captain Wilkinson. Arrived from off the Isle of Bas, and lay to off the Sound, the *Spitfire* 20 guns, Captain Seymour; by her is learnt that in a gale of wind at N. the *Danae* 24 guns, Lieut. Lord Proby, got embayed in a bay of shoals and rocks near the Isle of Bas, had parted two cables, but was brought up by letting go a third anchor. All her boats were stove in, and Lord Proby was so unfortunate as to slip his foot and fall down the main hatchway, by which accident he dislocated his shoulder, and broke two of his ribs.—His Lordship was as well as could be expected.—At 5 P. M. the *Spitfire* made sail to the westward.

19. Wind S. W. With Rain. Orders came down for all cruisers to prevent any Irish emigrants from landing in this country without regular passports; signed by the lord lieutenant, or some resident magistrate. Arrived L'Heureuse Hazard French privateer of 18 guns, formerly the *Stork* of Liverpool) prize to the *Naiad* 36, Captain Pierrepont, who came in also.—In turning up Catwater, she got embayed near the Leek Beds (where the *Pallas* frigate was lost about 12 months since), and rode very hard for several hours; but Mr. T. Lockyer (Broker) got assistance from the Dock Yard, and about 5 P. M. she was safe in Catwater.

20. Wind S. E. Blows fresh. Went into the Sound from Hamoaze the *Cæsar*, 84 guns, Captain Sir J. Saumarez.—Sailed for the coast of Ireland, the *Russel* 74, Captain C. Sawyer; the *Phœbe* 36, Captain Barlow; and the *Proselyte* 32, Captain Foulkes.—Arrived from Torbay two American captains, who were prisoners on board a fine French privateer of 16 guns, and 67 men, *Hirondelle* from Nantz, her first cruise, captured in the Channel five leagues N. of Isle Bas, after a severe well fought battle of four hours and five minutes, by the *Telegraph* hired brig of 16 guns and 50 men, Lieutenant Worth. The privateer lost three men killed and eight wounded, and the *Telegraph* had three men wounded. One of the Americans is recaptured by the *Seagull* sloop of war. Arrived and foundered at her anchors near the bridge, St. Nicholas' Island, La Victoire, laden with wines, brandies, and cordage, prize to the *Triton*, 32 guns, Captain Gore.

PORTSMOUTH REPORT, FROM MARCH 3 TO MARCH 19.

March 3. THIS morning sailed the very valuable Mediterranean fleet, under the convoy of the *Thames* and *Hyæna* frigates, with the *Gorgon* and *Serapis* armed 44 gun storeships; General Cuyler and his suite went in the former frigate, and General Tarleton in the latter. This evening L'Unité frigate made the signal to sail with the convoy for the West Indies. This valuable fleet, besides L'Unité, has the *Gaiete* corvette for its protection.

17. Sailed the following ships to join the Channel fleet of Observation: the *Impetueux*, of 74 guns, Captain Sir Edward Pellew; and *Magnificent*, of 74 guns, Captain Bowater.

19. The *Lancaster*, of 64 guns, this day arrived from the Channel fleet. The *Charon*, of 44 guns, is going to Gibraltar, with the ordnance transport *New Adventure* under convoy. The Hazard sloop of war is arrived from Ireland.

FLAGS FLYING AT SPITHEAD.

Sir Peter Parker's, Admiral of the White, in the *Royal William*; Admiral Pole's, Rear Admiral of the Red, in the *Royal George*; Sir Charles Cotton's, Rear Admiral of the Red, in the *Prince*.

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Ships at Spithead on the 19th. Royal William; Queen Charlotte, 100 guns; Royal George, 100; Neptune, 98; Prince, 90; St. George, 90; Glory, 90; Pompee, 74; Ajax, 74; Achilles, 74; Renown, 74; Triumph, 74; Saturn, 74; Alkmaar, Dutch, 64; Agincourt, 64; Repulse, 50; Penelope, 38; Diamond, 38; Endymion, 38; Arethusa, 38; Anson, 38; Inconstant, 32; Boston, 32; Success, 32.—*Fitted at Store Ships:* The Diadem, 64; Tromp, 50; Experiment, 44; Expedition, 44.—*Sloops of War:* Spitfire and Termagant. Liberty, brig. Vulture, slop ship.—*Gun Vessels:* Alesto, Explosion, and Attack.

Ships in harbour, and ready to go out on the 19th: Phaeton, 38 guns; Topaze, 38; Stag, 36.—*Fitting:* Quebec, 32 guns; Dryad, 36; Bonetta, sloop of war; Wolverine and Defender, gun vessels; Redbridge and Netley, schooners.

Waiting to be docked: Tamer, 38 guns; Brilliant, 32; Adventure, 44.—*In dock:* Royal Sovereign, 100 guns; Beaulieu, 38; Mercury, 28; Porpoise store ship, and a gun boat.

HULL, Feb. 15. Early in November the Nautilus sailed from Elsinour, in company with L'Unite frigate and a large convoy; the fleet was obliged to put into Mendal, in Norway, where the Hound brig was then lying. Captain Shield, of L'Unite, the commanding officer, ordered the Hound to England, and directed Captain Gunter to remain on that coast, for the purpose of collecting any vessels that might be separated from the homeward bound Baltic fleets. After considerable trouble for near three months, the Nautilus assembled twenty-two sail at Christiansand, with which number she had nearly reached the Humber at the time she was wrecked. This unfortunate event happened on Saturday the 2d inst. off Speeton Cliff, on the south side of Filey Bay. The ship touched ground about six o'clock in the morning. The violence of the storm was so great, and the difficulty of seeing the land such, from the incessant drifts of snow, that she was in the midst of the breakers, on a lee shore, before her real situation could be discovered. Two attempts were made to clear the land on each tack, by standing to the northward and southward, but without success. In a few minutes after this, finding she touched, and every possibility of getting off being lost, the best means were taken to lay her in a good situation for preserving the lives of every body on board; this was happily effected in the course of two hours, to the astonishment of the people on the coast who were competent judges of the difficulty of accomplishing it under the circumstances in which the Nautilus was placed.

APPOINTMENTS.

The following appointments to stations have been made by the Admiralty Board.

Sir W. Parker, Newfoundland, vice Waldegrave, to retire.

Sir R. Curtis, Cape, vice Christian, dead.

Sir C. Cotton, Halifax, vice Vandeput, retires.

Sir T. Pasley, Plymouth, vice Sir R. King, ditto.

Admiral Lutwidge, Downs, vice Peyton, ditto.

Admiral Berkeley, Channel, vice Thompson, to Cork.

Admiral Duckworth, Mediterranean, to hoist his flag.

Rear-Admiral the Hon. George Berkeley is to have the command of the squadron stationed off the Isles of St. Marcou.

Captain Blackwood is appointed to the command of his Majesty's ship Penelope, of 38 guns, and the Hon. Captain Paget succeeds Captain Blackwood in the command of the Brilliant, of 32.

Sir Thomas Boulden Thompson is appointed to the Beilona of 74 guns, re-fitting at Plymouth.

The public character which Sir Sydney Smith bears at Constantinople is said to be that of marine minister from the King of England to the Ottoman Porte. Sir Sydney will act against Egypt with a squadron of nine ships of the line. The Turks place great confidence in him.

Captain Sterling, of the Jason frigate, is appointed to the command of La Pompee of 80 guns, vice Captain Vashon appointed to the Neptune, in the room of Rear-Admiral Sir L. Gower.

Errata in our last list of Promotions, Appointments, &c.

Captain Lockart was stated by mistake to be lieutenant governor of Greenwich Hospital. Captain *Locker* has that appointment, and was passed over in consequence in the April promotion, 1794.

Captains Manley and Wells were both stated as being appointed to the *Nep-tune*; the former should only have been inserted.

MARRIAGES.

At Gloucester, by the Rev Richard Raikes, Sir Thomas Boulden Thompson, Knt. captain in the royal navy, and late commander of the *Leander*, to Miss Raikes, eldest daughter of Robert Raikes, Esq. of that city.

By special licence, at the Countess Dowager of Elgin's house, in Downing-street, Captain Durham, of the Navy, to Lady Charlotte Bruce; the ceremony was performed by the Bishop of London;—the bride maids were Lady Frances Bruce and Lady Charlotte Bellamy.

Charles Raitt, Esq. commander of the Earl Spencer East Indiaman, to Miss Campbell, of Great Russell street.

Lieutenant Piercy Dove, of the royal navy, to Miss Fox, of Bromley, daughter of the Rev. John Fox, chaplain of his Majesty's garrison, Sheerness, and vicar of Kildwick, Yorkshire.

Lieutenant Parsons of the navy, to Miss Henry of Plymouth.

OBITUARY.

CAPTAIN ANTHONY HUNT.

THIS officer was a midshipman on board the *Carnatic* of 74 guns, at Plymouth, in August 1789, and was included in the promotions made after the visit paid by the royal family to that place, his lieutenant's commission being signed on the 26th of that month.—He served some time in the *Helena* sloop, Captain Kemphorne; he was appointed commander on the 22d of November 1790, and had the *Tisiphone* of 12 guns given him.—Being made post in 1793, he commanded the *Amphitrite* of 24 guns, and soon after sailed for the Mediterranean, in one of the frigates belonging to Lord Hood's fleet. Towards the end of the year 1793, his ship was unfortunately wrecked by striking on a sunken rock, himself and crew were providentially saved.—Being returned to England he was, in 1795, appointed to *La Concorde* of 36 guns, and for some time formed one of the squadron of frigates under the command of Sir J. B. Warren, off the coast of France. In 1796 he was promoted from the *Concorde* to the *Virginie* of 44 guns, one of the most beautiful frigates captured this war, and then refitting at Plymouth. He sailed in her from thence in November 1796, and, after several cruises in the channel, was ordered in June 1797 to sail from Portsmouth to Harwich to take her Royal Highness the Princess of Wirtemburgh to Cuxhaven. The squadron was composed of the *Revolutionnaire* of 44 guns, the late Captain Francis Cole, commodore; *La Virginie* of 44 guns, Captain Anthony Hunt; and the *Melampus* of 36 guns, Captain Graham Moore.—On his return to Portsmouth in the *Virginie*, he was appointed to carry the Earl of Mornington and his suite to India: contrary winds for some weeks delayed his departure, but at length he sailed from St. Helens and quitted his native country never to return. During his passage to India he was chased by a very large French ship, but by lightening his frigate which was a remarkable fast sailer, he soon lost sight of an enemy which appeared so far superior in force, and landed Lord Mornington at his new government of Bengal, early in May 1798: almost immediately after which this promising young officer caught a violent fever which proved fatal. He has left all who knew his worth to lament his untimely fate.

Sir CHARLES THOMPSON, Bart. Vice-Admiral of the Red, and third in command under Admiral Lord Eridport, in the Channel fleet, at Fareham near Portsmouth, on the 17th instant. His health has been on the decline ever since he was in the West-Indies under Admiral Laforey. Sir C. Thompson commanded the *Alcide* in the action with Lord Rodney and Count de Grasse, on the 12th of April 1782; was with Sir John Jervis, in the reduction of the French islands, and second in command under the same Commander in Chief, on

the memorable 14th of February, in the defeat of the Spanish fleet. He then had his flag in the *Barfleur* of 90 guns, and we believe was knighted, as a reward for his exertions in that action. Upon his return from the Mediterranean, he was employed in the Channel fleet; and had his flag in the *Formidable* of 90 guns, for some time; from which ship he shifted it to the *Queen Charlotte* of 100 guns. No officer stands higher for ability, activity, and courage.—He was extremely ill during the whole of his last cruise off Brest, and survived only a few days after imminent danger of dissolution had occasioned him to be superseded by Lord Hugh Seymour. He was made a post captain in the year 1772, a rear-admiral in the year 1794, and, in the last promotion, was made a vice-admiral of the Red flag.

On the 15th ult. at Deal, Lieutenant John Read, (1st.) late in the impress service.

On the 13th of December, at the house of Dr. Robertson in Bridgetown, in the Island of Barbadoes, Lieutenant George Rickords, of his Majesty's frigate *Amphitrite*, the son of Mr. Wm. Rickords of West Cliff near Dover. The tribute of respect shewn to the remains of this young officer on their interment in the church yard of St. Michael, is the best proof of his worth and merit, and must have afforded some little consolation to his afflicted parents. The highest military honours were paid to his memory. The corpse was attended to the grave by all the officers of the army and navy who were near; a captain's guard and the band of the 50th regiment, with a numerous party of the most respectable inhabitants. Lieutenant Rickords went out in the *Iphigenia* to the West Indies. Whilst at Jamaica, the yellow fever was so dreadfully fatal, that they buried the captain, the two junior lieutenants, the master, purser, the lieutenant of marines, and all the midshipmen excepting Mr. Rickords. He was also in the *L'Actif*, when she foundered on her passage home.

A few days since at her house in Green-street, Grosvenor-square, Mrs. Forrester, relict of the late Rev. Dr. P. Forrester, the surviving sister of Admiral Sir John Moore. She bore a long illness with meek and cheerful resignation. An heart more humane or benevolent was never made cold by death.

Perished, with many others, on board the *Weazle* sloop, off the coast of Devon, in his 23d year, the Hon. Henry Grey, commander of that ship, and fourth son of the present Earl of Stamford and Warrington. He was deservedly esteemed in the navy, as an officer of the most promising expectancy; and to the tears of his noble relatives on this melancholy occasion may be added the regret of every well-wisher to his Majesty's service.

In October, at Martinique in the West-Indies, Lieutenant Reynolds, of the Marines.

Lately, Mr. Henry Jones, acting lieutenant of his Majesty's frigate *Solebay*.

The 24th ult. in St. Stephen's, Norwich, Mrs. Simpson, wife of Captain John Simpson of the marines.

Rear Admiral Richery, who has been mentioned by several journals, as the commander of a squadron in the East-Indies, lately at his house at Alons, in the department of the Lower Alps, at the age of 41 years.

Aged 55, Captain Jacob Wolfe, many years commander of one of the packet-boats on the Falmouth station.

At a very advanced age, Mrs. Cockerell, relict of the late Samuel Cockerell, Esq. formerly commander of one of his Majesty's packet-boats on the Harwich station.

Near Blackheath, after a most afflictive illness of five years, Mrs. Elizabeth Miller, wife of Captain Simon Miller, of the royal navy. This officer had lately returned from the West-Indies, after a long absence, during which he was thrice attacked by the yellow fever.

At his house in Spring Gardens, Charing Cross, far advanced in years, Charles Brett, Esq. He was one of the lords commissioners of the admiralty during the time Lord Howe was at the head of the board, and represented Sandwich in two parliaments (1776 and 1784). He married Miss Hooker of Croom-hill, Greenwich, grand-daughter of Sir Wm. Hooker, knt who died in January 1790, leaving no children.

The 21st inst. at his lodgings in Westminster, aged 68 years, Mr. John Baud, late of Singleton, in Sussex, one of the oldest masters in his Majesty's navy.

BIOGRAPHICAL MEMOIR
OF THE LATE RIGHT HONOURABLE
GEORGE BRYDGES, LORD RODNEY, K. B.

He came like a cloud of rain, in the days of the sun, when slow it rolls on
the hill, and fields expect the shower. OSSEIAN.

AT a period when the energy of the British nation was affected by an untoward combination of events, and when its maritime power did not possess the proud supremacy of the present day, the skill and exertions of Admiral Rodney counteracted the alarming threats of the enemy, and supported with peculiar glory the naval interests of his Country.

His father was Henry Rodney, Esq. of Walton upon Thames, in the county of Surry, a naval officer who commanded the yacht, in which the King, attended by the Duke of Chandos, used to embark in going to or coming from Hanover, and who in consequence asked leave that his son might be called *George Brydges*. The royal, and noble god-fathers, advised Captain Rodney to educate his boy for his own profession, promising, as we are told *, to promote him as rapidly as the merit he should display, and the regulations of the navy would permit. His mother, Mary, was the eldest daughter, and co-heir, of Sir Henry Newton, Knight, envoy extraordinary to Genoa, Tuscany, &c. † Mr. George Rodney, the subject of the present Memoir, was their second son, and was born in the month of December 1718. He entered the navy at a very early age; and having passed his probationary years of service with considerable reputation, embarked for the Mediterranean in the *Namur*, as one of the lieutenants to Admiral Matthews. (1742.) On the ninth of November, in the same year, he was promoted by him

* Encyclopædia Britannica, vol. xvi.

† LL. D. Judge of the High Court of Admiralty, and Chancellor of the Diocese of London.

captain of the Plymouth of 60 guns, which commission was confirmed by the Admiralty *. On returning home, soon after, Captain Rodney removed into the Sheerness, a small frigate, and, about the middle of the year 1744, was appointed to the command of the Ludlow Castle of 44 guns. Some persons have stated this appointment to have been to the Phoenix, but, as Mr. Charnock † thinks, erroneously.

During the spring of the year 1746 Captain Rodney had the command of the Eagle of 60 guns, with orders to cruise on the Irish station. In the month of October he captured two stout privateers, one of them a French ship, called the Shoreham, which had been a frigate in our navy. In the succeeding year, 1747, he formed one of the squadron under Commodore Fox, in the Kent, that was sent to intercept a large fleet of French merchantmen, homeward bound from St. Domingo. This fleet consisted of one hundred and seventy sail, and was convoyed by Monsieur Bois de la Mothe, with four ships of war. The commodore sailed on the 10th of April, and having taken his station in the Bay of Biscay, discerned the expected fleet about four in the morning on the 20th of June. The British squadron chased the French, who were to windward, the whole day. The English ships had been two months out, and being in consequence foul and sickly, did not gain much on the enemy, until the evening of the 21st, when, during the night, M. Bois de la Mothe crowded all the sail he could set, and got clear off. The merchantmen, thus left defenceless, became an easy prey to their pursuers, who captured forty-eight sail; the rest, favoured by the thick weather, escaped. Of

* The Lords Commissioners of the Admiralty at this time were,

Daniel, Earl of Winchelsea and Nottingham.

John Cockburne, Esq.

Lord Archibald Hamilton.

Lord Baltimore.

Philip Cavendish, Esq.

George Lee, LL. D.

John Trevor, Esq.

† Biog. Navalis, vol.

these prizes, six * were taken by Captain Rodney, in the Eagle.

This loss, which the French experienced, was soon followed by one still more important. Two hundred and fifty-two sail of their merchant ships had assembled in Basque Road, near Rochelle, for the West Indies; and were to be escorted by eight ships of the line, under the command of M. de Letendur, chef d'escadre, in *Le Tonnant*, of 80 guns, and 822 men. To intercept their arrival, Admiral Hawke was dispatched with fourteen sail of the line, including the *Eagle*, Captain Rodney, and some frigates. During the action this officer engaged two ships at once, after passing with the rest of the fleet, through a terrible fire, from the rear to the van of the French. The *Eagle*, whilst assisting the *Edinburgh* of 70 guns, Captain Cotes, in keeping up a most spirited fire on the *Tonnant*, fell twice on board the *Devonshire*, in which Admiral Hawke was coming up to support them, having had her wheel shot to pieces, all the men at it killed, and all her braces and bowlines gone. This, however, did not prevent her brave commander from immediately joining in the proposal, made by Captain Saunders of the *Yarmouth*, to bear down with the *Nottingham*, Captain Saumarez, on the French admiral and the *Intrepide*, who were endeavouring to escape under favour of the night. These three gallant ships having come up with their flying enemy, engaged them near an hour; and would most probably have overpowered them, had not Captain Saumarez been killed by a shot from the *Tonnant*, which

	<i>Tons.</i>	<i>Men.</i>	<i>Lading.</i>
* St. Malo,	370	36 *	Sugar, Coffee, and indigo,
Europa,	350	30 †	Ditto
Charlotta,	150	24	{ Sugar, coffee, indigo, cotton, and hides.
St. Clare,	100	20	Sugar, coffee, indigo.
Marshall de Saxe,	120	22	Sugar and indigo.
L'Esperance,	120	20	Sugar, coffee, and indigo,

The rest of the captures were laden in a similar manner.

* Twelve died in the passage.

† Ten died during the passage,

induced the Nottingham to haul her wind. The enemy gladly seized this second opportunity; and after taking a N. W. course, lest they should be pursued, proceeded to a small port one hundred leagues west of Ushant, where having repaired their damages, they sailed for Brest. Admiral Hawke arrived with his six prizes at Portsmouth on the 31st of October. Ten of the French merchantmen were also taken by Commodore Legge, in consequence of the information he received from Lord Hawke.

We may date Captain Rodney's confirmed estimation as an officer of superior merit, from his spirited and judicious conduct in the two preceding actions. From this time his professional reputation gradually increased, until at length it attained that eminence whose progressive developement we shall now endeavour to trace.

The war * being terminated by the peace, the articles of which were signed at Aix la Chapelle, on the 17th of October 1748, Captain Rodney continued to be employed; and, in the month of March 1749, was appointed to the *Rainbow*, a fourth rate. On the 9th of May, in the same year, as appears by the *Gazette*, he was made governor and commander in chief, of the island of Newfoundland. It is always usual, as we are informed by Mr. Pennant in the Appendix to his *Arctic Zoology*, for an admiral, or some sea officer, to be governor of this valuable island †: he sails from England in May, and returns by the 30th of November. A small squadron, even in times of peace, is sent for the protection of the fishery. Commodore Rodney's continuance therefore on this dreary, though important station, most probably terminated with the usual time of

* The number of prizes taken by the English during this war was 3434; of which 1249 were captures from the Spaniards, and 2185 from the French. We lost during the war 3238 sail, of which 1360 were taken by the Spaniards, and 1878 by the French. The prizes taken from the Spaniards were very rich; so that the balance upon the whole amounted to almost two millions in favour of the English.—*Barrow's Naval History*, vol. iv.

† The great utility of its fisheries was early seen: for in the beginning of the reign of King James I. we had 250 sail thus employed.

recal; and in the month of May 1751, he was chosen member for the borough of Saltash.

On Friday the 10th of April 1752, Commodore Rodney arrived at Woolwich, after having been cruising many days in quest of a supposed island, which Captain W. Otton, commander of the snow *St. Paul*, of London, believed he had discovered in his passage from South Carolina, about 300 leagues to the westward of Scilly. Captain Otton had published the following extract from his journal, dated Boston, August 26, 1751.

“ March 4, 1748-9, at two in the afternoon made land, which bore N. E. seven leagues distance by estimation. At five tacked, being about three leagues from said island : wind E. S. E. latitude per observation $49^{\circ} 40'$, longitude $24^{\circ} 30'$ from the Lizard. This island stretches N. W. and S. E. about five leagues long, and about nine miles wide. On the south side fine valleys, and a great number of birds. March 5, said island bore N. three leagues N. W. a reef of rocks three miles. This day a ship's masts came alongside. On the south point of said island is a small marshy island.” Captain Otton also thought he saw a tent on the island, and would have gone ashore, but had unfortunately stove his boat.

Captain Murdock Mackenzie, an excellent mathematician, and author of the sea charts of the Orkney and Lewis islands, attended Commodore Rodney in the *Culloden* sloop. The men at the topmost head of the commodore's ship were more than once deceived with what the sailors call fog banks. About the sixth or seventh day, the crew observed branches of trees with their leaves on, and flights of gulls, and pieces of wreck, which are generally regarded as certain signs of an adjacent shore. They could not however discover any.

On the 3d of February 1753, the Commodore married Miss Jane Compton, daughter of Charles Compton, Esq. and sister to Spencer, then Earl of Northampton. The first*

* In this year (1753) he was appointed to the *Kent*, 74 guns, a guardship at Portsmouth. In 1755 he resigned this command on being promoted to the *Prince George* of 90 guns. Previous to this, he had been returned member for the borough of Oakhampton.

memorable, though unsuccessful service, in which he was engaged after his marriage, was forming one of the fleet which sailed on the 8th of September 1757, under the command of Admirals Hawke and Boscawen, to attempt a descent on the coast of France, at or near Rochefort. In this expedition Mr. Rodney commanded the *Dublin*, 74 guns; and being the oldest captain in the fleet, was one of the members of the council of war. When Admiral Boscawen sailed for Louisbourg in the spring of 1758, Captain Rodney was appointed to supply the place of Captain Bentley, whose ship the *Invincible* was lost in going out by running on a shoal. During the passage to North America, the *Dublin* took the *Mount Martin*, a French East India ship, homeward bound, of great value.

Mr. Rodney, with this service, closed his duty as a post captain, and in the month of June 1759 was advanced Rear Admiral of the Blue. On the 28th of January 1757, he had lost his wife, who was buried at Old Alresford, in Hampshire. By this lady he had one daughter, Jane, who died an infant, and two sons: George, who succeeded to the title, and married in 1781 Martha daughter of the Right Hon. Alderman Harley, since dead, by whom he has issue; and James, who commanded the *Ferret* sloop of war, and was lost at sea in August 1776 *

The year 1759 was glorious to Great Britain in every point of view, nor was Rear Admiral Rodney without enjoying his share in the important successes of that period. Having been stationed for some time in the Channel, with a considerable force, to watch the ports of Normandy, he was sent to bombard Havre de Grace, from whence the enemy had planned to transport an armament for the purpose of

* Admiral Rodney afterwards married Henrietta, daughter of John Clies, Esq. of Lisbon. By this second marriage he had two sons and four daughters: John, born May 10, 1765, now a captain in the navy; Jane, born December 24, 1766; Henrietta, born January 27, and baptized February 18, 1769; Margaret Ann, born at Paris in May 1776; Sarah, born May —, 1780; and Edward, born June 17, and baptized July 1, 1783.

invading this country, in flat-bottomed boats of a particular construction called *prames* *. These boats were about 100 feet long, 24 broad, and ten deep; had one mast, with a deck, and were intended to carry two pieces of cannon. They were so constructed as to use sails, or oars, as occasion might require. Some were able to carry 300 men with their baggage; others, 50 of the cavalry, with every thing complete. A great many were already built, with a considerable number on the stocks.

Rear Admiral Rodney sailed with his squadron †, from St. Helen's, in the morning of the 2d of June, and with a favourable wind and moderate weather, anchored the day following in the great road of Havre. The town is fortified by four bastions, and stands upon a plain spot of ground, full of morasses, and crossed by a great number of creeks and ditches full of water. The citadel is on the east side of the town, and was built in 1628 by Cardinal Richlieu. The harbour is within the walls of the town, and can contain more than 300 vessels at once. In the highest tides the water rises within it near twenty feet. The entrance is formed by two jetties of stone; it has a particular advantage not only over the other sea-ports of Normandy, but of the whole kingdom, as the water in it does not begin to ebb, at

* Beatson's Memoirs.

† Squadron under the command of Lord Rodney, sent to bombard Havre de Grace, 1759.

	<i>Guns.</i>	<i>Men.</i>	<i>Commanders.</i>
Achilles,	60	450	{ Rear Admiral Rodney. Captain Barrington.
Chatham,	50	350	
Deptford,	50	350	Lockhart.
Isis,	50	350	John Holwall.
Norwich,	50	350	Edward Wheeler.
Brilliant,	36	240	George Darby.
Juno,	32	240	Hyde Parker.
Vestal,	32	220	J. Phillips.
Boreas,	28	200	Samuel Hood.
Unicorn,	28	200	Hon. R. Boyle.
Wolfe,	16	120	Thomas Graves.
Furnace,	}	Bomb ketches,	Hugh Bromedge.
Firedrake,			Jon. Faulknor.
Basilisk,			James Orrock.
Mortar,			J. Clerke.
Carcasse,			J. Hunt.
Blast,			C. Inglis.
			T. Willis.

least sensibly, until three hours after high water ; insomuch that fleets of 120 sail have often been known to sail out of it in one tide, even with the wind against them.

Admiral Rodney having made the dispositions to put his orders* into execution, the bombs proceeded to place themselves in the narrow channel of the river leading to Honfleur, that being the most proper and only place to do execution from. About seven in the morning two of the bombs were stationed, as were all the rest early next morning ; and continued to bombard for fifty-two hours, without intermission, and with such success, that the town was several times in flames ; and their magazine of stores for the flat bottomed boats, burnt with great fury for upwards of six hours, notwithstanding the greatest exertions used to extinguish it. Many of the boats were overturned and damaged by the explosion of the shells. During the attack the troops of the enemy appeared in great numbers, erecting new batteries, and throwing up intrenchments. The consternation was so great, that all the inhabitants forsook the town. The damage done by the enemy was very inconsiderable, though numbers of their shot and shells fell, and burst among the bomb vessels and boats. Nineteen hundred shells were thrown by the British squadron, and one thousand one hundred and fifty carcasses. The mortars were rendered quite useless from continual firing. The enemy's loss was very considerable. Rear Admiral Rodney arrived at Spithead on the 24th of September in the *Deptford*, with the *Isis*, Captain Wheeler ; and, on the 26th, sailed from Portsmouth to resume his station off Havre, whither the *Chatham*, Captain Lockhart, and the *Isis*, Captain Wheeler, as soon as docked, repaired to join him. He continued on this station during the remainder of the year, and made prizes of many neutral ships going to Havre de Grace with stores. " Thus," as Mr. Collins observes, " had Admiral Rodney the happiness of totally

* Gazette letter, dated on board the *Achilles*, off Havre de Grace, July 6th, 1759.

frustrating the designs of the French court, and so completely ruined not only the preparations, but the port itself, as a naval arsenal, so that it was no longer in a state to annoy Great Britain during the continuance of the war."

In the year 1760 Admiral Rodney still hovered near the mouth of the Seine, and in the month of July had an opportunity of rendering a most essential service to his Country, the consequences of which were more important to the security of the nation than was at first supposed. Whatever has tended at different periods of our history to preserve this country from the misery of invasion, has gradually produced the security we at present enjoy; and considerably increased the difficulty which the enemy would experience, should their proud threats of landing on our coast be ever in good earnest attempted.

On the 5th of July, at noon-day, the French had the confidence to sail from Barfleur, with their colours flying, and making all possible parade, as if they set the English squadron at defiance. Fifteen prames appeared laden with cannon and shot, supposed to be destined for Brest. The hills on each side the river, and the walls* of Havre, were lined with spectators, who were astonished that the English squadron continued stationary. But the admiral was too experienced a seaman not to discern that it would be entirely useless to move until the French boats had passed the River Orne, as they could take shelter in several small ports; he however carefully observed their motions. When the enemy had got the length of Caen river, they kept standing backwards and forwards on the shoals, and plainly evinced their intention of pushing down Channel as soon as the day should close. Admiral Rodney therefore ordered the small vessels to sail as soon as it grew dark for the mouth of the river Orne, to cut off the enemy's retreat; whilst he himself, with his other ships, without signal, should make the utmost dispatch to reach the steep coast of Port Bassin.

* Dod-ley's Annual Register, 1760.

This judicious and masterly disposition of his squadron had the desired effect. The enemy were met by two of the English ships, disguised like Dutchmen, off Point Percee, who turned them; when, perceiving that their retreat was cut off, they ran ashore and were destroyed, together with the fort that had been erected for the defence of the harbour. The other ten with the greatest difficulty got into the river Orne. They were remarkable fine vessels, each being upwards of 100 feet long. This success at length lowered the continued boasts of the French, who did not repeat the experiment. They immediately unloaded an hundred prames that were ready to sail, and laid them up at Rouen as useless.

During the month of November in this year, the admiral, who continued to give great annoyance to the French coast, and scoured the shore as far as Dieppe with his cutters, in a letter to the Admiralty dated the 21st of the above month, gave an account that Captain Ourry, of the *Acteon*, had chased on the 16th a large French privateer of sixteen guns, and near 200 men, and driven her on shore between Cape Barfleur and La Hogue. The enemy threw their guns and carriages overboard during the chase; and as it blew hard at N. E. with a great sea, the moment she struck, the masts went by the board, and the sea making a breach over her, she was entirely destroyed.

In the year 1761*, towards its close, Admiral Rodney, for the first time, bore his flag to that station where afterwards he was to render such essential service to his Country, and to gain that renown which cast such additional glory on the close of a long career of service.

It had been determined by government, before the expiration of this year (1761) to attack the French commerce in the West Indies: as, although their trade to the Leeward Islands was much distressed, it still continued a resource to them. The naval and military force sent for this purpose was very great,

* In the parliament convened in this year, he was elected member for Penryn, in Cornwall.

and together formed such an armament as had never before been seen in that part of the world*. General Monckton, who had acquired so much reputation in North America, commanded the land forces. and the marine was under Rear Admiral Rodney.

The failure of the expedition against Martinico in 1759 did not discourage our Administration from making that island the object of another attempt. It was the seat of the superior government, the principal mart of the French trade, and the centre of all their force in the Caribbees; the most populous and flourishing of all their settlements across the Atlantic. On the 18th† of October 1761, Rear Admiral Rodney had sailed from Spithead in the Marlborough, with four‡ ships, three bomb ketches, and a sloop, to join those under Sir James Douglas, who, with the troops under Lord Rollo, had taken the island of Dominica in June.

The admiral, in his letter to Mr. Cleveland, dated in Cas Navire Bay, Martinico, January 19, says, I arrived at Barbadoes on the 22d of November, having parted company with the squadron under my command in an hard gale of wind, a few days after we left the Channel.

The Foudroyant, Modeste, and Basilisk, joined me the 27th, the Nottingham and Thunderer the 1st of December, and the Vanguard, with the remainder of the squadron on the 9th. The Temeraire and Acteon, with the troops from Belleisle, arrived the 14th of December, and Major General Monckton, with the forces from North America, on the 24th; and having remained a few days to water the ships, refresh the men, and make the necessary dispositions for our enterprise, we arrived off Martinico the 7th of January; and on the 8th we all anchored in St. Anne's Bay, the ships I had appointed (under Sir James Douglas) having silenced the forts of that coast; in performing which, we had the misfortune to lose the Reasonable, as she was leading in for one of the enemy's batteries, owing to the pilot being ignorant of a little reef of rocks, which took her up. We have saved all her people, all her stores, and I hope soon to get all her guns.

* Dodsley's Annual Register, 1762.

† On the 21st of October he was advanced Vice Admiral of the Blue, at the same time with His Royal Highness the Duke of York, Rear Admiral Geary, &c.

‡ The Modeste, Vanguard, Nottingham, and Syren; the Grenada, Thunderer and Basilisk bomb ketches; with the Fly sloop of war.

Having, by this motion of the fleet and army, taken possession of an excellent harbour, and secured a landing on the weathermost part of the island, which might be made tenable at any time, as likewise thereby greatly alarmed the enemy, at General Monckton's request I dispatched Commodore Swanton, with a squadron of ships, and two brigades, to the Bay of Petit Ance, in order to take post there. Captain Hervey of the Dragon having silenced the battery of the Grand Ance, landed his marines and seamen, who attacked it also from the shore, and took possession of the fort; and, on the 14th, I followed with the whole fleet and army, after destroying the enemy's batteries in St. Anne's Bay, when, having reconnoitred the coast with the general, we came to a resolution to make an attempt between Point Negroe and the Cas de Pilotte, which I ordered to be attacked on the 16th; and having very successfully and with very little loss silenced the batteries, I landed General Monckton with the greatest part of his forces by sun-set; and the whole army was on shore a little after day-light next morning, without the loss of a man (the boats being commanded by Commodore Swanton in the centre, Captain Shuldham on the right wing, and Captain Hervey on the left) with such necessaries as they were most immediately in want of, and had all the ships and transports anchored as much in safety as this coast will admit.

I also landed two battalions of marines, consisting of 450 men each.

Having made good their landing without any loss in Cas Navire Bay, they had very considerable difficulties to encounter before they could lay siege to Fort Royal, which was now in full view, at four miles distance. The whole country was a natural fortification; extremely mountainous in the centre, whence issue large streams of water; and these in their way to the sea had worn deep channels, so that the country is continually intersected by deep ravines, with steep rocky sides, and these fords are rendered particularly difficult to pass from the number of large stones which the torrents have rolled from the sides of the mountains. Wherever these were practicable the French had posted guards, and erected batteries; added to which, these obstructions were no where greater than in the neighbourhood of the place where the first regular attack was proposed.

The Morne Tortenson, and the Morne Garnier, were two very considerable eminences, which formed the natural out-

works to the citadel of Fort Royal. Suitable to the importance of these stations, were the measures that had been taken to render them proof against every attack ; and it was in the face of these works, that our seamen and marines, with the military, had to march in order to attack them.

The admiral not only landed the artillery, but detached a large body of seamen who brought the cannon upwards of three miles, through what might almost seem impassable difficulties, and drew the heaviest guns and mortars up the steepest mountains across the enemy's line of fire ; and this with such singular coolness and intrepidity, that on the first cannon sent up the heights, a sailor was seen sitting across it, and playing the patriotic tune of God save the King !—Happy Country, that still possesses such disinterested and firm defenders ! May the State, they so ably defend, ever cherish a due and lively sense of their inestimable merit ! That the souls of such men should ever be numbed by the icy hand of Poverty, is a public disgrace, and a National Calamity ; and yet, as the old ballad says,

“ When in peace the nation's found,
These bulwarks are neglected.”

Whilst preparations were thus making to erect the batteries for the grand assault, the army encamped on the heights above the Cas des Navires. The Morne Tortenson was first to be attacked : to favour which operation a body of Marines, and regular troops, were ordered to advance on the right, along the sea side, towards the town, to take the redoubts which lay in the lower grounds. A thousand sailors, in flat-bottomed boats, rowed close to the shore to assist them. The attack succeeded in every quarter. On the fourth of February, the citadel was delivered up to his Majesty's forces ; and, on the 12th, just as General Monckton was ready to embark for the reduction of the capital of the Island, St. Pierre, deputies arrived to capitulate the surrender of that place, and of the whole island. This was

soon followed by the capture of Granada, St. Lucia, and St. Vincent; when the whole of the Caribbees became in possession of the English.

General Monckton, when he sent home his aid de camp, Major Gates, with this important news, thus spoke of Admiral Rodney, in his letter to the Earl of Egremont, one of the secretaries of state:—"I must repeat to your Lordship the harmony that subsists between the fleet and the army; and the cordial assistance we have received from Admiral Rodney, in every part of the operations where his aid could be useful."

The French government, fearing that without a powerful aid was soon sent to the West Indies, the whole of their possessions there would be taken, fitted out at Brest seven sail of the line, and three frigates, the command of which was given to M de Blenac. Commodore Spry being blown from his station off Brest, this squadron had put to sea; which the commodore perceiving on his return, and finding they had got too much ahead for him to overtake, dispatched the Aquilon frigate, Captain Ogle, to put Admiral Rodney on his guard. However, the first notice of this force being in the West Indies was announced by the arrival of a part of their fleet, on the 8th of March, off the windward side of Martinico. The English fleet was at this time much dispersed, with Commodore Swanton, Captain Hervey, and Sir James Douglas. Admiral Rodney therefore sent orders for the two first to join him, and being afterwards met by Sir James Douglas, the whole squadron went in search of the French.

Whilst these things were passing in the West Indies, the King of Spain had issued an order, on the 10th of December 1761, for seizing all British vessels in the Spanish ports. That this important intelligence might be conveyed as soon as possible to Mr. Rodney, Captain G. Johnstone, of the *Hornet*, victualled and manned a small prize, which he had carried into Lisbon, and dispatched her express with

letters. In twenty-three days she arrived. A packet boat, which was soon afterwards captured, informed the admiral that Spain had declared war; and as it contained the dispatches for the Spanish governors, they were by this means kept ignorant of what was passing in Europe.

A strong squadron of Spanish ships had now arrived at the Havannah. Admiral Holmes, who had the command off Jamaica, was dead; and the inhabitants fearing an attack from the combined fleets of France and Spain, the governor dispatched letters requesting assistance. Admiral Rodney, and General Monckton, having received no orders from England, were at a loss how to proceed. The admiral, however, thought the emergency so great, that he at length resolved to go with a considerable part of the squadron to Jamaica; and, being determined to block up the enemy in whatever ports he should find them, he dispatched a frigate to Commodore Forrest, who held the command at Jamaica since the death of Admiral Holmes, desiring him to join the squadron off Cape St. Nicholas, with all the ships he could procure. But before Admiral Rodney could execute the intentions of his active mind, Captain Elphinstone, of the Richmond frigate, arrived on the 26th of March from England, with orders to the admiral, and general, not to prosecute any design they might have planned, as a considerable secret expedition* was in contemplation, to which every thing else must give way, that a powerful force might be concentrated for its accomplishment. Admiral Rodney, however, who was sensible of the precarious situation of Jamaica, detached a large reinforcement of ships to that island, under the command of Sir James Douglas. Which wise precaution being made, he ordered another part of his fleet to cruise off the Spanish main, under the command of Commodore Swanton; and, having sent a frigate to meet Admiral Pocock at Barbadoes, he returned with the

* Beatson's Memoirs.

rest of his ships to St. Pierre, Martinico. At the close of the year (1762), in November, the preliminaries of peace were signed at Fontainebleau.

In 1764 Admiral Rodney was raised to the rank of Baronet, by patent bearing date January 21; and during the month of November, in the ensuing year, was made Governor of Greenwich Hospital. On the death of his Royal Highness the Duke of York*, Vice Admiral of the Blue, who had early shewn such a partiality for the service, and was deservedly so much esteemed by professional men, Sir George Rodney was one† of the Vice Admirals who supported the canopy at the funeral.

In 1768 Sir George carried on an expensive contest with Mr. Howe, for the borough of Northampton, which he gained by a poll of 611 to 538; by this means his fortune became much deranged. In 1771 he resigned the post of Governor of Greenwich Hospital, and was soon appointed Commander in Chief on the Jamaica station, with his flag‡ on board the *Amelia*, of 80 guns. "The appointment of this ship to that service," says Mr. Charnock, "was intended as a particular and pointed compliment, it being extremely unusual to send a three-decked ship on that station except in time of actual war."

An unfortunate electioneering contest, the bane and ruin of so many of our countrymen, had as already mentioned, considerably affected a fortune, which the constant professional employment he had always been engaged in, together with the social liberality of his disposition, would never

* His Royal Highness died at Monaco in Italy, of a malignant fever, occasioned by a cold caught after dancing. His body was brought to England in the *Montreal*, Captain Cosby.

† Eight Vice Admirals supported the canopy in their uniform coats, black waistcoats, and crapes in their hats and on their arms; viz. Sir Edward Hawke, K. B.; Thomas Frankland, Esq.; the Duke of Bolton; Sir Charles Hardy, Knt.; Sir Charles Saunders, K. B.; Sir Samuel Cornish, Bart.; Francis Geary, Esq.; Sir George Brydges Rodney, Bart.

‡ In October 1770 he had been advanced Vice Admiral of the White and Red; and in August 1771 was made Rear Admiral of Great Britain.

allow Sir George sufficiently to regulate. On returning therefore from his station at Jamaica, after the usual period of service had elapsed, he went into exile amid a people whose government had trembled at his name :

“ I have fought, I have bled, I have conquer'd for Rome, Sir,
I have crown'd her with laurels, which for ages will bloom, Sir,
From her foes harsh dominion I've rais'd her to power,
I espous'd her for life, and disgrace is my dower.
Date obolum Belisario.”

It is a melancholy reflection, that the most generous and humane spirits, from an honest zeal that glows through all their conduct, can never bring themselves to bear the dry methodical labour of arithmetical calculation. Nor does this aversion to the cash-book, and the ledger, proceed from a thoughtless or too unprincipled mind : it originates from a contempt of wealth ; from considering the gold, which mercantile assiduity secures with such a voluminous arrangement, but as counters to play the vain and transitory game of life ; which debase and contract the mind that studies their increase, or carefully watches their expenditure.

During his absence in France, Sir George was advanced to be Admiral of the White. The pecuniary embarrassments under which he had now so long laboured, and which must have reduced him to many painful difficulties, could not in the smallest degree affect the firmness of his mind, or alienate his affections from his country. A very powerful temptation, whose force he instantly baffled with patriotic ardour, is alone sufficient to shew the noble and elevated character he possessed.

The distress of this brave officer had at length so much increased, as to become a subject of public notoriety. It had been long suspected by the keen observation of Monsieur de Sartine, who was no stranger to Sir George's merit : he accordingly communicated his ideas to the Duke de Biron, and persuaded him to make the admiral an offer of the command of the French fleet in the West Indies ; and also to proffer a very liberal supply for the immediate arrangement of his finances.

In order to accomplish this infamous design with the greater ease, the Duke immediately sent a very civil invitation to Sir George to spend some weeks at his house. When one morning, during a walk in the gardens, the Duke with great prudence, or rather what would be termed polite delicacy, sounded the admiral on the subject: but so far was the ingenuous mind of Sir George from being able to discover what this strange preamble could lead to, that he at length imagined his Grace must be deranged, and in consequence began to eye him with some degree of consideration for what might happen. The Duke, who had not been accustomed to such unyielding principles, now came at once to the point, and openly declared, "That as the king his royal master intended the West Indies should become the theatre of the present war, he was commissioned to make the most unbounded offers to Sir George, if he would quit the English service, and accept the command of a French squadron."—Those who remember the worthy admiral, and can recollect the countenance he would assume when any thing unexpectedly broke upon him, may imagine his aspect and demeanour:—at length, with great temper, though with considerable emotion, he made this memorable reply:—"My distresses, Sir, it is true, have driven me from the bosom of my country, but no temptation whatever can estrange me from her service. Had this offer been a voluntary one of your own, I should have deemed it an insult: but I am glad to learn it proceeds from a source that *can do no wrong!*"—The duke was struck with the patriotic virtue of the British Tar, and from that time became his sincere friend.

Before Sir George's arrival in England the French war had commenced. Towards the close of 1779 the chief command at the Leeward Islands was given him; upon which he hoisted his flag on board the *Sandwich*. The succeeding year (1780) was a glorious one for this distinguished officer: and "though, as was well remarked by an anonymous writer, faction lifted up its voice for a season, not a leaf of his laurels lost their verdure, and his name will

be enrolled, with the first of those men who have fought, and conquered, for their Country."

On the 25th of December 1779, the admiral sailed from Spithead in the Sandwich of 90 guns. He was attended by Rear Admiral Digby in the Prince George of 98 guns, and by Rear Admiral Sir John L. Ross, in the Royal George of 100 guns. His Royal Highness the Duke of Clarence, then Prince William Henry, accompanied him on board the Prince George, as a midshipman. The whole fleet consisted of twenty-two ships of the line, eight frigates, and a cutter; having under their convoy a considerable number of store ships for Gibraltar, and the trade for the Mediterranean and the West Indies*. The garrison of

* ORDER OF SAILING

FOR THE FLEET AND CONVOY UNDER THE COMMAND OF
ADMIRAL RODNER,

Which left Spithead the 25th of December 1779.

Pegasus.	Hyana. Sandwich. Tapageur.	Pearl.
Convert.	Marlborough. Ajax.	Dublin.
Shrewsbury.	Greyhound. Phoenix.	Montagu. Bedford.
Defence.	Store Ships—Vigauillers	Cumberland.
Edgar.	Ordnance	Invincible.
Alfred.	Transports.	Prince George.
Hector.	Trade.	Terrible.
Royal George.	Beaver's Prize.	Alcide.
Monarch.	Seaford.	America.
Bienfaisant.		Porcupine.
Culloden.		
Hornet.	Resolution. Fortune.	

See Line of Battle continued in the next Page.

Gibraltar had been blockaded, both by sea and land, from the very first commencement of hostilities between Great Britain and Spain.

Nothing of consequence occurred until the morning of the 8th of January following. Being then about fifteen leagues to the west of Cape Finisterre; at day break, a fleet or convoy of twenty-one sail was discovered to the N. E. Seven of these soon appeared to be ships of some force, and the rest to be merchantmen. The admiral lost no time in making the signal for a general chase, and also for his own convoy to lie by. Above one half of the British men of war being coppered, they soon gained sufficiently on the strange fleet to be enabled to discover that they were Spanish and by superior sailing and dexterity the whole squadron

THE LINE OF BATTLE.

The Bedford to lead with the Starboard, and the Edgar with the Larboard Tacks on board.

<i>Frigates.</i>	<i>Ships of the Line.</i>	<i>Commanders.</i>	<i>Guns</i>	<i>Men</i>	<i>Division.</i>
	Bedford.	Capt. Affleck.	74	600	VAN. Rob. Digby, Rear-Admr. of the Blue Squadron.
	Cumberland.	Peyton.	74	600	
Apollo.	Invincible.	Cornish.	74	600	
Andromeda to repeat Signals }	Prince George.	Patton.	90	767	
	Terrible.	Douglas.	74	600	
	Alcide.	Burbane.	74	600	CENTRE. Sir Geo. Br. Rodney, Adm of the White, and Commander in Chief.
Porcupine.	America.	Thompson	64	560	
	Resolution.	Sir Cha. Ogle.	74	600	
	Montagu.	Houkon.	74	600	
Pegasus.	Dublin.	Wallis.	74	600	
Hyæna to repeat Signals }	Sandwich.	Young.	90	732	REAR. Sir John L. Ross, Rear Adm. of the Blue.
Tapageur cutter	Marlborough	Penny.	74	600	
	Ajax	Wedal.	74	550	
Pearl.	Shrewsbury.	Robinson.	74	600	
	Defence.	Cranston.	74	600	
	Culloden.	Baltour.	74	600	
	Bienfaisant.	M'Eride.	64	500	
	Monarch.	Duncan.	74	600	
Triton to repeat Signals }	Royal George.	Bourmaster	100	867	
	Alfred.	Bayne.	74	600	
Seaford.	Hector.	Sir J. Hamilton.	74	600	
	Edgar.	Elliot.	74	600	

was captured by one o'clock. The prizes consisted of a 64 gun ship, afterwards called the *Prince William*, in honour of his Royal Highness, and six *Caracca* ships, mounting from 20 to 30 guns; the remainder was composed of merchantmen with stores.

The capture of this Spanish convoy was not only fortunate for the officers and seamen, but was also of the greatest importance in a national point of view. The principal part of their lading consisted of such articles as the garrison at Gibraltar were particularly in want of: and, moreover, it afterwards appeared, that a squadron of Spanish men of war, owing to this capture, was actually detained at Cadiz, being unable to proceed to its intended destination in the West Indies for want of the provisions and stores which had thus been taken. This squadron would otherwise have sailed from Cadiz, and having joined the French fleet at Martinico, the whole was to have proceeded against the island of Jamaica.

As soon as the necessary arrangements had been made for the removal of the prisoners, the fleet proceeded along the coast of Portugal. Sir George, having obtained information from some neutral vessels, that a squadron of fourteen Spanish ships of the line were cruising off Cape St. Vincent, very judiciously ordered the fleet to sail in a line abreast, with the convoy in the rear. On the 16th day of January, at one o'clock, the Spanish squadron, under the command of Don Juan de Langara, appeared in sight, consisting of fourteen ships of the line. When first discovered, they were under an easy sail, and some of them either lying to or standing towards our fleet. The weather being hazy, and the British fleet much extended in a line abreast, it was imagined the Spaniards did not immediately discover the whole of Admiral Rodney's force, for it was some time before they began to retreat: during which our fleet were steering directly towards them, with a fair wind and a press of sail. The moment Sir George perceived their intentions of escaping, the signal was in an instant flying for a general

chase. The coppered ships first came up, and began the action with the rear of the Spanish squadron a little after four P. M. About five the *St. Domingo*, a Spanish line of battle ship, blew up. Her catching fire, and explosion, were momentary. Soon after this awful scene had taken place, two others of the enemy surrendered.

The remainder of the Spanish Squadron kept up a running engagement during the greater part of the night, which was dark and boisterous, and continued steering towards Cadiz the whole time. The firing continued until two o'clock in the morning, when the last of the enemy's ships surrendered.

This running engagement led the British fleet, and their prizes, very near to the Spanish coast, which, with the wind then blowing, was a lee shore. Every exertion was made to put the prizes * in a proper state to proceed. The last which surrendered, the *St. Eugenio*, and *St. Julian*, were so much disabled, and had got so near the harbour of Cadiz, that it became dangerous, with such rough weather, to attempt taking them in tow. The *St. Eugenio* was therefore evacuated, and soon struck on some rocks, from whence she was soon afterwards got off by the Spaniards. The *St. Julian*, having been driven without any mast, except the stump of her foremast, very near the shore, on the west side of Cadiz Bay, the British officers who were on board, seeing it was utterly impossible to bring her off, ran her ashore in the Bay, near to Port St Mary's Bar, where she was entirely lost; but providentially all on board were saved. It was highly to the honour of the Spaniards that these officers were treated with every attention and civility. From them they first heard of the loss of their convoy, as not a single ship had escaped to relate the disaster. This second loss, which the Spaniards experienced, gave a decisive blow to the projected expedition in concert with the French, against our West India settlements.

* *El Phoenix*, the Spanish admiral's own ship, and the finest ever built by Spain, now the Gibraltar, 80 guns; *Princessa*, 70; *Diligente*, 70; *St. Eugenio*, 70; *St. Julian*, 70.

Having joined the convoy, and made Cape Spartel, Admiral Rodney dispatched two frigates to Tangier to acquaint his Majesty's consul with the victory. Having no person on board the Sandwich acquainted with the bay of Gibraltar, Sir George ordered Rear Admiral Digby to lead in, and sent two frigates ahead to give notice to the garrison of his approach. The weather proved so bad, and the current was so strong, that most of the fleet were driven to the back of the rock. The Sandwich and many of the ships did not arrive until the 27th of January. The additional regiment, with the several stores of provisions, ammunition, and money, were landed with all possible expedition ; by which the garrison was completely relieved, and this venerable fortress put in a state of perfect security.

By considering the debate, which took place on the 29th in the House of Commons, on the motion of thanks to Sir George Rodney, we shall discern the opinion which men of eminence entertained of this admiral's professional character. Lord North declared that the nation at large was indebted to Sir George Rodney, and that the public suffrages were all in his favour ; he wished therefore to collect them, and to have them transmitted to that gallant officer, in the form of a vote of thanks from that house. Sir George's services, his Lordship said, were singular and important ; for he had taken a convoy of stores, the loss of which would be very sensibly felt by the Spaniards, as they stood in the greatest need of them to fit out their fleets. In the late action his victory had produced the most salutary effects : it had freed from danger the important fortress of Gibraltar, and, together with the first success, it had taken from the enemy some of their best ships, and had added five to our own fleet. There were circumstances attending the last action which made the merit of it highly honourable to the admiral—the night, an high wind, and the vicinity of a dangerous shore. With these difficulties he had combated, and they had served to enhance the honour of the victory. His Lordship concluded with the following motion : *that the thanks of this House be given*

to Admiral Sir George Brydges Rodney, Bart. for the signal services he has lately rendered to his King and Country, and that the Speaker do transmit the same to him.

Lord Howe agreed that the conduct of Sir George Rodney had been meritorious, and that the success, which attended his operations, had been perfect. The superiority of his fleet did not in his opinion by any means detract from the glory of his victory; for such was the situation of the ships, and such the attendant circumstances of the action, that it required uncommon powers to bring it to so happy a conclusion.

Admiral Keppel, who was not that day in the house, afterwards lamented that he had not been present when Lord North moved for the thanks of the House to his old friend Sir George Rodney; and declared he should have felt a singular satisfaction in seconding it. The admiral's situation had been attended with difficulties, which he had gallantly surmounted, and had performed his duty like a seaman.

The thanks of the House of Lords to Sir George being on the 1st of March moved for by Lord Sandwich, the Marquis of Rockingham arose and said, that it gave him sincere pleasure to have so public an opportunity of expressing his hearty concurrence with the Noble Lord in the motion he had introduced. He had long known Sir George Rodney, and had the greatest esteem for him. He deserved every thing from his country *.

Having sent home part of his fleet, with the prizes, under the command of Admiral Digby, Sir George proceeded to his appointment on the Leeward Island station. In the month of March he arrived in the West Indies; his squadron, at this time, amounted in the whole to twenty ships of the line, and one fifty gun ship, besides frigates. On the 27th he repaired to St. Lucia, and found the enemy's fleet, consisting of twenty-three ships of the line, had retired into Fort Royal Bay, Martinico, after making an unmeaning parade.

* On the 6th of March the freedom of the city of London was voted to Sir George, to be presented in a gold box worth one hundred guineas. The freedom of the city of Edinburgh had been previously voted.

On the 13th of April the French Fleet under the command of the Count de Guichen, consisting of twenty-three Ships of the line, eight frigates, and some small vessels, in the middle of the night escaped from Fort Royal. On the following day their flight was discovered ; and on Saturday, the 14th, Admiral Rodney sailed from Gros Islet Bay, St. Lucia. On the 17th, at eleven in the forenoon, he made the disposition to attack the enemy. Finding them keep from the wind, with a press of sail, that obliged their worst going ships to set all their plain sails, Sir George made the signal that he intended to attack their rear ; which was consequently followed by a signal to bear down and come to close engagement. Many masterly manœuvres were also made by him, to supply by skill his deficiency in point of numbers : the manner in which the fleet was at length brought to action, did him infinite credit.

Some of the English ships, from causes which now it is of little use to attempt investigating, did not properly obey the signals. Sir George himself set a most animating example, and at once bore down on the French admiral. The *Montague* and *Intrepid*, who were astern of the *Sandwich*, particularly did their duty ; and the effort made by the *Ajax*, *Terrible*, *Princess Royal*, *Grafton*, and *Trident*, put the enemy's van in disorder, and, obliging them to break the line, they took a new position.

Sir George, having himself thus set the example for close action, obliged de Guichen to bear up out of the line : this consequently brought the French admiral's seconds ahead and astern of him to windward, who bore down to protect the Flag. Had Admiral Rodney been as well supported, de Guichen would inevitably have been taken. For more than an hour did the *Sandwich* sustain the unequal attack. At length, on the *Princess Royal* bearing down to her assistance, the French ships drew off, leaving her a perfect wreck, that for twenty-four hours could with difficulty be kept above water : and yet from this state, by the activity of her officers and crew, in another twenty-four hours she was again ready

for action. The masts, yards, and rigging, were totally cut to pieces. Her hull received seventy shot, seventeen of which were between wind and water. The Sandwich, during the engagement, fired not less than 3500 balls.

Sir George, in his letter to the Admiralty, which will be inserted when we give the Historical Memoir, &c. of this war, thus mentions the situation of his ship during the action : “ The action, in the centre, continued until fifteen minutes after four P. M. when Monsieur Guichen, in the *Couronne*, which had mounted 90 guns, with the *Triumphant* and *Pendant*, after engaging the Sandwich for an hour and an half, bore away. The superiority of the fire from the Sandwich, and the gallant behaviour of her officers and men, enabled her to sustain so unequal a combat ; though, before this attack, she had beat three ships out of their line of battle, had entirely broke it, and was to leeward of the wake of the French admiral.”

The *Couronne* was on fire at the beginning of the action. Several red hot balls were fired by the enemy. At the close of the action nine only of their ships were in the line. To pursue the enemy that night, could not be accomplished without the greatest disadvantage. Sir George's ship was taken in tow by the *Montague*, on board of which he then hoisted his flag. The fleet lay to all night. A little after the action the wind changed, by which the enemy were to windward. The next morning they were quite out of sight. Sir George pursued them for three successive days. On the 19th they were discovered to the northward, and every effort was employed to get up with them ; but the light winds, and the leewardly situation of the English fleet, prevented it. Monsieur de Guichen cautiously kept his wind, hauling under Guadaloupe ; while Sir George Rodney continued baffled with calms under Prince Rupert's Head, Dominica. By Saturday the 22d, they had so much extended their distance, that it was judged useless longer to continue the chase : our squadron therefore stood for Fort Royal, Martinico, to get between the French fleet, and their stores. This

place Sir George arrived at on the 25th of April, and found his intention had succeeded. Partial and indecisive actions took place between the two fleets, on the 15th, and 19th, of May: when, finding from the condition of his ships that a longer pursuit of the enemy could not be safely continued, he sent three of the most disabled to St. Lucia, and arrived with the remainder on the 22d in Carlisle Bay, Barbadoes, where he refitted and victualled.

As the debates in the House of Lords, on Admiral Rodney's letter, relating to the above action, were particularly violent, it will be necessary in this place to refer to the heads of what passed.

On the third of June, Lord St. John * moved for a copy of the late dispatches from Admiral Sir George Rodney; such parts only excepted as related to the future operations of the fleet, and which, being known, might be serviceable to the enemy.

Lord Sandwich objected to the motion. Sir George, he declared, had indeed said, in general terms, that he had not been well supported, but that he would enquire into the cause. "Private information has indeed been received, but I wish heartily," said his Lordship, "that the whole may turn out to be an ill-founded suspicion. I do not like to expatiate on the actions of an officer, who fell in the late engagement (Captain St. John), because I fear to awaken the feelings of the Noble Lord, his relation, who made the present motion. But thus much I am bound to say, that he fell in a manner that will stamp immortal honour on his name." Lord Sandwich then added, that he had sent the necessary orders to Sir George Rodney, to proceed against those who might be deemed criminal, and to bring them to justice.

Lord Shelburne insisted that private letters sent to ministers, as ministers, were in fact as much for the public eye as the public dispatches were. That Lord Chatham always laid up in the secretary's office all letters, public and private. "Great as have been the gallantry and success of Sir George

* Debrett's Parliamentary Debates.

Rodney, yet," exclaimed his Lordship, "I have heard it was already in contemplation to remove him from his command, in order to bring in a favourite, yet disgraced admiral; but I will sit down to give the Noble Lord at the head of the Admiralty, an opportunity to contradict this."—Lord Sandwich remaining silent he proceeded.—"If my information, my Lords, is true, the Count de Guichen left Guadaloupe on the 26th, nearly at the same time that the grand Cadiz Squadron sailed. Now, Cadiz being so much nearer than England is to the West Indies, a junction, my Lords, may be formed between the French and Spaniards, before it can be even in our power to sail in order to prevent it. As we must have frigates to watch the Cadiz fleet, they cannot quit it, until they are perfectly satisfied of the course it intends to steer. If it once get into the trade winds, then it is wafted with expedition, while our frigates on their return may have to sail against the wind: so that upon the whole, my Lords, at a moderate computation, a month must elapse before we could send a fleet after the Spaniards; a period more than sufficient for the destruction of Sir George Rodney. The Havannah might be appointed as a rendezvous: the French might perhaps refit there, and, united with the Spaniards, fall on Sir George, who, keeping the sea, without an opportunity to refit, would, he feared, fall an easy prey to so powerful a combination."

Lord Sandwich rose with much warmth.—"If I did not make any reply when the Noble Lord afforded me an opportunity, by sitting down in the midst of his speech, it was because I will not obey the will of that Lord, nor answer any question from him, but at the time that I shall myself think proper. From the first moment that I was initiated into politics, I have always been taught, that responsibility was annexed only to public letters. I am therefore not to be told by the Noble Lord that I am broaching new doctrines, when I am in reality professing only those which are as old as the office of secretary of state.

"The Noble Lord says he has heard that Sir George Brydges Rodney was to be removed. Will he so far favour

me as to name his author? But, before he does this, I will take upon me to say that his information is false. Whoever could advise his Majesty to remove so able a man, cannot be a friend to his Country. I have lately written to the admiral, and, though I am not in the habit of writing panegyrics, my letter to this gallant officer was one continued panegyric from beginning to end. When it was first proposed in council to employ Sir George, I," said Lord Sandwich, "who knew him from a very young man, declared, *Rodney once afloat will do his duty*. How then can any man for a moment think of removing him from his command, after the repeated proofs he has given, that he is so well qualified to hold it."

Lord Ferrers was glad to hear the encomiums, that fell from the Noble Lord at the head of the Admiralty, respecting Sir George Rodney; and flattered himself that he should now have that Noble Lord's support, in a motion which he intended to make, for restoring to that gallant admiral the government of Greenwich Hospital; and he hoped that no objection could now be made to such an appointment, on the impropriety of an admiral holding that government, together with the command of a fleet, since the two commands had been united in the person of Sir Charles Hardy.

The House divided at last on Lord St. John's motion, Contents, 16. Non-contents, 42.

A Spanish squadron sailed from Cadiz on the 28th of April (1780); and the admiral of it having eluded Sir George Rodney's vigilance, by changing his place of rendezvous, a junction was formed at Guadaloupe with Monsieur de Guichen, who arrived there with eighteen ships of the line.

It was so late before the expected reinforcement arrived from England, that Admiral Rodney was unable to attempt any thing, during the remainder of the year, against so powerful a combination. Previous therefore to the hurricane months, he sent his squadron, in separate detachments, on such services as might be executed consistent with their own safety; and went himself in the Sandwich, in consequence of expresses from Admiral Arbuthnot, to his

assistance on the coast of North America, with nine ships of the line and a frigate. In this squadron, among other commanders, Commodore Drake was in the *Russel*, 74; Captain P. Affleck in the *Triumph*, 74; Captain Charles Thompson in the *Alcide*, 74; and Captain Christian in *La Fortune*, 42. Admiral Rodney arrived at Sandy Hook, the entrance of the harbour of New York, on Wednesday, September 13. No junction, however, was formed between the two English commanders, as Admiral Arbuthnot, though a junior officer, continued to keep his station off Rhode Island. Sir George Rodney met with a most grateful reception from the army, and from the inhabitants of New York, who entertained an high sense of his great merit. He detached some of his ships to reinforce Admiral Arbuthnot, and requested him to send Sir Chaloner Ogle in the *Resolution* of 74 guns, as he wished him to preside at the court martial which was to sit on the late commander of the *Yarmouth*. Admiral Rodney tried this officer in the West Indies, because he did not choose to bring him before others, who had been much to blame; to one of whom, in consequence of his conduct on the 17th of April, Sir George had written * in the most firm, yet feeling manner, before he left the Leeward Islands for America.

* Sir George Rodney to Captain ———.

Princess Royal, Gros Islet Bay, St. Lucia,
30th July 1780.

SIR,

I have received your letter of yesterday, acquainting me you are credibly informed, that in my public letter to the Admiralty relative to the action with the French fleet on the 17th of April last, your name was mentioned.

It certainly was; and that you mistook, and did not properly obey my signal for attacking the enemy, agreeable to the 21st article of the additional fighting instructions, by bearing down instantly to the enemy's ship then opposed to you, but led to the van ship, notwithstanding you had answered my signal, signifying that it was my intention to attack the enemy's rear, which signal I had never altered; of course it behoved every officer to have paid the utmost attention to it.

Your *leading* in the manner you did, induced others to follow so bad an example, and thereby forgetting that the signal for the line was only at *two cables length distance* from each other, the van division was led by you to more than *two leagues distance* from the centre division, which was thereby exposed to the greatest strength of the enemy, and not properly supported.

Could I have imagined your conduct and inattention to signals had proceeded from any thing but error in judgment, I had certainly superseded you; but

During Admiral Rodney's continuance at New York, the hurricanes in the West Indies had set in with unusual violence, and been attended with very fatal consequences. On returning, at the close of the year (1780) to that station, he took with him Sir Chaloner Ogle in the *Resolution*; and left the *Russel*, 74, Commodore Drake, to supply her place. Soon after Sir George's arrival, an unsuccessful expedition was undertaken by him (December 14*), in conjunction with General Vaughan, to recover the island of St. Vincent, which had been taken at the beginning of the war.

God forbid I should do so for error in judgment only. I only resolved, Sir, not to put it in your power to mistake *again* upon so important an occasion as the leading a British fleet to regular battle.

You may now, Sir, however painful the task, give me leave fairly to tell you, that, during the time you have been under my command, you have given me more reason to find fault with your conduct as an officer than any other in the fleet, Captain B—— excepted, by your inattention to signals. And, Sir, by negligently performing your duty, and not exerting yourself, as it behoved the oldest captain in the fleet, by setting the example of briskness, activity, and scrupulous attention to signals. Did you do so, when, upon the first signal I made for a line of battle abreast, and then going down to provoke the enemy to come out to battle, you hauled your wind, instead of making all the sail you possibly could to get into your station, agreeable to the first article of the additional fighting instructions, and thereby set a bad example to all the young captains? Judge yourself what I must have felt, to observe that the two oldest captains of the fleet I had the honour to command, were the only persons I had just reason to reprimand by public signals, and let them know they had not obeyed. Your almost constantly keeping to windward of your station in sailing afterwards; the repeated signals made for the ship you commanded to get into her station; your being at an amazing distance from the fleet the night before the battle; my being obliged to send a frigate to order you down; your being out of your station at day-light, notwithstanding the line of battle was out all night; all this conduct indicated an inattention, which ought not to have been shewn by an officer, who had been bred in the good old discipline of the western squadron; and which nothing but the former service you have done your King and Country, and my firm belief of your being a brave man, could have induced me, as commander of a great fleet, to overlook.

You may judge what pain it has given me to write this letter to an officer I have known so long, and have always had a regard for; but in great national concerns, and where the service of my King and Country is entrusted to my care, it behoves me to do my duty, and to take care that those under my command do theirs.

Both of which, without favour or partiality, I shall strictly adhere to.

I am, Sir, &c.

* On the 14th of November 1780, his Majesty conferred a special mark of his approbation on Sir George Rodney, by nominating him a supernumerary Knight Companion of the Bath, there being at that time no vacant stall.

Early in the year 1781, Rear Admiral Sir S. Hood arrived in the West Indies, with the expected reinforcement, consisting of seven ships of the line. He also brought intelligence of the commencement of hostilities between Great Britain, and Holland ; and instructions for the immediate attack of the Dutch settlements in the West Indies. These were executed with the same promptitude with which they had been conceived, and the whole island of St. Eustatia, with a number of merchant ships richly laden, one frigate, and other vessels, were taken instant possession of ; and the Admiral having learnt that a valuable fleet of Dutch merchant ships for Europe had sailed from St. Eustatius only the day before, under the protection of a Dutch 54 gun ship with a commodore on board, he therefore detached the *Monarch* of 74 guns, *Pantheon* of 60 guns, and *Sibyl* of 28 guns, in pursuit of them ; by which means the whole convoy were captured, and brought back to St. Eustatius. On the *Monarch* coming up with the Dutch man of war, Captain Reynolds desired them to surrender, which being refused by the commodore, an action commenced, which lasted but for a few minutes, when the Dutch commodore being killed, the ship surrendered. This success was attended with the capture of the islands of St. Martin and Saba, and the two Dutch colonies of Demerary and Issequibo on the Spanish main.

Sir George Rodney's subsequent conduct in confiscating the property found on the island of St. Eustatia, was such as demanded the thanks of his country, and not the treatment which he received. His motives have been openly discussed in the public face of the legislative * assembly of his Country, and proved to have been upright and disinterested. It was a task that demanded the mind and firmness of a Cato ; and Sir George, by his conduct, shewed that he possessed it : and though the many-headed monster that had so long basked unnoticed by the English government, reared all its heads in anguish at the deadly wound it had received, and strove to

* Sir George's, and General Vaughan's, replies to Mr. Burke in the House of Commons.—*Debrett's Debates*, 1781, vol. v. p. 90.

interest the natural humanity of the inhabitants of Great Britain; yet will posterity clearly discern the specious delusion of its tale, and give that verdict in favour of Sir George Rodney which his noble character demands.

The island of St. Eustatia, as Sir George declares in his letter * to Philip Stevens, Esq. of the 6th of March (1781), had long been an asylum for men guilty of every crime, and a receptacle for the outcast of every nation :

“ I think it my duty,” adds this zealous officer, “ to lay before their Lordships the resolution General Vaughan and myself have taken relative to the securing this important conquest to Great Britain, and *that she might avail herself of all its riches, as an atonement for the injuries it has done her.*

“ We thought that this nest of smugglers, adventurers, betrayers of their Country, and rebels to their King, had no right to expect a capitulation, or to be treated as a respectable people : their atrocious crimes deserve none ; and they ought to have known that the just vengeance of an injured empire though slow, is sure.—An agent, and many French merchants resided in this island ; and, that no national reflection may be cast, with justice, upon the honour of Great Britain (though the French magazines of provisions and stores have been seized) their persons have been treated with respect ; and they will be allowed to carry with them in cartel vessels to Guadaloupe, and Martinique, all their household furniture †, plate, linen, &c. &c. and their numerous household slaves. The Dutch Amsterdam merchants will likewise be allowed proper cartel ships to carry them and their families, with their household furniture. The guilty American merchants, and the equally guilty Bermudian, and British, though obliged to retire, will be permitted to take with them their household goods and personal effects.”

In a preceding letter to Commissioner Laforey, dated 27th February 1781, Sir George says—“ I have daily experience of iniquitous practices, and the treasonable correspondence carried on by those, calling themselves British Merchants, settled in this Dutch and the neighbouring islands ; and am fully convinced, by intercepting hundreds of letters, that if it had not been for their treasonable correspondence and assistance, the American war must have been long since finished ; nor could the French Islands have been supported. It was

* Collection of Letters from Sir George Rodney, relative to the capture of St. Eustatia, published by Debrett, &c. in 1786.

† This was accordingly done, and all their personal property was in consequence secured in the French islands.

from this island, after the battle of the 17th of April last (1780), that the French fleet were enabled to return to Martinique. They sent from this island two vessels loaded with cordage, and naval stores, and filled with carpenters, who joined them under Bermuda; and by such assistance enabled eight of them, who must otherwise have bore away for St. Domingo, to keep company with their fleet.

With the following letter, from both the admiral and general, we shall for the present conclude our observations on this event.

To Lord George Germain.

MY LORD,

Barbadoes, 26th June 1781.

We have been honoured with your Lordship's letter of the 30th of March, communicating to us the King's royal * approbation of our conduct, in the capture of St. Eustatius, St. Martin's, and Saba, and acquainting us of his Majesty's most generous gift of the property of the enemy, captured in these islands, to his army and navy.

So great and royal a bounty was far beyond our most sanguine expectations.

We had no views whatever but doing our duty, and executing his Majesty's commands, concluding the whole was the property of the crown; and without one selfish view, thought it a duty incumbent on us, to seize, for his Majesty's use, all the effects of an island inhabited by rebellious Americans, and their agents, disaffected British factors, who from base and lucrative motives were the great support of the American rebellion; traitors to their King, and Patricides to their Country. These, mixed with Jews and Dutch, who regardless of the treaties subsisting between Great Britain and Holland, had traitorously conspired, and for years supported the public enemies of the state, and the rebellion of our deluded colonies; who but for such support and encouragement, the unhappy differences with that country had long since subsided.

Such, my Lord, were the inhabitants of St. Eustatius, loaded with the accumulation of every crime that was possible for subjects to commit towards the ruin of their country.

Judge then, my Lord, what we must feel in being threatened with innumerable prosecutions for doing our duty; and that men guilty of such atrocious crimes should meet support from any individual in a British Parliament!

We should scorn to take the effects of any honest or just man; and if there be any such who are inhabitants of St. Eustatius, although the laws of war might make it lawful prize, yet God forbid we should distress the innocent.

* In the month of May his Majesty settled an annuity of 2000l. per annum on Sir George; 500l. on Lady Rodney; 1000l. on his eldest son; and 100l. on each of the younger children.

We thought it a duty incumbent upon us to act as we have done ; and that men who have been contending for the ruin of their country, should in return be exposed to its just resentment.

This being our situation, and regardless of the threats of such British merchants, who by their support and credit have contributed to this infamous commerce, so detrimental to the state, and for which we are told numerous actions are already commenced against us ; yet we have not a doubt but that his Majesty, from his known justice and magnanimity, will give his royal commands that we meet with that support from administration, that officers serving their country, and executing his royal orders, flatter themselves they will receive,

We have the honour to be, with the highest respect,

My Lord,

Your Lordship's most faithful obedient Servants,

G. B. RODNEY.

JOHN VAUGHAN.

We shall not dwell on the manœuvres that passed between the fleets of Sir George Rodney, and Count de Grasse, assisted with the troops under the command of the Marquis de Bouille, in the spring of this year (1781). The latter had by far the superiority in number of ships, over the English admiral, yet stedfastly avoided coming to action. The island of Tobago, being suddenly attacked by the count, with all his force, surrendered on the 2d of June*. He was instantly pursued by Admiral Rodney, yet still without being able to bring on a general action. Towards the close of the year Count de Grasse sailed for America ; and Sir George †, having resigned the command to the gallant Sir Samuel Hood, shifted his flag to the Gibraltar, which with difficulty was kept afloat, and arrived in Cawsand Bay on the 21st of September in a very precarious state of health from

* Charnock's Biog. Navalis.

† On the 6th of November 1781, he was made Vice Admiral of Great Britain on the death of Lord Hawke.

‡ Admiral Rodney landed at Mount Edgumbe. From thence, after some stay, he arrived in his barge, with Admiral Hughes who came passenger from Cork, at the Victualling Office. After taking a survey of the different offices, he walked to the Prince George, attended by a number of spectators, and set off for London amid the acclamations of a large concourse of British tars. Lord Powis's house in Albemarle-street had been taken for his residence, where he arrived, after waiting on the King at Windsor, on the 24th, in the evening. On the 26th he was at the levee.

the continued anxiety, and harassing service, he had so long endured.

Sir George Rodney concluded his distinguished services with a most brilliant and decisive victory; one that came opportunely to screen him from the malice of his enemies, whose evil spirit continued unsubdued, and had nearly gained the summit of its diabolical intentions.

As soon as Sir George Rodney had in some degree re-established his health, he hastened to resume his command in the West Indies. On the 13th of December (1781) he made the signal for his squadron, consisting of twelve sail of the line, to unmoor. On the 17th he anchored in Cawsand Bay, where he was detained by contrary winds until the 8th of January (1782). Being forced to put back by heavy squalls from the south-west, he was driven into Torbay, from whence he again sailed on the 14th of January, and on the 15th passed Plymouth. On the 19th of February he arrived at Barbadoes; and formed a junction with Rear Admiral Sir Samuel Hood on the 25th, to the windward of Antigua. Being soon afterwards joined by the *Duke*, *Valiant*, and *Warrior*, from England, he found himself at the head of a fleet consisting of 36 ships of the line.

His first object was to intercept the convoy which the enemy daily expected; and in order to accomplish this he had made such a disposition of his fleet that it extended from the latitude of Desiada, to that of St. Vincent's, with a line of frigates to windward, which it was thought impossible for any convoy to escape: yet by making Desiada, and keeping close under Guadaloupe and Dominica, they eluded Sir George's vigilance, and arrived safe in Port Royal Bay by the 21st of March.

Admiral Rodney, on hearing of this, immediately returned to Gros Islet Bay, St. Lucia, where he refitted and re-victualled his fleet with five months provisions, ordering a watchful eye to be kept on the Count de Grasse. On the fifth of April Sir George received advice by Captain Byron, of the *Andromache*, that the enemy were embarking; and on

the 8th he made the signal of their coming out, and standing to the N. W. The admiral then gave orders for a general chase : before day light, he came up with the enemy under Dominica, where both fleets were for some time becalmed. The French fleet, consisting of thirty-four* ships of the line, two of fifty guns, ten frigates, seven armed brigs, two fire ships and a cutter, first getting the wind, stood for Guadeloupe, followed by the English van division under the brave Sir Samuel Hood, who for a considerable time was alone opposed to the whole force of the enemy.

The enemy's cannonade ceased upon the approach of the rear division. During the night of the ninth instant, our fleet lay by to repair damages, for the ships of the van had been much hurt : on the tenth it continued to turn to windward under an easy sail ; the enemy's fleet did the same. It was impossible for Admiral Rodney to force them, in the situation they were, between the Saints and the island of Dominica. On the 11th, the enemy having gained considerably to windward, and the wind blowing a fresh and steady gale ; the signal was made for a general chase to windward, which lasted the whole day. Towards sun-set some of the headmost ships of our fleet approached near to one of the enemy, that had received damage in the late action ; and had certainly taken her if Count de Grasse had not bore down with his whole fleet for her protection. Sir George, who had eagerly watched for this opportunity, threw out the signal for the form of sailing, and stood with the whole fleet to the southward, until two in the morning, when he completely gained the windward of the enemy, and entirely precluded their retreat. By seven in the morning of the 12th, the two fleets were engaged. No visible impression was made until about noon, when Sir George Rodney in the *Formidable*, followed by his seconds the *Namur* and *Duke*,

* The *Caton* and *Jason*, 64 guns, with two frigates and a corvette, were detached from the fleet, before the action of the 12th took place, to Cape Francois

bore directly with full sail athwart the enemy's line *. and broke through about three ships short of the centre. This completely decided the fortune of the day ; but the action continued until sun-set, at which time Sir Samuel Hood came up to the *Ville de Paris*, and poured in a most destructive broadside ; when, as Sir George Rodney devoutly begins his letter to the Admiralty—" It pleased God, out of his divine providence, to grant to his Majesty's arms a most complete victory over the fleet of his enemy, commanded by the Count de Grasse, who was himself captured with the *Ville de Paris*, and four † other ships of the fleet, besides one sunk in the action."

* According to Mr. Clerk in his *Naval Tactics* (vol. ii. p. 33 and 34), this was the first action in which the line of the enemy was broke by an attack from the leeward. In the course of the actions of the 9th, and 12th of April, the following maxims were illustrated :

" 1. The difficulty which an enemy's fleet will find in making an escape to the leeward.

" 2. That the crippling of some of his ships will be a necessary consequence of the efforts, made to effect this escape.

" 3. That the protection given to ships crippled in consequence of these efforts, as it was the cause of bringing on the actions of both the 9th and 12th, and had nearly produced an action on the 10th, will also be a cause of bringing on an action on all future occasions, of the like nature, or in like circumstances.

† *French ships taken.*

<i>La Ville de Paris</i>	110	{ Had on board in the action 1300 men.
<i>Le Glorieux</i>	74	750 men, 150 soldiers.
<i>Le Cæsar</i>	74	750 men, 150 ditto.
<i>L'Hector</i>	74	750 men, 150 ditto.
<i>L'Ardent</i>	64	650 men, 100 ditto.

One sunk, name unknown, we believe *le Diademe*. The *Jason* and *Cato*, ships of the line, with two frigates, which were not in the action, were afterwards taken by Sir S. Hood off Porto Rico.

OFFICERS KILLED.

<i>Royal Oak</i>	- -	First Lieutenant Mr. Gwatken.
<i>Alfred</i>	- -	Captain Bayne.
<i>Montague</i>	- -	Mr. W. Cade, master.
<i>Valiant</i>	- -	Second Lieutenant, Mr. R. Wimbleton.
<i>Formidable</i>	- -	Lieutenant Hele.
<i>Hercules</i>	- -	Lieutenant Hobart.
<i>America</i>	- -	Lieutenant Collowhill.
<i>Anson</i>	- -	Captain Blair.
<i>Torbay</i>	- -	Lieutenant Manner, of the marines.
<i>Resolution</i>	- -	{ Lord Robert Manners, only brother to the Duke of Rutland, Captain, who died of his wounds in his passage home.
<i>Agamemnon</i>	- -	Lieutenant Brice died of his wounds.

Admiral Rodney particularly mentioned the noble behaviour of his second in command, Sir Samuel Hood ; he also declared that his third in command, Rear Admiral Drake, deserved the highest praise, as did Commodore Affleck for his gallant behaviour in leading the centre division : his own captain, Sir Charles Douglas, was also noticed for his unremitted diligence and activity. He declared that he wanted words to express his sense of the meritorious conduct of all his captains, officers, and men, who had a share in this glorious victory, obtained by their gallant exertions.

In every point of view was this success important to Great Britain. The design of the confederated powers was entirely baffled ; since the land forces intended for the Jamaica expedition, with their train of artillery, and thirty-six chests of money, were on board the *Ville de Paris* and the other captured ships. The *Marlborough*, Captain Penny, led to action on the 12th of April. The *Duke*, Captain Gardner, first broke through the enemy's line. The conduct of the *Canada*, Captain Cornwallis, excited great admiration : after singly engaging a French 74 until she struck, he bore down to the *Ville de Paris*, and was the longest engaged with her, while the French fire was most violent. The *Ville de Paris* struck her colours about ten minutes after Sir Samuel Hood came alongside of her ; by one broadside from the *Barfleur* sixty men fell, at which time there remained only three upon deck that were not wounded. The French ship *Le Diademe*, that sunk, received her fatal broadside from the *Formidable*, three tier of whose guns made but one platoon report. On Monday, the 29th of April, Admiral Rodney carried his prizes into Port Royal Harbour, Jamaica. Soon after Admiral Pigot's arrival, Sir George shifted his flag into the *Montague*, 74 guns ; and, sailing from Port Royal on the 23d of July, arrived at his house in Hertford Street, May Fair, on the evening of Monday, the 23d of September.

The *Gazette*, from some mistake, makes 230 killed, and 759 wounded ; whereas the total amount when summed up was 1103—Wounded 766 ; killed 237. It is imagined the French lost ten or twelve thousand men.

Thus closed the professional career of this distinguished officer ; who, on June 19th, (1782), after receiving the thanks of both Houses, had been advanced to the rank of a peer of Great Britain, by the title of Baron Rodney, of Rodney Stoke, in the county of Somerset ; and, on the 1st of July following, had been voted a pension of 2000*l.* per annum, to descend to his heirs. These rewards his long services and merit certainly claimed ; nor was his Country slow in proffering them : but how precarious und uncertain at one time was their final accomplishment ! Had Sir George Rodney not succeeded, what would have been the consequence ? an admiral was actually sailed to supersede him. Sir George though overcome, would have displayed equal powers, nay, most probably would have exerted greater, if greater could have been exerted ; but then these would have sunk, with his name, into oblivion, and the worthy admiral have been left

“ Weary, and old with service, to the mercy
Of a rude stream that would for ever hide him.”

Such is the truth : and, though painful to record, it should not be passed unnoticed, as it contains a memorable instance of the venom which arises from a poisonous source, that cannot be too sufficiently marked and reprobated. Though victory for a time baffled its strength, Lord Rodney, before he died, suffered severely from its violence ; and even in the moment of victory, so much did he dread its bitter effects, that he wished the last shot fired from the *Ville de Paris* might terminate his life.—One who knew him well has declared, “ That as an officer of nautical abilities, none were his superiors, and but few his equals.” He possessed a bold original genius, which always carried him directly to the object he had in view. As a man, he was benevolent, generous, and friendly. “ I knew him,” says a correspondent, “ from my infancy, and he ever treated me as his son. I have seen him write private letters, and dictate to three secretaries, at the same time. He was an officer of great professional abilities, and deserved success. Few men possessed

more humanity, or knew their dignified situation better than Lord Rodney." In private life he displayed the manners of an accomplished gentleman: and he, who when called by his Country, could hurl its thunders against the foe, and lead its navies unto victory, was in the piping times of peace the ornament of domestic society, and a pattern of that elegant and polished behaviour which distinguishes the higher orders among us. We conclude this Memoir of his services with the following lines from the Laureat's ode:

—And hark! on yonder Western main,
Imperious France is taught to know,
That Britain re-assumes her reign;
Her thunders only slept to strike the deeper blow.
Ye nations hear! the Gallic star
Shorn of its beams th' horizon leaves;
That fatal firebrand of the war
No longer dazzles and deceives.
Record it in the fairest light
Of faithful hist'ry's future page,
THEY ONLY TRIUMPH'D WHILST THEY SHUNN'D THE FIGHT,
WE, WHEN WE FORC'D THEM TO ENGAGE. WHITEHEAD.

Lord Rodney died in London on the 24th of May 1792. At Spanish town, Jamaica, a temple was built to receive his statue, which, we believe, was executed by Mr. Bacon. A monument was also erected by government in Westminster Abbey to commemorate the memory of Lord R. Manners, and the Captains Blair and Bayne. The address on this occasion to his Majesty was moved by Mr. B. Gascoyne. For Lord Rodney's interesting speech on the St. Eustatius prize money bill, vid. Debrett's Parliamentary Register for 1786, vol. xx. p. 167.

ARMS.] Or, three eagles displayed purpure, two and one.

CREST.] In a ducal coronet or, a demi-eagle displayed purpure.

SUPPORTERS.] Two eagles, purpure, beaked. Azure, membered, or, each supporting the banner of England, proper, encircled with a ducal coronet, or.

MOTTO.] Non generant aquilæ columbas.

DESCRIPTION OF PLATE IX.

Correct View of the Position of the British Fleet, under the Command of Admiral Sir George Brydges Rodney, and that of the French, commanded by the Count de Grasse, at Noon on the 12th of April (1782), off Prince Rupert's Bay, Dominica. Wind E. to. E. N. E.

THIS view was taken from the northward, and near the centre of both lines of battle. The French line is on the larboard tack extending towards the S. S. E. The British line is on the contrary tack; its rear, which on this tack became the van, under Sir Francis Drake, extending to leeward to the rear of the enemy. The British centre is nearly opposite to that of the French.

Admiral Rodney, in the *Formidable*, is luffing up, after having poured his starboard broadside, with great effect, into the second astern of the *Count de Grasse*, and with his larboard guns kept up such an incessant fire on the rest of the French centre coming up, as threw them into great disorder, and caused their ships to run foul of each other.

The *Formidable* is seen followed by the *Namur*, and the rest of the centre. The *Duke* was second ahead to Admiral Rodney, and, with the rest of the British centre and van, kept up a most spirited fire on the broken line of the French, so as greatly to increase their confusion and dismay: by this manœuvre their line was broken into three different parts or divisions. That part, which extended from their centre to the rear, kept away large, in hopes of again joining the rest of their fleet; the Centre did the same; the Van still kept their wind, not daring to close with Sir Samuel Hood's division, which, on this tack, was the rear of the British fleet.

List of the French Squadron under COUNT DE GRASSE on the 9th and 12th of April, 1782.

LIGNE DE BATAILLE DANS L'ORDRE NATURELLE.
ESCADRE BLANCHE ET BLEUE.

PREMIER DIVISION.

Flamme mi-partie, Blanche et Bleue, au mat de misaine. White and blue flag at the foremast.

Le Souverain	74	L'Hercule	74
L'Auguste	80	Le Northumberland	74

Fregates, &c. L'Experiment, 50; Le Sagittaire, 50; La Resolve, L'Hypocrite



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Sir G. B. Rodney's Action on the 12th of April, 1782.

DEUXIEME DIVISION.

Idem, au grand mat. The same at the main-mast.

Le Zèle	74	Le Conquerant	74
Duc de Bourgogne	80	Le Marsellois	74

Frigates, Le Cornwallis, La Concorde.

TROISIEME DIVISION.

Idem, au mat d'artimon. The same at the mizen.

L'Hector	74	La Magnanime	80
Le Cæsar	74	Le Diademe	74

Frigate, L'Engageante.

ESCADRE BLANCHE.

QUATRIEME DIVISION.

Flamme blanche au mat de misaine. White flag at the foremast.

Le Glorieux	74	Le Sceptre	74
L'Eveille	64		

Frigate, Le Richmond.

CINQUIEME DIVISION.

Idem, au grand mat. The same at the main-mast.

Le Languedoc	84	Le Ville de Paris	106
La Couronne	84		

Frigates, La Medee, Le Clairvoyant, L'Iris.

SIXIEME DIVISION.

Idem, au mat d'artimon. The same at the mizen.

Le Refleche	64	Le Scipion	74
Le St. Esprit	84	Le Palmier	74

Frigate, La Galathee.

ESCADRE BLEUE.

SEPTIEME DIVISION.

Flamme Bleu au mat de misaine. Blue flag at the fore-mast.

Le Jason *	64	Le Citoyen	74
Le Destin	74	Le Dauphin Royal	74

Frigate, La Frippon.

HUITIEME DIVISION.

Idem, au grand mat. The same at the main-mast.

L'Ardent	64	Le Neptune	84
Le Triomphant	84	Le Magnifique	74

Frigates, L'Astree, La Ceres.

NEUVIEME DIVISION.

Idem, au mat d'artimon. The same at the mizen.

Le Caton *	64	La Bourgogne	74
Le Brave	74	Le Pluton	74

Frigate, L'Amazone.

Those marked (*) were detached before the action, with two frigates, and a corvette.

BRITISH LINE OF BATTLE,

GIVEN BY

SIR GEORGE BRIDGES RODNET,

PREVIOUS TO THE

ACTION on the 12th of APRIL 1782.

The Royal Oak to lead on the Starboard Tack, and the Marlborough on the Larboard.

FRIGATES.	SHIPS NAMES.	Guns.	CAPTAINS, &c.
Lizard*	Royal Oak -	74	Capt. Thomas Burnett.
	Alfred -	74	William Bayne.
	Montague -	74	George Bowen.
La Nymphe*	Yarmouth -	74	Anthony Parry.
	Valiant -	74	Samuel Granston Goodall.
Champion to repeat signals	Barfleur -	90	{ Sir Samuel Hood, Bart.
	Monarch -	74	{ Capt. John Knight.
Zebra	Warrior -	74	Capt. Francis Reynolds.
	Belliqueux -	64	Sir James Wallace.
Alecto	Centaur -	74	Alexander Sutherland.
	Magnificent -	74	John Inglefield.
	Prince William -	64	Robert Linzee.
			George Wilkinson.
Convert*	Bedford -	74	{ Commodore Edmund Affleck.
Endymion	Ajax -	74	{ Capt. Thomas Graves.
	Repulse -	64	Capt. N. Charrington.
Alarm	Canada -	74	Thomas Dumaesq.
Andromache	St. Albans -	64	Hon. W. Cornwallis.
	Namur -	90	Inglis.
Fortunee*			R. Fanshawe.
Flora to repeat signals	Formidable -	90	{ Sir G. B. Rodney, Bart.
			{ Capt. Sir C. Douglas, Bart.
			{ Capt. John Symons.
Alert	Duke -	90	{ Capt. Lord Cranston.
Sybil*	Agamemnon -	64	Capt. Allan Gardner.
Pegase*	Resolution -	74	Benjamin Caldwell.
	Prothee -	64	Lord Robert Manners.
	Hercules -	74	Charles Buckner.
Salamander*	America -	64	Henry Savage.
			Samuel Thompson.
Germain*	Russell -	74	James Saumarez.
Blast*	Prudent* -	64	Andrew Barkley.
Triton	Fame -	74	Robert Barber.
	Anson -	64	William Blair.
	Torbay -	74	John Lewis Gidoir.
	Prince George -	90	James Williams
Eurydice to repeat signals	Princessa -	70	{ Rear-Adm. Francis S. Drake.
	Conqueror -	74	{ Capt. Charles Knatchbull.
	Nonsuch -	64	Capt. George Balfour.
Santa Monica*	Alcide -	74	William Truscott.
	Arrogant -	74	Charles Thompson.
	Marlborough -	74	Samuel Cornish.
			Taylor Penny.

All accidental Frigates to be opposite the centre Division.

The Ships marked thus * not with the Fleet during the action.

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.

(Concluded from Page 233)

CAPTAIN VANCOUVER anxiously endeavoured to promote an humane and friendly intercourse between the Monarchs of Owhyee and Mowee, and with much success. The following passage will afford satisfaction to a reflecting mind, as it shews what great advantages to the general welfare of our Fellow Creatures are likely to arise from those voyages of discovery which have been undertaken under the auspices of his present Majesty :

Every hour produced some new intelligence, to convince me of the necessity of bringing, if it were possible, to an immediate conclusion, the ambitious pretensions of these sovereigns ; being now decidedly of opinion, that a continuation of such commotions would soon desolate these islands, and render them incapable of affording those abundant and excellent supplies we had constantly derived, and without which the English traders would be ill qualified to maintain the commerce of north-west America. Whereas, if peace could be happily established, and the inhabitants be prevailed upon to be satisfied, and to live in harmony and good fellowship with each other, they would readily return to their habitations, and to their former employments, of cultivating the land, and the other peaceful arts. These occupations would be immediately resumed with great energy ; and the ability of procuring European commodities, for the purpose of imitating our manners and fashions, by the produce of their own labour and ingenuity, would stimulate them to an industry and exertion that would be attended with so abundant an increase of productions, as would render the supplies of these islands almost inexhaustible ; especially, as the breed of black cattle, sheep, and goats, already introduced, when established under such happy circumstances, would soon greatly increase.

These ideas I communicated to *Tomohomoho*, who listened to them with the greatest attention, and expressed much pleasure in looking forward to so happy an event ; and assured me, that *Titceeree* and *Tais*

would gladly accede to the measures I had to propose, but that *Kahowmotoo* and *Tianna* were not to be trusted.

Our navigators arrive, on the 26th of May, in Fitzhugh's Sound; and recommence the survey of the preceding year with great diligence and incredible fatigue. In a channel, only a mile in width, they traversed repeatedly from shore to shore, without finding bottom with 185 fathoms of line, though within half a cable's length of the rocks. The survey of the branches of various inlets continued to be performed in boats detached in different directions. Captain Vancouver, at one time, was absent on this perilous service *twenty-three days; during which, from their outset to their return, he traversed in an open boat above 700 geographical miles.*

Our provisions being now so nearly exhausted, that we each dined this day on half a pint of pease, we were under the necessity of keeping on our oars, or under sail all night; and about seven in the morning we arrived on board, much to the satisfaction of all parties, as we had now been almost entirely confined to the boats for twenty-three days, in which time we had traversed upwards of 700 geographical miles without having advanced our primary object, of tracing the continental boundary, more than twenty leagues from the station of the vessels. Such were the perplexing, tedious, and laborious means by which alone we were enabled by degrees to trace the north-western limits of the American continent.

Captain Vancouver regrets that he had not with him one or two vessels of 30 or 40 tons burthen, calculated as well for rowing as for sailing, to assist him in the unremitting investigation he was obliged to pursue; as by this means much dispatch would have been given to the survey, and their labours would have been carried on with much less danger and hardship than they now constantly endured. Wearied and harassed from the endless windings of so perplexing a coast, among clusters of islands, breakers, and rocks, whose intricate navigation produced repeated disappointment, and but little reward for such incessant labour, he thus delivers his sentiments on the main object of the voyage, with which we shall conclude our consideration of the second volume:

In the morning of the 25th, being assisted by a strong ebb tide, they quitted this small * river, which, with the other in Port Essington observed in Mr. Whidbey's late excursion, are the only two streams that had yet been discovered to the north of the River Columbia. These are too insignificant to be dignified by the name of rivers, and in truth scarcely deserve the appellation of rivulets; but should it hereafter be thought expedient, in support of the late prevailing conceits, and to establish the pretended discoveries of De Font, De Fonta, or De Fuentes, that one of these brooks should be considered as the Rio de los Reys, leading into Lake Bell, I must beg leave to premise, that neither of their entrances will be met with under the parallels of 43, 53, or 63 degrees of north latitude; these being the several different positions assigned to the entrance of this most famous Rio de los Reys, by speculative closet navigators.

Had any river or opening in the coast existed near either the 43d or 53d parallel of north latitude, the plausible system that has been erected would most likely have been deemed perfect; but, unfortunately for the great ingenuity of its *hypothetical projectors*, our *practical labours* have thus far made it totter; the position of the former stream, seen by Mr. Whidbey, falling into Port Essington, being in latitude $54^{\circ} 15'$; that of the latter in latitude $54^{\circ} 59'$, neither of which will correspond with any of the positions above-mentioned.

The third volume, containing 505 pages and six plates, is divided, like the preceding ones, into two books. The first (*book the fifth*) describes their third visit to the Sandwich Islands; enter and proceed up Cook's River; discover its final determination, proving it to be only an arm of the sea; arrive in Port Chalmers; survey of Prince William's Sound in boats; pass Port Mulgrave; transactions in Cross Sound; proceed to the southward along the exterior coast of King George the Third's archipelago; and complete the survey of the continental shores of North West America: time employed, from December 15, (1791) to August 22, (1794). The second book in this volume (*book the sixth*) contains an account

* Mr. Johnstone gave the following account of this river. The small opening in the shallow bank was the mouth of a little river not exceeding in width a ship's length; and, from every appearance, it seemed to be navigable only for canoes. Through both the flood and ebb tide rushed with great force, but more particularly the latter; and though it is not more than four miles from the main arm, where the water is in all respects perfectly oceanic, that which was discharged here at the latter part of the ebb was perfectly fresh.

of their passage to the southward, along the western coast of America; their arrival at Nootka and Monterey; account of the three Marias Islands; they visit the Island of Cocos; see the Gallipagos Islands, and ascertain their situation; arrive at Valparaiso, visit St. Jago, the capital of Chili; double Cape Horn; useless search for Isla Grande; arrive at St. Helena; proceed to Ireland under convoy of the Sceptre; notes and miscellaneous observations: time employed in this book was from August 22, (1794), to September 13, (1795).

The introduction of naval architecture at Owhee is thus related :

—An Englishman, whose name was Boid, formerly the mate of the sloop Washington, but who had relinquished that way of life, had entered into the service of *Tamaahmaah*. He appeared in the character of a shipwright, and had undertaken to build, with these materials, a vessel for the king, after the European fashion; but not having been regularly brought up to this business, both himself and his comrades, Young and Davies, were fearful of encountering too many difficulties; especially as they were all much at a loss in the first outset, that of laying down the keel, and properly setting up the frame; but could they be rightly assisted in these primary operations, Boid (who had the appearance of being very industrious and ingenious) seemed to entertain no doubt of accomplishing the rest of their undertaking.

This afforded me an opportunity of conferring on *Tamaahmaah* a favour, that he valued far beyond every other obligation in my power to bestow, by permitting our carpenters to begin the vessel; from whose example, and the assistance of these three engineers, he was in hopes that his people would hereafter be able to build boats and small vessels for themselves.

An ambition so truly laudable, in one to whose hospitality and friendship we had been so highly indebted, and whose good offices were daily administering in some way or other to our comfort, it was a grateful task to cherish and promote; and as our carpenters had finished the re-equipment of the vessels, on the 1st of February they laid down the keel, and began to prepare the frame work of His Owheean Majesty's first man of war. The length of its keel was thirty-six feet, the extreme breadth of the vessel nine feet and a quarter, and the depth of her hold about five feet; her name was to be *The Britannia*, and was intended as a protection to the royal person of *Tamaahmaah*; and I believe few circumstances in his life ever afforded him more solid satisfaction.

It was not very likely that our stay would be so protracted as to allow our artificers to finish the work they had begun ; nor did the king seem to expect I should defer my departure hence for that purpose, but confided in the assertion of Boid, that with the assistance we should afford him, he would be able to complete the vessel.

Before Captain Vancouver left the island, her frame was completely fixed, and all that remained to be done was some part of her planking, and fitting up her inside according to the taste and fancy of *Tamaahmaah*. Having no doubt but all this would be effected with little difficulty by themselves, on Saturday our carpenters were ordered to repair on board with their tools. Besides the assistance I had afforded in building the hull of the vessel, I had furnished Tamaahmaah with all the iron work she would further require, oakum and pitch for caulking, proper masts, and a set of schooner sails, with canvas, needles, and twine to repair them hereafter. With respect to cordage, they had a sufficiency of their own manufacture for her rigging, schooner fashion, and every other necessary purpose. Very little doubt can be entertained of the exalted pleasure Tamaahmaah would enjoy in the attainment, by honourable means, of so desirable an object as his new schooner.

Our navigators leave the island of Owhyee with great regret, after meeting with an hospitality and liberal treatment that would do honour to more polished nations ; and though we must ever weep *o'er Cook's Morai*, we behold the character of those islanders in a new and favourable light. Many of the officers on board the *Discovery*, as we have been informed, wished to spend the remainder of their days among them. The chieftains of Owhyee, in their pristine manners and disposition, strikingly remind us of the Grecian leaders in the *Iliad*. We discern among them the sternness of Achilles, the pride of Agamemnon, and even the pacific tenderness of Nestor.

The succeeding day was passed in receiving farewell visits, and making farewell acknowledgments to our numerous friends, who all expressed the high satisfaction they had experienced during our residence amongst them, and the deep regret they felt at our departure from the island ; after which they were seen to steal away gently and reluctantly from a scene that had afforded them so many valuable acquirements, and so much pleasing entertainment. By sun-set nearly the whole group was dispersed in the several directions to which their inclinations or necessities led. The occurrences of this day did not pass over with-

out producing some impressions on our sensibility, from the repeated ardent solicitations that we would come back to them again, and from the undisguised sincerity of the wishes and prayers that were offered up for our future happiness and prosperity.

As our departure was to take place with the first breeze from the land, *Tamaabmaah* and his queen, unwilling to take leave until the very last moment, remained on board until near midnight, when they departed, with hearts too full to express the sensations which the moment of separation produced in each ; with them their honest and judicious counsellors, Young and Davis, returned to the shore. The good sense, moderation, and propriety of conduct in these men, daily increased their own respectability, and augmented the esteem and regard not only of the king and all his friends, but even of those who were professedly adverse to the existing government, and who consequently were at first inimical to their interest.

As it was a great uncertainty whether we should or should not return again to these islands, I had given these two worthy characters their choice of taking their passage with me to their native country, or of remaining on the island in the same situation which they had so long filled with credit to themselves, and with so much satisfaction to the king and the rest of the principal people. After mature consideration, they preferred their present way of life, and were desirous of continuing at Owhyee ; observing, that being destitute of resources, on their return home (which, however, they spoke of in a way that did honour to their hearts and understandings), they must be again exposed to the vicissitudes of a life of hard labour, for the purpose of merely acquiring a precarious supply of the most common necessities of life ; objects which, for some years past, had not occasioned them the least concern. Nor was it probable that they would be liable hereafter to any sort of inconvenience in those respects ; for, besides the high reputation and universal good opinion they had acquired amongst all classes of the inhabitants, they were now considered in the light of chiefs, and each of them possessed a considerable landed property. Here they lived happily, and in the greatest plenty ; and to their praise be it spoken, the principal object they seemed to have in view was, to correct by gentle means the vices, and encourage by the most laudable endeavours the virtues of these islanders. In this meritorious undertaking they had evidently made some progress ; and there are reasonable grounds to believe, that by steadily pursuing the same line of conduct, it will in time have a due influence on the general character of these people. From us they received every attention that could serve to raise them in the estimation of the natives, and such an assortment of useful articles for promoting their comforts as it was in our power to afford.

From the following passage there still appears to be some land in the Pacific yet undiscovered :

The southerly gale produced a smooth sea, and as towards night we approached the parallel where Captain Cook had noticed some indications of the vicinity of land, we stood to and fro under an easy sail until the morning of the 26th, when with a strong gale from the westward we passed about fifteen leagues to the north-westward of the Resolution's track in the year 1778. Throughout the day the weather was clear, which enabled us to gain a distant view in all directions, but nothing was seen to intercept the horizon. The latitude at noon was $40^{\circ} 45'$, which was extremely well ascertained by good observations. The longitude $200^{\circ} 17'$ was deduced from altitudes of the sun, and from the chronometers both before and after mid-day, when the variation was found to be $15^{\circ} 43'$ eastwardly. Few oceanic birds visited us in this situation. Two pieces of drift wood were passed this day ; one piece appeared to have been a great length of time in the water, as it swam very deep, and was nearly covered with barnacles ; the other was much more buoyant, and had on it but few of those shell fish. These were the only pieces of drift wood, and the only indications of the vicinity of land seen by us between the Sandwich Islands and the American coast. I was, however, afterwards informed by Mr. Puget, that in his passing these regions between the 37th and 39th degrees of latitude, about four degrees to the westward of our track, he saw, besides petrels and other oceanic birds, puffins, and a bird of the diver kind ; and that for a few hours, in the latitude of about 39° , the surface of the sea was remarkably smooth. Messrs. Portlock and Dixon also in their voyage, in two similar passages about the same latitude, and in longitude 206° , saw seals, puffins, and other indications that induced them to think some undiscovered land was not far remote ; but the weather being then, as it was also at the time of the Chatham's passing, very foggy, this fact could not be ascertained. As such indications are by no means common in the North Pacific, they favour the conjecture that some land, though possibly of no very great extent, still remains unknown to Europeans in this neighbourhood.

On finishing the examination of what had been termed *Cook's River*, but what Captain Vancouver, at considerable peril, discovered to be only an inlet, the northern extent of which was found to be in latitude $61^{\circ} 29'$, longitude $211^{\circ} 17'$, he adds, " Thus terminated this very extensive opening on the coast of North America ; to which, had the great dis-

coverer of it, whose name it bears, dedicated one day more to its further examination, he would have spared the theoretical navigators, who have followed him in their closets, the task of ingeniously ascribing to this arm of the ocean a channel, through which a north-west passage existing according to their doctrines, might ultimately be discovered.

On quitting Prince William's Sound in June 1794, Captain Vancouver makes some interesting and new remarks relative to some errors in Captain Cook's last voyage. Our readers must be struck with that passage where he speaks with so much feeling of Captain Cook's not living to superintend the last publication of his labours.

I cannot avoid making some observations on the difference in the delineation of Prince William's Sound, as represented in Captain Cook's last voyage, and the result of our late examination, particularly with respect to Montagu Island, which is therein described to be seven miles longer, and to be placed ten miles more to the southward than we found to be its situation and extent.

The west point of Snug Corner Cove is also placed five miles to the south of the observations of Mr. Whidbey and Mr. Johnstone, which agreed very accurately together. In a direction south 50 west, distant seven miles from Cape Hinchinbroke, and nearly at the same distance from the shores of Montagu Island, is a barren, flat, rocky islet, with several rocks lying at a small distance from it. Of this islet no notice is taken either in the chart or history of that voyage, notwithstanding it was then seen, and its situation ascertained to be nearly as we now found it, by those who were at that time on board the *Discovery*. The observations also that were made by them for ascertaining the latitude of the west point of Snug Corner Cove and Montagu Island, corresponded very nearly with our present calculations. Besides these, I have in other instances detected some errors which are evidently of the press; but it is a circumstance not easily to be reconciled with such high geographical authority, that the above mentioned errors should have taken place in the construction of the chart; and notwithstanding that I entertain the highest respect and veneration for the Right Reverend and learned editor of those volumes, yet I am of opinion, that had Captain Cook survived to have superintended the publication of his own labours, these errors would have been rectified; and I am led to believe, that they must have arisen from some writing or authentic document relative to this particular part of his researches having been lost or mislaid. This opinion is founded on the great deficiency of nautical information in the history of that

voyage, respecting the space between the south point of Kaye's Island and Cape Elizabeth; which, by passing through Prince William's Sound, may be said to comprehend a line of sea coast upwards of ninety leagues in extent, and which employed Captain Cook ten days to traverse, namely, from the 11th to the 21st of May 1778, a week of which was spent in passing through this inlet, almost from its most northern to its most southern extremity, in which time sufficient opportunities occurred for making the necessary observations for the latitude, for the longitude by the chronometer, and for the variation of the compass; yet none of these (excepting the situation of the ship on the 12th at noon), nor the position of any one point or station on the coast, nor the islands within those limits, are any where noticed; nor is there any thing relative to the tides, excepting that of the flood coming from the southward, to be met with; nor is there any topographical description of the coast, nor of the rocks and islands that lie off from it, south-westward from Montagu Island to Cape Elizabeth, notwithstanding that that coast was passed at no great distance, and that it was found to take a direction very contrary to what was at that time expected. In addition to this circumstance, the nearly central situation of this capacious inlet in the space in question, and its broken and insular appearance, rendered such an extent of coast the more likely to have been noticed in a particular manner, and would argue an inattention to nautical occurrences which I believe is no where else to be met with in the works of that justly renowned and most celebrated navigator, and which, most probably, will only be discovered by those whose situations may render it expedient for them to resort for information to the result of his unequalled labours.

The minute examination we were empowered to make of Prince William's Sound, not only brought us acquainted with its utmost limits in every direction, but proved it to be a branch of the ocean that requires the greatest circumspection to navigate; and although it diverges into many extensive arms, yet none of them can be considered as commodious harbours, on account of the rocks and shoals that obstruct the approach to them, or of the very great depth of water at or about their entrances. Of the former, innumerable have been discovered, and there is great reason to suppose that many others may have existence, of which we gained no knowledge. By what may be collected from our enquiries, Snug Corner Cove, and the passage to it from the ocean, seem to be the least liable to these objections of all places of shelter which the sound affords.

Mr. Whidbey, during his two last boat excursions, particularly noticed the rapid encroachments of the Sea upon the land. Captain Vancouver notices this phenomenon, and

thus concludes the laborious task of discovery, and the fifth book of his voyage.

Mr. Whidbey, in his observations on Admiralty Island, remarks, that notwithstanding this island seemed to be composed of a rocky substance covered with little soil, and that chiefly consisting of vegetables in an imperfect state of dissolution, yet like the peninsula just adverted to, it produced timber, which he considered as superior to any he had before noticed on this side of America. He also states, that in his two last excursions several places were seen, where the ocean was evidently encroaching very rapidly on the land, and that the low borders extending from the base of the mountain to the sea side had, at no very remote period of time, produced tall and stately timber, as many of their dead trunks were found standing erect, and still rooted fast in the ground in different stages of decay, those being the most perfect that had been the least subject to the influence of the salt water, by which they were surrounded on every flood tide: such had been the incroachment of the sea on these shores, that the shorter stumps in some instances at low water mark were even with or below the surface of the sea.

This same appearance has been noticed before in Port Chalmers, and on this occasion Mr. Whidbey quotes other instances of similar incroachments, not only in Prince William's Sound, but also in Cook's Inlet, where he observes similar effects on the shores; and is of opinion, from these evidences, that the shallow banks, occupying so large a part of Gray's Harbour, have recently been produced by the operation of one and the same cause; and it is not less reasonable to conclude, that the waters of the North Pacific have, possibly for ages, had a general tendency to produce the same effect on all the coast comprehended within the limits before-mentioned.

The principal object which his Majesty appears to have had in view, in directing the undertaking of this voyage, having at length been completed, I trust the precision with which the survey of the coast of North West America has been carried into effect, will remove every doubt, and set aside every opinion of a *north west passage*, or any water communication navigable for shipping existing between the North Pacific and the interior of the American continent, within the limits of our researches. The discovery that no such communication does exist has been zealously pursued, and with a degree of minuteness far exceeding the letter of my commission or instructions; in this respect I might possibly have incurred the censure of disobedience, had I not been intrusted with the most liberal discretionary orders, as being the fittest and most likely means of obtaining the important end in question.

The very detached and broken region that lies before so large a portion of this coast, rendered a minute examination altogether unavoidable : this had frequently the good effect of facilitating the labours of our survey, by its leading us through narrow, shallow, intricate channels, which cut off extensive tracks of broken land, and, by thus shewing their separation from the continent, their further examination became unimportant to the object of our enquiry.

For this reason I have considered it essential to the illustration of our survey to state very exactly not only the track of the vessels when navigating these regions, but likewise those of the boats when so employed, as well when I was present myself as when they were conducted by Mr. Whidbey or Mr. Johnstone, on whom the execution of that laborious and dangerous service principally fell, and to whom I feel myself indebted for the zeal with which they engaged in it on all occasions. The perusal of these parts of our voyage to persons not particularly interested, I am conscious will afford but little entertainment ; yet I have been induced to give a detailed account, instead of an abstract, of our proceedings, for the purpose of illustrating the charts accompanying this journal, of shewing the manner in which our time, day by day, had been employed, and for the additional purpose of making the history of our transactions on the north west coast of America *as conclusive as possible* against all speculative opinions respecting the existence of a *hyperborean or mediterranean ocean* within the limits of our survey.

Captain Vancouver, on his return, touches at the island of Cocos, of which he gives a more correct description than has yet appeared.

It does not appear from any account with which I am acquainted, to whom we are indebted for the discovery of this valuable little island ; nor, indeed, do the several descriptions of the island of Cocos much accord with each other, or agree with what we found to be its situation or appearance. The island seen by Lord Anson, of which he was within sight for five days, and considered by him to be the island of Cocos, is stated in his voyage to be situated 13° to the south of what was found by our calculations to be the latitude of this island ; and should this error in the latitude be considered as reconcileable, it is likely we may both intend the same island. I have not the least doubt that the island we last quitted is the same which Chipperton visited, and called it the island of Cocos. He, I should suppose, anchored in the western bay, but his description is too confined to draw from thence any satisfactory conclusion. But the greatest difference is in the accounts given of the island of Cocos by Dampier and Lionel Wafer : these differ so very materially from our observations in point

of extent of situation and appearance, that their representations must either be excessively erroneous, or they must belong to some other island. After taking all these circumstances into consideration, it appeared to me by no means unlikely that some other island might exist not very far remote from this, to which these apparently contradictory reports might more properly apply.

Two opinions were formed respecting an inscription that as found cut on a rock near to our watering-place : the letters, which had been originally but ill executed, were much defaced.

Look *Y* as' you goe for the *I* Coco.

This I considered as purporting, "Look to south as you go for the Island of Coco ;" but the more prevailing opinion amongst us was, that it meant, "Look as you go for the Island of Coco," meaning this identical island. The defaced character after the word "Look" might possibly have originally been intended to signify the north, yet as we met with no other in its vicinity, it is probable that this latter opinion was most correct, for which reason I have adopted the name of Cocos for the island in question.

According to the sketch made by Mr. Whidbey, the Island of Cocos is about four leagues in circuit, lying in a north east and south west direction. It is about four miles long and two miles broad, with several detached rocks and islets scattered about its shores : those lying off its south west part extend to the greatest distance, which is nearly two miles, but they cannot be considered as dangerous, because they are sufficiently high to be seen and avoided.

On his return to England, our navigator joins the convoy of Dutch prizes under the protection of the Sceptre, Captain Essington, who had sailed from St. Helena on the very day the *Discovery* and *Chatham* arrived there. On hoisting in the *Discovery's* cutter, which had been sent to the assistance of one of the prizes, she was by accident stove to pieces. There are few seamen but will sensibly feel the truth of the following sentiments :

I do not recollect that my feelings ever suffered so much on any occasion of a similar nature as at this moment. The cutter was the boat I had constantly used : in her I had travelled very many miles—in her I had repeatedly escaped from danger : she had always brought me safely home ; and, although she was but an inanimate conveniency, to which, it may possibly be thought, no affection could be attached, yet I felt myself under such obligation for her services, that when she was dashed to pieces before my eyes, an involuntary emotion suddenly seized

my breast, and I was compelled to turn away to hide a weakness (for which, though my own gratitude might find an apology) I should have thought improper to have publicly manifested.

At the close of the third volume, we have the following short view of the geographical knowledge obtained of the earth, previous to this expedition, and also some observations on such parts of the globe as yet remain to be explored.

The effecting a passage into the oriental seas, round the Cape of Good Hope, the discovery of America, and the opening of a communication between the Atlantic and Pacific Oceans, by passing either through the Straits of Magellan, or round the islands lying off the southern extremity of Terra del Fuego, engaged the minds and utmost exertions of the most illustrious navigators during the three last centuries. These enterprizes have been duly appreciated, and justly celebrated, for the important lights they have thrown upon the sciences of geography and nautical astronomy, for the improvements they have caused in the arts, for the commercial intercourse which, by their means, has been opened and established with all the maritime parts of the world; and lastly, for the happy introduction of civilization amongst numerous tribes of our fellow creatures.

In the first attempts to accomplish these extensive objects, Great Britain took no part; but no sooner did she perceive the importance, of which they were likely to be to her consequence and prosperity as a maritime state, than her spirit for the attainment of such valuable acquisitions to science became roused. In the course of a very few years no such essential benefits have been secured to mankind, nor has so much geographical knowledge been acquired, as since the commencement of DISCOVERY, undertaken and successfully accomplished by the unremitted labours of British navigators; whose primary considerations have been to direct their enquiries to objects of an useful nature, and to investigate and support the truth by a plain narrative of those facts which fell within the sphere of their observation, rather than to give encouragement by the obtrusion of specious opinions, to hypotheses however ingenious. In consequence of a strict adherence to this principle, the geography of the earth is now placed beyond the influence of conjecture; and is determined by such incontrovertible evidence, that the small spaces that yet remain unexplored in the Pacific, or Indian Oceans, are too insignificant to become an object of enterprize: there are, however, parts of the coasts, both of Asia and America, which would yet afford employment for the labourers in the science of DISCOVERY.

The Asiatic coast, from the latitude of about 35° to the latitude of 52° north, is at present very ill defined; and the American coast, from about the latitude of 44° south, to the southern extremity of Terra del Fuego, is likewise very little known; and I entertain no doubt, had not our late examination of the coast of North-West America, so delayed our return to the southern hemisphere as to prevent my carrying the orders I had received into effect, that I should have derived great satisfaction from a survey and investigation of the shores of that interesting country. If, however, by that portion of his Majesty's commands which I have had the honour to execute, it shall appear that a decision may as justly now take place respecting any navigable communication between the waters of the Pacific, and Atlantic Oceans, within the limits of our survey, as on the hypothesis, which gave as a counterpoise to the globe *a southern continent*, and which the indefatigable diligence of Captain Cook completely subverted; I should hope that the purpose, for which his Majesty commanded the expedition to be undertaken, will not be considered as having failed for want of zeal or perseverance, though it should hereafter be found incomplete for want of judgment and ability.

We finish our consideration of this valuable Naval Work with the words that terminate it: "*When I adverted to the very dangerous service in which I had been so long employed, and the many perilous situations, from which we had providentially been extricated; with all possible adoration, humility, and gratitude I offered up my unfeigned thanks to THE GREAT DISPOSER OF ALL HUMAN EVENTS, for the protection which thus, in His unbounded wisdom and goodness, He had been pleased on all occasions to vouchsafe unto us, and which had now happily restored us to our Country, our Families, and Friends.*"

NAVAL POETRY.

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

Pye's Naucratic.


SONNETS,

BY MRS. CHARLOTTE SMITH.

HUGE vapours brood above the clifted shore,
Night o'er the Ocean settles, dark and mute;
Save where is heard the repercussive roar
Of drowsy billows, on the rugged foot
Of rocks remote; or still more distant tone
Of seamen, in the anchor'd bark, that tell
The watch reliev'd; or one deep voice alone
Singing the hour, and bidding "strike the bell!"
All is black shadow, but the lucid line
Mark'd by the light surf on the level sand;
Or where afar the ship-lights faintly shine
Like wand'ring fairy fires, that oft on land
Mislead the pilgrim: such the dubious ray
That wavering reason lends in life's long darkling way.

BY THE SAME.

FAR on the sands, the slow-revolving tide
In distant murmurs hardly seems to flow,
And o'er the world of waters, blue and wide,
The sighing summer wind forgets to blow.
As sinks the Day Star in the rosy west,
The silent wave with rich reflection glows;
Alas! can tranquil nature give me rest,
Or scenes of beauty sooth me to repose!
Can the soft lustre of the sleeping main,
Yon radiant heaven, and all creation's charms,
"Erase the written troubles of the brain,"
Which mem'ry tortures, and which guilt alarms:
Or bid a bosom transient quiet prove,
That bleeds with vain remorse, and unextinguish'd love.



EXTEMPORE.

BEHOLD the tempest rage in vain!
 The gallant vessel wings her way
 To that safe haven, where at last
 She rides secure from ev'ry blast.
 So Virtue's bark, though storms assail,
 Triumphant keeps th' unerring course;
 And Faith, and Truth, when all else fail,
 Shall prove its best and last resource.
 'Till, from the storms of life set free,
 It swallows Death in Victory!

TO CAPTAIN T. B. MARTIN,
 UPON HIS TAKING THE FRENCH FRIGATE L'IMMORTALITE,
 BY WILLIAM THOMAS FITZGERALD, ESQ.

THE Thames * by you to England's King restor'd,
 Intwin'd a laurel round your maiden sword.
 But this last trophy won upon the sea,
 Makes you partake of immortality.

TWO SONNETS,
 BY JOHN FLAVELL,
 From his NEW COMPASS FOR SEAMEN, published in 1682.

THE ship that now sails trim before a winde,
 Ere the desired port it gains, may finde
 A tedious passage: gentle gales awhile
 Do fill its sails, the flattering seas do smile,
 The face of Heaven is bright, on every side
 The wanton porpice tumbles on the tide.
 Into their cabins now the sea-men go,
 And then turn out again, with, *What cheer, ho?*
 All on a sudden dark'ned are the skies,
 The lamp of heav'n obscur'd, the winds do rise;
 Waves swell like mountains: now their courage flags,
 The masts are sprung, the canvas torn to rags.
 The vessel works for life! Anon, one cries—
 "The main mast's gone by th' board!" Another plies

* The Thames frigate was retaken this war by Captain Martin.

The pump ; until a third do strike them blank,
 With, "Sirs, prepare for death ! w'havc sprung a plank !"
 Now to their knees they go, and on this wise
 They beg for mercy with the loudest cries :
 " Lord ! save us but this once, and thou shalt see
 " What persons for the future we will be.
 " Our former time's mis-spent, but with a vow
 " We will engage, if thou wilt save us now,
 " To mend what is amiss. The gracious Lord,
 " Inclin'd to pity, takes them at their word ;
 " The winds into their treasures he doth call,
 " Rebukes the stormy sea, and brings them all
 " To their desir'd haven: once ashore,
 " And then their vows are ne'er remember'd more."
 Thus souls are shipwreck'd though the bodies live,
 Unless in time Thou true repentance give.

BY THE SAME.

THIS world's a sea ! wherein a num'rous fleet
 Of ships are under sail. Here you shall meet
 Of every rate and size ; frigates, galleons,
 The nimble ketches, and small pickeroons.
 Some bound to this port, some where winds and weather
 Will drive them ; they are bound they know not whither.
 Some steer away for Heav'n, some for Hell ;
 To which some steer, themselves can hardly tell.
 The winds do shape their course, which though it blow
 From any point, before it they must go :
 They are impelled by the wind and tide,
 Who have no compass to direct and guide.
 For want of this, they run themselves aground,
 Brave ships are cast away, poor souls are drown'd.
 Thy Word our compass is, to guide our way
 To glory ! it reduces such as stray.
 Lord ! let thy Word dwell richly in my heart,
 And make me skilful in this heavenly art.
 O let me understand and be so wise
 To know upon what point My Country lies :
 And having set my course directly thither,
 Great God preserve me in the foulest weather.
 By Reason some will coast it ; but I fear
 Such Coasters never will drop anchor there.
 Lord, touch mine iron heart, and make it stand
 Pointing to Thee, its loadstone : to that land
 Of rest above, let every tempest drive
 My soul, where it would rather be than live.

THE CELEBRATED OLD BALLAD

THE BATTLE OF LA HOGUE,

*Altered, and applied to the Naval Victory, obtained by SIR G. B.**RODNEY in the West Indies.**BY MISS SEWARD.*

WHEN April wak'd the dawn with lucky gales,
 For ever be recorded the glorious *Eighty-two*,
 Brave RODNEY joyous spy'd the Gallic sails
 That on the wings of morn before him flew.
 All hands, all hands aloft—let British valour shine,
 Let fly a Culverin—the signal for the line,
 And launch the lightning of the guns!
 Rising winds, ardent minds,
 Bear to conquest Britain's warlike sons.

DE GRASSE indignant plows the foaming main,
 And sullen shuns in combat the dreaded foe to meet;
 Though troops of gen'rous heroes crowd his train,
 And though out-numb'ring cannon arm his fleet.
 Now ev'ry gallant mind to vict'ry does aspire;
 The bloody fight's begun—the sea is all on fire!
 And Fate's dark brow portentous gleams!
 While a flood, all of blood,
 Through the dazzling Ville de Paris streams.
 Sulphur, smoke, and fire, disturbing the air,
 Their thunders hoarse resounding from Ocean's lowest cave.
 Proud Gallia's shrinking genius hovers near,
 And drops her faded lilies on the wave!—
 Now HOOD's intrepid force right onward bears its course
 To give the second blow, a total overthrow,
 While death and horror madly reign!
 Now they cry, yield or die,
 British colours ride the vanquish'd main.

See! they fly amaz'd o'er rocks and sands,
 What dangers they grasp to shun a greater fate!
 In vain they cry for aid to weeping lands;
 The nymphs, and sea-gods, mourn their hapless state!
 Proud Ville de Paris, now thy lord superior know!
 In bright BRITANNIA's line thy burnish'd sides shall glow:
 Enough, thou mighty god of war!
 Now we sing, bless the King,
 Here's a health to ev'ry British Tar.

ON THE DEATH OF
 LORD ROBERT MANNERS,
 CAPTAIN OF HIS MAJESTY'S SHIP RESOLUTION, WHO DIED OF
 HIS WOUNDS, AFTER THE 12th OF APRIL, 1782.

(From Crabbe's Village.)

—AND such there was :—Oh ! grief, that checks our pride,
 Weeping we say there was, for MANNERS died ;—

Beloved of Heav'n ! these humble lines forgive,
 That sing of thee, and thus aspire to live.

As the tall oak, whose vigorous branches form
 An ample shade, and brave the wildest storm,

High o'er the subject wood is seen to grow,

The guard and glory of the trees below ;

Till on its head the fiery bolt descends,

And o'er the plain the shatter'd trunk extends :

Yet then it lies, all wond'rous as before,

And still the glory, though the guard no more.

So THOU, when every virtue, every grace,

Rose in thy soul, or shone within thy face ;

When, though the son of GRANBY, thou wert known

Less by thy father's glory than thy own ;

When Honour lov'd, and gave thee ev'ry charm,

Fire to thy eye, and vigour to thy arm ;

Then, from our lofty hopes, and longing eyes,

Fate, and thy virtues, call'd thee to the Skies.

Yet still we wonder at thy tow'ring fame,

And, losing thee, still dwell upon thy name.

Oh, ever-honour'd, ever-valued ! say

What verse can praise thee, or what work repay ?

Yet verse (in all we can) thy worth repays,

Nor trusts the tardy zeal of future days.

Honours for thee thy Country shall prepare,

Thee in their hearts, the Good, the Brave, shall bear ;

To deeds like thine shall noblest chiefs aspire ;

The Muse shall mourn thee, and the world admire.

In future times, when, smit with glory's charms,

The untry'd youth first quits a father's arms ;

" Oh be like him," the weeping sire shall say,

" Like MANNERS walk, who walk'd in honour's way ;

" In danger foremost, yet in death sedate !

" Oh ! be like him in all things but his fate !"

If for that fate such public tears be shed,
 That victory seems to die now THOU art dead;
 How shall a friend his nearer hope resign,
 That friend a brother, and whose soul was thine ?

~~~~~  
 ON EARL HOWE'S VICTORY.

JUNE 1, 1794.

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I.

THE line was form'd, the French lay to,  
 One kiss I gave to Poll on shore ;  
 Too cold I thought her last adieu,  
 Our parting kisses were too few,  
 If we should meet no more.  
 But Love avast ! my heart is oak !  
 Howe's daring signal floats on high ;  
 I see through roaring cannon's smoke  
 The awful line subdued and broke ;  
 They strike, they sink, they die !  
*Now danger past, we'll drink and joke,*  
*Sing Rule Britannia, Hearts of Oak,*  
*And toast before each martial tune,*  
*Howe, and the glorious first of June.*

II.

My limb struck off, let soothing art  
 The chance of War to Poll explain ;  
 Proud of the loss, I feel no smart,  
 But as it wrings her constant heart  
 With sympathetic pain.  
 Yet she will think, with love so tried,  
 Each scar a beauty in my face ;  
 And as I strut with martial pride  
 On timber toe by Polly's side,  
 Will call my limp a grace.

III.

Farewell to every Sea Delight !  
 The Cruise with eager watchful days,  
 The skilful chace, by glimm'ring night ;  
 The well-work'd ship, the gallant Fight,  
 The lov'd commander's praise !  
 Yet Polly's love, and constancy,  
 With prattling babes more joy shall bring ;  
 Proud, when my boys shall first at sea,  
 Follow Brave Howe to victory,  
 And serve our noble King.

NAVAL ANECDOTES,  
COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN GURGITE VASTO!

NO. IV.

TO THE EDITOR OF THE NAVAL CHRONICLE.

SIR,

I SEND you the following resolutions, in hopes that the attention of scientific, and professional men, will be forcibly attracted towards an hitherto much neglected subject, the *preservation of shipwrecked mariners*.

On Tuesday, the 19th of March, a Committee of Directors of the Royal Humane Society was held at the London coffee-house, at which some of the Elder Brethren of the Trinity House did them the honour to attend; a resolution of a former committee was read, relative to an ingenious essay presented on this subject to the Humane Society, and ordering the publication of the same with the consent of the author. On opening the sealed note, which accompanied the same, the author appeared to be Dr. Fothergill, of Bath.

After duly considering the various projects submitted to their consideration for saving lives in cases of shipwreck, and assisting vessels in distress, the committee concluded on the following resolutions:

Resolved, That no original invention having been presented to this Society for saving the lives of shipwrecked mariners, the first premium is not adjudged to any candidate.

Resolved, That on examining the projects of Mr. L. Gramshaw, particularly that of conveying a line by a bow to the shore, he appears to be entitled to the second prize; and that it be earnestly recommended to him to consider of the most powerful and practicable projectile force for effecting that desirable purpose.

Resolved, That the sum, appropriated to the first prize, be divided amongst the other candidates in the following proportions:

Mr. R. Crane, of Norwich, as a testimony of the pains and ingenuity which he has taken on this important occasion, is requested to accept of a present of four guineas.

To No. 1, the sum of three guineas is adjudged.—To No. 6, the same.

Resolved, That the treasurer be requested to transmit the thanks of this committee to Abraham Bosquet, Esq. for his ingenious communication, and the committee hope he will continue his attention to the subject.

Wol. I.

H H H

Resolved, That this committee having been attended by a deputation of Elder Brethren of the Trinity House, it is by this committee strongly recommended to the Humane Society to institute similar premiums for the following year, for the encouragement of ingenious persons in the benevolent endeavour to save the lives of shipwrecked mariners; and that the groundwork of the Essays and Projects be the following resolutions.—On duly considering the various projects which have been submitted to us for preserving the lives of shipwrecked mariners, &c. Resolved, That it is the opinion of this committee,

I. That means may be contrived for preventing vessels which are light and of particular importance, such as packets, from foundering at sea, by means of a thick lining of cork or very light timber, which may prevent the vessel from sinking in case of any of her planks starting, or other accident happening to the hull.

II. That, in case of shipwreck, the grand object is to form a communication with the shore; and it appears to this committee, that the most probable means of effecting this object is to convey a rope or line by some projectile force to the nearest land; and that, the more simple the machine for this purpose (having ample power), the more likely it is to have a proper practical effect.

III. That the construction of life boats, to go from the shore to a vessel wrecked, or in distress, (which life boats ought to be made heavy at the keel, and lined with cork or light timber, so as to keep buoyant in almost all cases), is a most laudable and excellent invention; and this committee cannot but hope, that, if this plan was universally adopted on all our sea coasts, at least wherever it is practicable, it would save the lives of numbers of mariners and other persons valuable to society.

IV. That the institution of a body of watermen ready to venture, on all occasions of shipwreck, in life boats, or other vessels, to assist persons in distress, would be extremely useful. That such persons should have particular privileges, particularly protections from being impressed, and perhaps badges such as the firemen in London, and should be encouraged by the prospect of rewards to adventure on all such occasions.

These resolutions are humbly submitted by this committee to the candid consideration of the public; and all seafaring gentlemen, and mechanics, are earnestly entreated to give their attention to these and other methods for preserving the lives of shipwrecked mariners.

A LIFE DIRECTOR.



Dr. Van Marum has discovered a very simple method, proved by repeated experiments, of preserving the air pure in large halls, theatres, hospitals, &c. The apparatus for this purpose is nothing but a common lamp, made according to Argand's construction, suspended from the roof of the hall and kept burning under a funnel, the tube of which rises above the roof without, and is furnished with a ventilator. For his first experiment he filled his large laboratory with the smoke of oak shavings. In a few minutes after his lamp was lighted the whole smoke disappeared, and the air was perfectly purified. This might be so constructed as to prove of essential service on board our ships; it appears likely to render more general utility than the ventilators at present in use.



TO THE EDITOR OF THE NAVAL CHRONICLE.

SIR,

THE following observations, which I drew up lately, are much at your service, if you choose to give them a place in your Chronicle.

Your obedient humble servant, L.

1. All bodies supported on a point, bear with their whole force on that point of support. A cannon ball, for instance, may be said to concentrate its gravity in a state of rest.

2. Gravity cannot concentrate in any other instance whatsoever; therefore there is no such general thing as the centre of gravity. A waggon equally loaded lengthways has a longitudinal line of greatest gravity; but if loaded alone at the extreme ends, the weight rests at the ends. *The gravity cannot then concentrate but in the imagination.*

3. A line drawn from the centre of gravity to the centre of the earth, is commonly called the line of direction; and if this line falls without the base, a body must then overturn.

4. It is generally imagined that a ship will always displace a column of water equal to her own weight. In a dead calm in harbour the ship will; but, if sailing or lying to in a gale of wind, it will often happen otherwise. A ship, by the force of the sea, will very often be lifted horizontally upwards, and then fall in like manner very deep, making the water surge all round her. In the latter case she must not only displace a column of water equal to *her weight*, but also *an additional quantity of water*, equal to resist her fall from the height the force of the wave before raised her to; at which time of being lifted she displaced a less quantity of water than her specific gravity.

5. If gravity in any instance cannot concentrate, there must be vertical lines parallel to the line of direction: this is the case of a ship, and of a waggon, loaded at the extreme ends equally.



6. Gravity is said to proceed from a centre, and Water is also declared to concentrate its supports: therefore a child's toy, a balancing harlequin, explains, according to this hypothesis, all motions of a ship. But the contrary of this is fact.

7. If water acts perpendicularly, like so many vertical wires, how can it afterwards concentrate its supports but in the imagination?

8. The points of support of water lie in the horizontal plane of greatest length and breadth: whether that plane is at the water line, as in ships, or at the floor, as in a Lisbon bean-cod.

9. If there are vertical lines parallel to the line of direction, and water has more points of support than one, it exceeds the bounds of human capacity to calculate the motions of a ship, or deduce them to any fixed ratio.

I have been more diffuse, Mr. Editor, in the above, as the late Admiral Knowles translated a work of Monsieur de la Croix, which I differ from. The above are my reasons for so doing.

10. The trim of a ship is taken, because the harlequin balancing on his toe, called by the French *equilibres*, moves easiest the farther the shifting weights are placed, equally distant, on the fixed wires, projecting from his sides. His motions are then made transverse, like the rolling of a ship; and it is therefore supposed the iron ballast of a ship should be brought towards the centre, and winged up, although the ship thereby loses her stability, labours much, and will not sail fast. But on the contrary, if the iron ballast was extended flat, the whole length and breadth of the floor, making an allowance for the weight in the store rooms, it would increase the stiffness of the ship and her fast sailing, and make her easy in a sea; because water supports a ship every where, weight for weight, and it is not the midship frame alone which corrects the evil of flotation.

11. As there is a longitudinal line of greatest gravity, and as water supports a ship like so many perpendicular wires, a ship should be hove down by three masts instead of one.




#### ANECDOTES OF CAPTAIN JOHN BRAY.

Captain John Bray entered into the navy in the year 1735, was a lieutenant 22 years, and in 1757 was made master and commander of the Adventure armed ship, which was attacked on the 1st of January 1758 by the Maschault privateer of Dunkirk, carrying 14 nine-pounders, and 182 men; whereas the Adventure had only 16 six-pounders, and 98 men; but the French commander, having given Captain Bray an opportunity of laying him athwart hawse, by this manœuvre the superiority was taken from him, and after an action of one hour and twenty minutes, during which the French attempted boarding


him three times, and were as often repulsed, they were obliged to submit. By the position the *Adventure* lay in, her men were so screened from the musquetry of the enemy, that Captain Bray had the happiness to find that he had only one man killed and two wounded; whereas the French had sixty-three killed and wounded.

Such was the opinion entertained by Lord Anson of this action, that, without solicitation, he immediately gave Captain Bray the command of the *Princess Amelia* of 80 guns, and he went out in her to North America under the command of Admiral Boscawen, and was at the reduction of Louisbourg and Quebec, and other services, under the same gallant commander.

Captain Bray was passed over in the promotion of admirals that took place at the close of last war; and at seventy-one years of age continued on the post list of captains.




A young man, who was saved at the sinking of the *Pelican* privateer in 1783, had the singular affliction of losing his mother, sister, wife, and two children, who had come on board to take a long, a last farewell. The grief of a son, a brother, an husband, and a parent, on being thus suddenly deprived of all his dearest relatives, may more easily be conceived than described.



#### ANECDOTE OF A SAILOR.

After the relief of Gibraltar in the action between the fleet of Great Britain, commanded by Lord Howe, and the combined fleets of France and Spain, commanded by Don Louis de Cordova, on the 20th of October 1782, John Addinbrook, a seaman on board the *Royal William*, then commanded by Captain Carter Allen, received a wound which severed his right thigh from his body. When carried down to the cockpit, although in the extreme agony so severe a misfortune must of course occasion, the mizen-mast of one of the French ships was shot away by the *Royal William*; on which the seamen gave three cheers. The surgeon was endeavouring to give every relief in his power to this brave unfortunate sailor, when Addinbrook told him with the greatest composure, that his efforts were vain, that he was a dying man, and with earnestness requested him to go and attend those who were more likely to survive the day. With his small remaining strength, he then raised himself a little from the cott in which he was weltering in his blood, seconded the three cheers, fell back, and instantly expired.



## DESCRIPTION OF PLATE X.

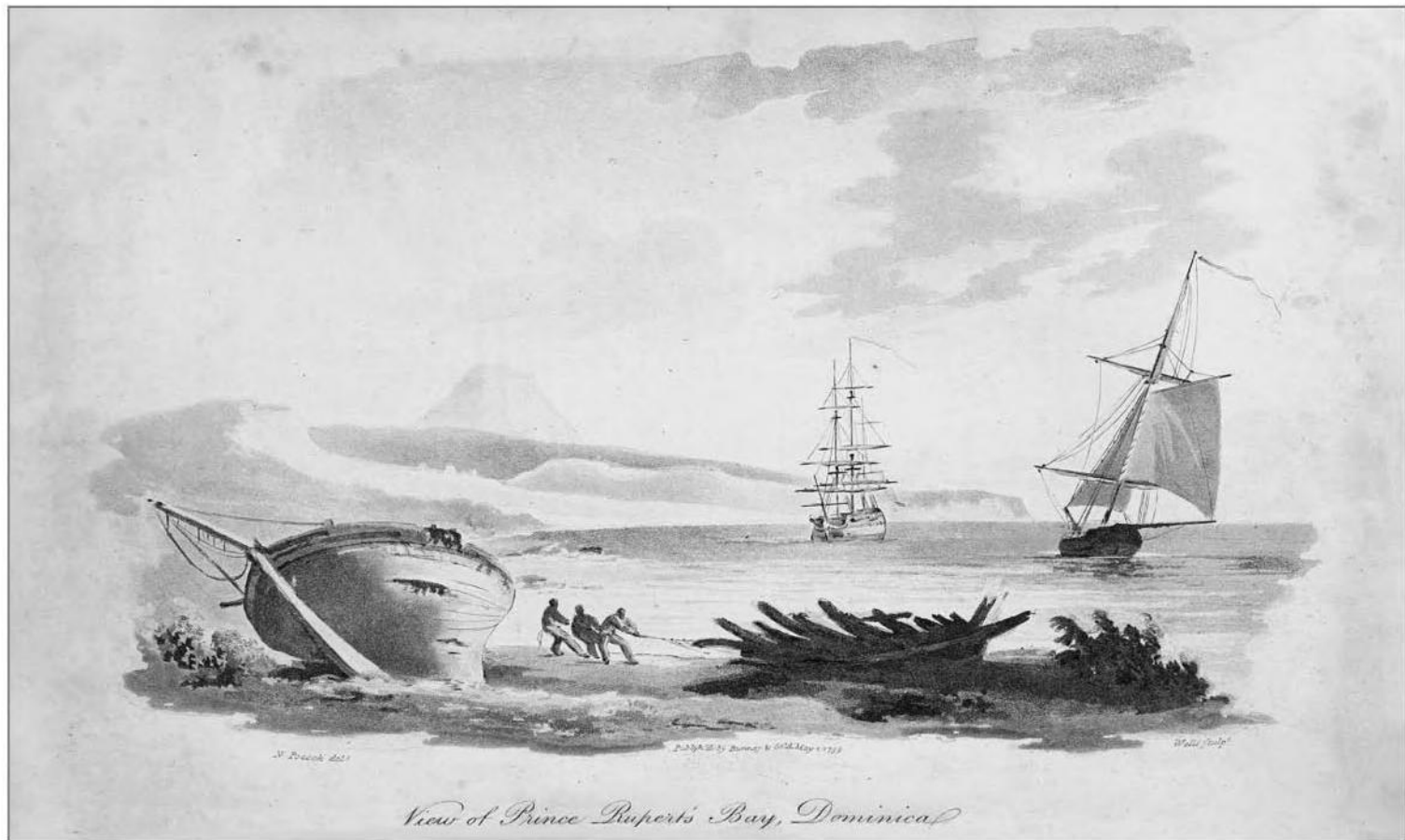
*View of PRINCE RUPERT'S BAY, DOMINICA, looking towards the South West, or out of the Bay.*

THE view begins at the river Picard, and takes in MOUNT ALLEN, MORNE ESPAGNOL, and POINT ROUND, which is the easternmost point of the Bay. A correct portrait of a Bermudian sloop is introduced. This engraving is taken from a large drawing by Mr. Pocock, now in his possession.

Dominica, which is one of the Caribbee Islands originally discovered by Columbus, is about thirty-nine miles long and thirteen broad, situated between  $61^{\circ}$  and  $62^{\circ}$  W. long. and between  $15^{\circ}$  and  $16^{\circ}$  N. lat. was one of those formerly called the Neutral Islands. It was taken by Lord Rollo and Sir James Douglas, on the 7th of June 1761, and became ceded to Great Britain by the peace of Paris, in 1763. In 1778 it surrendered to the French under the Marquis de Bouille, at which time its fortifications had been much neglected. At the conclusion of the peace in 1783 it again came under the dominion of Great Britain.

After the treaty concluded in 1660 between Great Britain and France, which established tranquillity among the Carribbæ Islands, the English were confirmed in the possession of Barbadoes, Nevis, Antigua, Montserrat, and other islands of less value; and France obtained Guadaloupe, Martinico, Granada, and other smaller islands. St. Christopher's then belonged to both nations; and the Caribs, amounting to about 6000, were confined to Dominica and St. Vincent's. The English settlements at this period were in a flourishing state; whereas, on the contrary, those of the French, labouring under the tyranny of exclusive privileges, were abandoned by many of their inhabitants; who fled to the northern coast of St. Domingo, a place of refuge for several adventurers of their own country, styled Buccaneers, from drying the food they lived upon, by smoke, in places called Buccans.

Dominica is very advantageous to this country, by being situated between the French islands of Guadaloupe and Martinico; it is thus equally alarming unto both. Its safe and commodious roads enable the British privateers to intercept, without risk, the navigation of France in her colonies. The soil of this island is thin, and better adapted to the rearing of coffee than sugar. The sides of the hills bear the finest trees in the West Indies, and the island is well supplied with water.



*View of Prince Rupert's Bay, Dominica*



HISTORICAL MEMOIR OF  
NAVAL TRANSACTIONS,  
DURING THE PRESENT WAR,  
FROM ITS COMMENCEMENT IN 1793.

(Continued from Page 219.)

HÆC OLIM MEMINISSE JUVABIT.

Many are the heroes of the dark rolling Sea !—Thy sails are like the clouds  
of the morning, and thy ships like the light of Heaven ; and thou thy-  
self like a pillar of fire that giveth light in the night ! OSSIAN.

WE have made some slight alteration in the title to this department of our Chronicle, as also in its arrangement, in order to take in a more extensive scope of Naval History, and to be enabled to record every circumstance, however minute, that relates to it. Our first design was to have noticed only the principal actions that had taken place during the War ; but on further consideration we have adopted the following plan as more interesting to our readers, especially Professional Men, and also as being more valuable to the future Historian. When we have brought our Memoir to the beginning of the present year, from whence our work commenced, we shall then, if our labours are so long approved, take a retrograde course, and give an account of Naval Transactions, from the beginning of the American War, to the rise of the present. Whatever additions or corrections we receive will meet with immediate notice ; and we trust that our Naval Biography, with the Memoirs of Navigation and Commerce, and this Historical Memoir, will in time, as before observed, form an extensive Naval Chronicle.

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HISTORICAL MEMOIR OF NAVAL TRANSACTIONS.

*Extract of a Letter from an Officer belonging to Admiral Gardner's Fleet,
dated Barbadoes, April 30 (1793).*

" We sailed from Spithead on the 24th of March, and arrived at Barbadoes on the 27th of April, but did not meet with any thing worthy of notice during our passage. We found Admiral Laforey had taken * Tobago, and one of our frigates saw a French fleet

* The English visited this island very early, Sir Robert Dudley being there in the reign of Queen Elizabeth. Charles the First, in the year (1628) gave a grant of it to the Earl of Pembroke and Montgomery, with two other small islands : but it does not appear that any settlement was attempted. In (1632) some merchants of Zealand sent over a small colony, and gave it the name of New Walcheren ; but before they were able to plant and clear the woods, they were destroyed by the Spaniards from the island of Trinidad, and the savages from St. Vincent. Ten years after this, James, duke of Courland, sent a colony

consisting of ten sail of the line, and seven frigates, about ninety miles from us. Had we fallen in with them, a short action would have ensued. The French appeared to sail so much out of order, that I have little doubt we should have conquered, though we had only seven sail of the line, and two frigates. We supposed they were bound to Martinico, their principal island. The *Blanche* frigate arrived at Barbadoes yesterday, and says that the French had not reached Martinico on Saturday. We go very soon to see if it is practicable to get Martinico into our possession. Should the enemy's fleet be off there when we arrive, we must give them a defeat before we can carry our intentions into execution. As the island is very strongly fortified, it must depend on the strength of the royal party whether we are successful or not."

The French frigate *L'Ambuscade*, Citizen Bompard, commander, during this month, and the preceding one, made great depredations on the coast of America, and considerably injured the trade there from Liverpool and other places. A gentleman at Philadelphia thus notices

to Tobago, who settled themselves in Great Courland Bay, and made a considerable progress in planting. In the year (1654), Messieurs Adrian and Cornelius Lampsius, two opulent merchants of Flushing, sent a considerable number of people thither, who settled on the other side of the island, and lived in amity with the Courlanders, until they learned that the King of Sweden had seized the person of the Duke, and dispossessed him of his dominions; when they attacked and forced his subjects to submit. The Duke being afterwards restored, he obtained from Charles the Second a grant of this island, dated the 17th of November (1664). In the second Dutch war, the Count D'Estrees, by order of his master, totally ruined it at the close of the year (1677), and from that time it continued a desert, until Great Britain took possession of it, after the treaty of Paris, in (1763). It was taken by the French in (1781), and *retaken by Admiral Laforey and Major General Cuyler in April (1793). Tobago is not, like most of the other Caribbee Islands, full of barren rocks or unwholesome morasses: plains of considerable extent are crowned with hills, whose gentle ascent is every where fit for cultivation. From these hills flow innumerable springs, most of which seem purposely intended to turn the sugar mills. Along the north and west sides of the island, are safe and commodious harbours, not exposed to the hurricanes; out of the tract of which Tobago is supposed to lie: it possibly, as the Abbe Raynal remarks, owes this inestimable advantage to the vicinity of the continent.

Almost every species of useful timber is found in Tobago, and some of an enormous size. The true cinnamon and nutmeg tree as the Dutch confess, grows in this island, with whole groves of sassafras and trees that bear the true gum copal. It besides produces every thing that is found in the rest of the sugar islands. The sea coast is indented by ten, or twelve, fair and spacious bays: Courland Bay is the principal harbour. The island of Tobago is rather more than 30 miles in length, from north east to south west, between eight and nine in breadth, and from 23 to 25 leagues in circumference. It lies in the latitude of 11 degrees 10 minutes north, and 59 degrees 40 minutes longitude west from London; is about forty leagues south by west from Barbadoes, 35 south east from St. Vincent's, 10 south east from Grenada, 12 north east from the Spanish island of Trinidad, and between 30 and 40 north east from the Spanish main. It is the most southward of the islands in the West Indies, and the most eastward, except Barbadoes.

* Naval Chronicle, page 218.

it, in a letter to a merchant at Liverpool : “ The frigate *L’Ambuscade* is now abreast of our city, and has taken a considerable number of prizes since her sailing from France, two of which are at this moment alongside of her—the *Little Sarah* of Kingston, Captain Laury, built at Liverpool, taken ten leagues at sea, and the *Grange*, *Hutchinson*, of the same port. The latter it is expected will be delivered up, as she was taken at anchor, with the pilot on board, ten or twelve miles up the Capes. We were informed two days ago, that the president, minister of state, of war, and of the treasury, and the attorney general, have given it as their unanimous opinion, that she was illegally taken, and therefore no prize ; she being within the jurisdiction of The United States, and of course under the protection of a neutral country. The business however will not be determined until the arrival of the French Minister, Citizen Genet, who is daily expected from Charleston, where he was landed by the above frigate.”

His Majesty prorogued the parliament on the 21st ; at the conclusion of his speech, he made the following observations respecting the commerce of the nation, and the arrangements which had been taken to promote it :

“ —The arrangements which you have formed for the Government of the British territories in India, and for the regulation of our commerce with that part of the world, will, I doubt not, secure and augment the benefits, which we have already derived from those important possessions. It has been impossible for me to see without concern the embarrassment which has lately arisen in the state of Commercial Credit ; but the steps which you have taken to prevent the progress of that evil, appear already to have been productive of very salutary consequences ; and while they have afforded a striking instance of your attention to the interests of my people, their effect has furnished additional reason to believe, that the distress which has been felt, proceeded from a concurrence of temporary causes, and not from any diminution of the real wealth, or any failure in the permanent resources of the Country.

“ I have much satisfaction in reflecting on the effectual protection which I have been enabled to afford to the trade of my subjects, since the breaking out of the war ; I am at the same time persuaded, that if our Commercial Interests had unavoidably been affected to a more considerable extent, it would not have been forgotten that we were contending for our future security, and for the permanent preservation of advantages the most striking, and the most valuable, which any nation has ever, by the blessing of Providence, been permitted to enjoy. —”

Clos. I.

The capture of the *Cleopatra* frigate, 40 guns, 320 men, by Captain Edward Pellew, in the *Nymphé*, 32 guns, 250 men, on the 18th of June, was accomplished with a gallantry not to be paralleled in any country but our own, and vindicated the superiority of the British navy. At day break he descried the enemy, who had sailed three days from St. Maloes, without taking any thing. Captain Pellew bore down immediately; all was silent until they came within hail: he then ordered the crew of the *Nymphé* from their quarters to the shrouds, when *Long live King George the Third!* was given with three cheers. The French captain, M. Jean Mullon, ordered his ship, in the same manner, to be manned; and, coming forward on the gangway, waved his hat, exclaiming, *Vive la Nation!* which his crew accompanied with three cheers. Captain Pellew's putting on his hat was the signal to the *Nymphé* to begin the action. One more desperate was never fought; they were engaged, throughout, yard arm and yard arm. The first shot was fired about half past six in the morning. The sails and rigging were so much intermixed during the engagement, that the crew of the *Nymphé* actually went from their own yards to those of the *Cleopatra*, and cut the men from their quarters. At length a shot from the *Nymphé* carried away the mizen mast of *La Cleopatra*, and another disabled the wheel of her tiller; so that she became ungovernable, and fell aboard the *Nymphé*.

Captain Pellew, from the cloud of smoke in which both ships were involved, not knowing the real cause, concluded his adversary intended to board him, and prepared to receive it: when finding they did not advance, he immediately gave orders to board *La Cleopatra*. The first party was led by Mr. Amherst Morris, and the next by the second Lieutenant, Mr. George Lake, who himself struck the French colours, and hoisted the British flag.

One instance of cool intrepidity in our countrymen, during the action, deserves to be recorded amid the many that occurred. In the heat of this most desperate engagement, the rigging of the two ships was entangled; and, as the mast of the *Nymphé* was much wounded Captain Pellew was fearful, that any strain might bring it down. He therefore offered ten guineas to any man who would go up and cut the rigging; upon which two seamen, in defiance of all danger ran up the shrouds and performed it.—The engagement lasted 55 minutes.

On the twenty second, Captain Pellew's letter to the Admiralty appeared in the Gazette:

To Mr. Stephens, dated off Portland.

June 19, 1793.

"I have the honour to inform you that at day light yesterday morning, I was so fortunate as to fall in with the national French frigate *La*

Cleopatra, mounting 40 guns, and manned with 320 men, commanded by Monsieur Jean Mullon, three days from St. Maloes, and had taken nothing.

We brought her to close action at half past six, and in fifty-five minutes took possession of her; the two ships having fallen on board each other, we boarded her from the quarter deck, and struck her colours; and finding it impossible to clear the ships, then hanging head and stern, we came to anchor, which divided us, after we had received on board 150 prisoners. The enemy fought us like brave men, neither ship firing a shot until we had hailed. Her captain was killed; three lieutenants wounded; the number of men not yet ascertained, but, from the best accounts, about sixty; her mizen mast overboard, and her tiller shot off.

I am extremely concerned she was not purchased at a less expence of valuable officers and men, on our part, whose loss I cannot sufficiently regret, and to whose gallantry I cannot possibly do justice. We had 23 men killed, and 27 wounded, of which a list is inclosed.

I am very particularly indebted to my first lieutenant, Mr. Amherst Morris, and no less so to Lieutenants George Luke, and Richard Pellowe, and I was ably seconded on the quarter deck by Lieutenant John Whitaker, of the marines, and Mr. Thomson, the master; and I hope I do not presume in recommending those officers to their Lordships protection and favour: And I should do injustice to my brother, Captain Israel Pellcw, who was accidentally on board, if I could possibly omit saying how much I owe him for his very distinguished firmness, and the encouraging example he held forth to a young ship's company, by taking upon him the directions of some guns on the main deck."

A List of the Killed and Wounded on board his Majesty's Ship La Nymphe, Edward Pellow, Esq. Captain, in an Engagement with La Cleopatra, a French Frigate, off the Start, on the 18th of June 1793.

KILLED.

Mr. Tobias James, Boatswain.
Mr. Richard Pearse, Master's Mate.
Mr. George Boyd, Midshipman.

Mr. John Davies Midshipman.
Mr. Samuel Edsall, Ditto.

Together with 14 seamen, and 4 private marines.

WOUNDED.

Lieut. George Luke, 2d Lieutenant. | Mr. John Plaine, Midshipman.
Mr. John A. Norway, Midshipman. | Mr. John Whitaker, Lieut. of Marines.

Together with 17 seamen, and 6 private marines.

The Nymphe, with her prize, arrived in Portsmouth Harbour on Friday the 21st. She was cheered by all the ships as she passed, and her crew returned the compliment. On Sunday evening, the 23d, the French Captain, who fell soon after the action began, was buried, by Captain Pellow, in Portsmouth Church-yard. The body was fol-

lowed only by his own officers. The inscription on the coffin was dictated by them.

CITIZEN MULLON,
Slain in battle with *La Nymphé*,
June 18th, 1793,
Aged 42 years.

The *Cleopatra* was the frigate which hove in sight when Captain Faulknor *, in the *Venus*, was engaging the *Proserpine*.

On Saturday the 29th of June, Captain Edward Pellew, and his brother Lieutenant Israel Pellew, were introduced to the King by the Earl of Chatham; when the former received his Majesty's thanks, with the honour of Knighthood, and the latter kissed hands on being promoted to the rank of post captain.

TRANSACTIONS AT OR NEAR HOME.

The inhabitants of Jersey had an alarm from the French at the end of May, when a convoy of 50 sail of vessels, among which were several frigates, passed close by the island. The 28th and 59th regiments went from their encampment to Grenville Bay, which the fleet had approached, but the enemy did not attempt a landing.

A few hours after the fleet under the command of Vice Admiral Lord Hood, which sailed for the Mediterranean at the end of May, quitted the Offing at Portsmouth, a signal was made to bring to, when a promotion took place in favour of several young officers, who had distinguished themselves by their continual exertions in fitting out the fleet; after which it proceeded with a fair wind down Channel. On the 29th of May, they were seen from Maker Heights cruising to the westward. The men of war, Indiamen, and merchantmen, amounted to 150 sail. They seemed to cover the Channel.

On the 29th of May, Lord Howe hoisted the union flag at the main top, as commander in chief, on board his Majesty's ship *Queen Charlotte*, at Portsmouth.

A Dutch Squadron, during this month, was cruising in the North Seas, consisting of one ship of 68 guns, five frigates, and one schooner under the command of Commodore Byland.

Sir Watkin Lewes, on the 5th, gave notice in the House of Commons, that he should move for a certain sum to be applied to erecting a monument to the memory of the late Lord Rodney.

On the 10th, arrived in the Lord Macartney East Indiaman, Mr. Zachary Mudge, first lieutenant of the *Discovery*, Captain George Vancouver. Mr. Mudge made his passage from Nootka Sound to India, by direction of his captain, in an open shallop, with only 14 men.

The Lords of the Admiralty, in this month, contracted with the private ship-builders, for the immediate construction of six frigates of 38 guns each, and twelve sloops of 16 guns, all of which were to be on an enlarged scale.

June 16. The Lords of the Admiralty put the Zebra of 16 guns, after having a complete repair, into commission, and appointed R. Faulknor, Esq. to command her.

June 18. The Royal Sovereign went out of harbour at * Plymouth, Captain Nicholls, with Admiral Grave's flag on board, and sailed for Spithead.

June 21. The Amphion of 32 guns was put into commission, and the command of her given to Captain H. Sawyer. The Assistance of 50 guns was commissioned, and Captain Brunton appointed to her. The Swiftsure, a new ship of 74 guns, was also commissioned in this month at Plymouth, and the command of her given to Captain Charles Boyles.

Previous to this month, but during the present year, one of the newly-invented securities for ship's rudders was fitted to the stern of the Fortune sloop of war, Captain Wooldrige, whilst lying at Woolwich. The inventor was Mr. De Lolme. His design was to prevent ship's rudders from being carried away by the violence of the sea in a gale of wind. This contrivance is also beneficial in preventing the men at the helm from being overpowered by the rudder, an accident by which the men at the wheel are often severely wounded. The steadiness which the rudder derives from this invention, insures safety in a certain degree to the whole ship; since a necessary consequence of the men being overpowered at the helm is, that the ship immediately

* Correct statement of the ships which were in Plymouth Harbour during the month of June 1793.

Cambridge	80	{ Rear Admiral R. Cotton.
Prince - -	98	{ Capt. R. Bager.
London - -	68	— C. Collingwood.
Gibraltar - -	80	— R. G. Keats.
Belliqueux - -	64	— T. Mackenzie.
Intrepid - -	64	— G. Bowen.
Sampson - -	64	— Hon. C. Carpenter.
Adamant - -	50	— R. Montague.
Adventure - -	44	— Bentinck.
Severn - -	44	— E. Buller.
Pegasus - -	28	— P. Minchin.
Porcupine - -	24	— R. Barlow.
Chapman - -	24	— M. Dixon.
Fairy sloop - -	16	— G. Dundas.
Viper Cutter - -	14	— R. Bridges.
Chatham Convalescent Ship,		Lieut. Græme.
Lieut. Hill, and Myrmidon Slop Ship,		
Lieut. Burrows.		
<i>Ships then fitting for Sea.</i>		
Swiftsure - -	74	Amphion - - 32
Argonaut - -	64	Resource - - 28
Pearl - -	32	Camilla - - 20

becomes ungovernable *. Mr. De Lolme's invention may be equally attached to ships steered by a tiller without a wheel. A patent for this useful invention, and for others greatly beneficial to shipping, was made out for him.

CAPTURES BY HIS MAJESTY'S SHIPS, &c.

June 1793.

The Guidelieu French privateer, captured by the Boyne man of war, had just captured an American ship from India to Ostend, with England goods on board, valued at 60,000*l*.

The Commerce, Prober, from Charleston to Bristol, was taken by the Tiger privateer of St. Maloes, and retaken by the Latona frigate; as was the James, ———, from Plymouth to Limerick, which had been taken by a French privateer.

The Alligator frigate, Captain Affleck, on her passage to Halifax, took L'Eutrice, from Martinico to Marseilles, and L'Aimable Famille, of 350 tons, from Guadaloupe to Havre. They were valued at 35 000*l*.

La Nymphé frigate captured the Sans Culottes French privateer, of 12 guns, belonging to Nantz, and sent her to Falmouth.

The Conception de Sowreal, Antonio Joze de Pinto, of and from St. Ube's, laden with salt, which had been captured by the Esperance French privateer, of 12 guns, was retaken by the Druid frigate; the French privateer was also taken.

The Inconstant frigate, 36 guns, Captain Montgomery, took the Courier, a French privateer, from the West Indies, with the Aurora, *Kelbingman*, from Cork, and the Joseph and Spanish Brig from Cayenne, which the privateer had captured.

The L'Espoir privateer, 12 guns, and 124 men, was captured by the Crescent frigate, and sent into Guernsey.

The Hon. Captain Yorke, of the Circe frigate, at the beginning of this month, brought into Portsmouth three French privateers; one of 18, one of 14, and one of 12 guns.

June 22. Advice was received at the Admiralty, from Lord Hood, with an account of the capture of two homeward-bound East Indiamen.

PROMOTIONS.

(From January to July.)

Feb. 1. Molyneux Loid Shuldhham; Sir Hugh Palliser, Bart. and Matthew Barton, Esq. admirals of the Blue, to be *Admirals of the White*.

* A distressing event owing to this cause took place in the Thynne packet during November 1790, when bringing home the mail from Quebec:—One of the spokes of the Wheel having broke in the hands of the man there stationed, the ship broached to; when out of ten men who were upon the deck, seven were washed overboard and lost.

Mariot Arbuthnot, Robert Roddam, and William Lloyd, Esqrs. Sir Edward Hughes, K. B. John Evans and Mark Milbanke, Esqrs. vice admirals of the Red, to be *Admirals of the Blue*.

Nicholas Vincent, Esq. Sir Edward Vernon, Knt. Richard Edwards, Thomas Graves; Robert Digby, and Benjamin Marlow, Esqrs. and Sir Alexander Hood, K. B. vice admirals of the White; Sir Chaloner Ogle, Knt. and Samuel Lord Hood, vice admirals of the Blue—*Vice Admirals of the Red*.

Sir Richard Hughes, Bart. John Elliot, William Hotham, and Joseph Peyton, Esqrs. vice admirals of the Blue; John Carter Allen, Esq. Sir Charles Middleton, Bart. Sir John Laforey, Bart. and John Dalrymple, Esq. rear admirals of the Red—*Vice Admirals of the White*.

Robert Sawyer, Esq. Sir Richard King, Bart. and Jonathan Faulknor, Esq. rear admirals of the Red; Philip Affleck, Esq. Sir John Jervis, K. B. Adam Duncan, Richard Brathwaite, and Philips Cosby, Esqrs. rear admirals of the White—*Vice Admirals of the Blue*.

Thomas Fitzherbert, Samuel Cornish, John Brisbane, Charles Wolseley, and Samuel Granston Goodall, Esqrs. Hon. Keith Stewart; and William Henry, Duke of Clarence, rear admirals of the Blue, —*Rear Admirals of the Red*.

Captains.

Richard Onslow; Robert Kingsmill; Sir George Collier, Knt. George Bowyer; Sir Hyde Parker; Rowland Cotton; Benjamin Caldwell; and the Hon. William Cornwallis—*Rear Admirals of the White*.

William Allen; John Macbride; George Vandeput; Charles Buckner; John Gell; William Dickson; and Alan Gardner—*Rear Admirals of the Blue*.

George Murray and Robert Linzee, Esqrs. and Sir James Wallace, Knt.—*Colonels of Marines*.

March 20. John Henslow, Esq. surveyor of the navy—*Knighted*.

May 1. John Earl of Chatham; Charles George, Lord Arden; Samuel Lord Hood; Hon. John Thomas Townshend; Alan Gardner, John Smyth, and Charles Small Pybus, Esqrs.—*Lords of the Admiralty*.

George Poyntz Ricketts, Esq. made governor of Tobago.

[To be continued.]

We consider ourselves much honoured in the following communication, and return our respectful thanks to the kind friends by whom we have been thus obliged.

AN EXTRACT from the public Dispatch of the Right Honourable Mr. GRENVILLE, to Lord GRENVILLE, one of His Majesty's Principal Secretaries of State, dated Berlin, February 19th, 1799, and transmitted by the Lords Commissioners of the Admiralty to Vice Admiral Dickson at Yarmouth, with Directions for its being read on CAPTAIN WALLIS's COURT MARTIAL ; which was read accordingly.

THE unfortunate loss of his Majesty's frigate the *Proserpine*, on board of which I embarked at Yarmouth, is a circumstance which I cannot mention, without feeling how much it is due from me to the captain of that ship, to state the importunity with which, out of zeal for his Majesty's service, I pressed upon him to persevere in attempting a passage ; which the severity of the season, and the danger of the navigation, without any buoys to trace it, would naturally have prevented him from risking so far, if I had not most earnestly solicited him, at all hazards, to pursue the voyage as long as it was possible that the ship could advance. When the frigate had unfortunately struck, that we were enabled to escape with our lives, we chiefly owe to the steadiness and activity of Captain Wallis, and to the uncommon degree of order and discipline which that officer had established in his ship's company, and maintained under circumstances of much danger and little hope. By his assistance, I was enabled to save the greater part of my papers, and all the letters intrusted to me by their Majesties and the Royal Family.

After the sentence was read, which set forth that the conduct of the Captain, Officers, and Ship's Company, was in every degree highly meritorious, and all honourably acquitted, the President made the following speech to the crew of the *Proserpine*, by order of the Court.

SEAMEN OF THE PROSERPINE ! Your conduct has been such as to merit the thanks of this Court, with that of your Country ; and I trust, that the example shewn by you of good order and obedience to command, in times of difficulty and danger, will be held forth, as worthy of imitation, to all the Seamen of His Majesty's Fleet.

Gazette Letters.

ADMIRALTY-OFFICE, FEB. 16, 1799.

Extract of a Letter from the Earl of St Vincent, K B Commander in Chief of his Majesty's Ships and Vessels in the Mediterranean, to Evan Nepean, Esq. dated at Gibraltar, Dec. 23, 1798

SIR,

BY some accident Captain Middleton's relation of the gallant action performed by the boats of his Majesty's ship *Flora*, commanded by the first lieutenant (Russel) of that ship, in cutting out the *Mondovi* French corvette, from Cerigo, was not transmitted to you—it is now enclosed

I am, &c

ST. VINCENT.

His Majesty's Ship Flora, off Cerigo, Archipelago, May 14, 1798

MY LORD,

Having chased a French national brig into Cerigo, and finding it impracticable to follow in the ship, from the narrow entrance of the harbour, and the commanding situations of the forts, on the evening following I sent the boats of his Majesty's ship, under the command of Lieutenant Russel, with Officers as per margin *, who volunteered their services in a very handsome manner, with such of the ship's company as chose to go to cut her out, which they did in a very gallant manner, under a severe fire from the forts, the brig, and several vessels in the harbour. She proves to be the *Le Mondovi* brig corvette, of 16 guns, 12 brass six pounders, and four iron twelve pounders, manned with sixty-eight men, commanded by Citizen Gennevie, lieutenant de vaisseau, a new Venetian built brig, sails well, though not coppered, is well found, and in my opinion fit for his Majesty's service. I cannot express to your Lordship the high sense I have of the gallant behaviour of Lieutenant Russel, and of the officers and men sent on this service, which they effected with little loss, notwithstanding the enemy were prepared to receive them. I have sent Lieutenant Brown to command them for the time being, as I think it probable, during the cruise, we may meet a ship of equal force, it will be proper to give Lieutenant Russel that opportunity of promotion, in case of success, he so highly merits on this occasion, as well as many others, since under my command—I send a list of the killed and wounded, and have the honour to remain, &c

R G MIDDLETON.

I beg leave to acquaint your Lordship that I anchored on the 11th inst at St Nicholas, on the Island of Cerigo, and cut out a French polacre ship from under the fort, she being in ballast, I found it necessary to scuttle her—and have landed her prisoners with the *Le Mondovi*, on getting a proper receipt for them from the Governor at Cerigo.

A List of Killed and Wounded belonging to his Majesty's Ship Flora, Robert G Middleton, Esq. Captain, at the Capture of the French National Brig Le Mondovi, on the Night of the 18th of May 1798

Killed—One private marine.

Wounded—Three officers, and five seamen

Name of the killed—John Perks

Names of the officers wounded—Lieutenant Parry, of the marines, slightly in the hand, Mr Morton, master's mate, dangerously in the back, Mr Fiancock, gunner, slightly in the head

List of the Enemy Killed and Wounded

One seaman killed, one officer and four seamen jumped overboard, and supposed to be drowned

Light seamen and soldiers dangerously wounded.

* Lieut Russel (1st), Lieut L'epenstein (2d), Lieut Parry (marines), Mr. Norton, mate, Mr Fiancock, gunner, Mr Pettigrew, midshipman, Mr Hawkins, midshipman

Encl. 1.

A. A. K.

Copy of another Letter from the Earl of St. Vincent, K. B. Commander in Chief of his Majesty's Ships and Vessels in the Mediterranean, to Ewan Nepean, Esq. dated at Gibraltar, Jan. 1, 1799.

SIR,

I Enclose, for the information of the Lords Commissioners of the Admiralty, the copy of a letter from Captain Bowen, of his Majesty's ship *Caroline*, giving an account of his having captured *Le Serralleur* French brig privateer, mounting twelve guns. I am, Sir, &c.

ST. VINCENT.

MY LORD,

Caroline, Lisbon, Dec. 15, 1798.

This serves to advise your Lordship, on the 4th inst. P. M. latitude 38 deg. 45 min longitude 12 deg. I observed a strange sail to windward, but the weather being hazy, and she at a great distance, I could not form a perfect idea of her being a cruiser; and having at that time the charge of two prizes, with which I was on my way to Lisbon, I, by way of a decoy, made a signal for the same to form a line, taking care to keep the *Caroline's* stern towards the stranger, and I had the satisfaction in a short time to find the stratagem succeeded; for the cruiser (as she turned out) seeing I took notice of her, chased me, and, as I before observed, the weather being hazy, she got within the superior sailing of the *Caroline* before she discovered her mistake: she, however, led me a chase of four hours, in conclusion of which I had the satisfaction of securing her. She proves to be a French brig privateer; her name *La Serralleur*, commanded by Captain Malbernac, out of Bourdeaux fifty-six days. She mounts ten brass four pounders and two brass six pounders; her complement was 82 men, but when captured had only 58 on board, the rest being dispersed in two Americans she had captured. I am, my Lord, &c.

THO. BOWEN.

Earl of St. Vincent, K. B. &c.

Copy of a Letter from the Right Hon. Lord Bridport, K. B. Admiral of the White, &c. to Ewan Nepean, Esq. dated the 13th instant.

SIR,

Enclosed is a copy of a letter from Captain Durham, of his Majesty's ship *Anson*, which I transmit to you for their Lordships' information.

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

BRIDPORT.

MY LORD,

Anson, at Sea, Feb. 2, 1799.

I have the honour to inform your Lordship, that his Majesty's ship under my command has this day captured (in company with the *Ethalion*) *Le Boulonnais* French cutter privateer, of 14 guns, and 70 men, belonging to Dunkirk, a remarkable fine vessel, copper-bottomed. The capture of her gives me great satisfaction, as she has greatly annoyed the trade in the North Seas.

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

P. C. DURHAM.

Right Hon. Lord Bridport, &c.

Extract of a Letter from Admiral Sir Peter Parker, Bart. Commander in Chief of his Majesty's Ships and Vessels at Portsmouth and Spithead, to Ewan Nepean, Esq. dated the 12th instant.

Please to acquaint their Lordships, that his Majesty's sloop the *Fly* arrived this morning from a cruise, in the course of which she captured *La Gleneur*, a French privateer cutter, of 6 guns, and 32 men, as described in the inclosed letter from Captain Mudge.

SIR,

Fly, at St. Helen's, Feb. 12, 1799.

I beg leave to acquaint you with the arrival of his Majesty's sloop under my command at this Roadstead, having on the 6th instant captured a French cutter privateer, called *La Gleneur*, off Portland, mounting 6 four pounders and 32 men, Emanuel Tone, commander; had sailed from Cherbourg the night before, where she had been chased in two days prior to her capture.

I have the honour to be, &c.

Admiral Sir Peter Parker, &c.

ZACHARY MUDGE.

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 at Cork, Jan. 28, 1799.

SIR,

I Herewith inclose you, for the information of my Lords Commissioners of the Admiralty, a letter from Captain Halsted, of his Majesty's ship *Phoenix*, who has captured and sent in here the *Foudroyant*, a French privateer, of Bourdeaux.

I have the honour to be, &c.

R. KINGSMILL.

SIR,

Phoenix, at Sea, Jan. 22, 1799.

I have the pleasure to inform you, that his Majesty's ship *Phoenix*, under my command, captured this day at noon, in latitude 48 degrees 39 minutes, N. longitude 17 degrees 28 minutes West, the *Foudroyant* French privateer ship, pierced for 24 guns, and mounting 20 twelves and sixes, the former brass, with 160 men. Eight of the guns were thrown overboard during the chase, which lasted from twelve last night, in which we run upwards of 120 miles. She was launched at Bourdeaux about three months ago and sailed from thence on this cruise about nine weeks since. She has made three captures, two of them English, and one of them American: she is coppered, and appears to be a most complete vessel.

I am, &c. &c. &c.

J. W. HALSTED.

Names of the vessels the above ship captured: English brig *Malbridge*, from Martinique to London; duto brig, *Duncan*, from Halifax to London; American ship *Argo*, from Sweden to Charlestown.

Copy of a Letter from Rear-Admiral Harvey, Commander in Chief of his Majesty's Ships and Vessels at the Leeward Islands, to Evan Nepean, Esq dated on board his Majesty's ship Prince of Wales, Fort Royal Bay, Martinique, Dec 10, 1798.

SIR,

I have the pleasure to acquaint you, for the information of their Lordships, that since my letter to you of the 7th ult. the undermentioned French privateers belonging to Guadaloupe have been captured and sent to the different islands by the ships and vessels of his Majesty's squadron under my command, as against their several names expressed.

By the *Amphitrite*, Captain Ekins, Le Guadaloupienne schooner of 10 guns, and 80 men; La *Prize de Viathe* schooner, of 8 guns, and 65 men; La *Borde-lais* sloop, of 6 guns, and 38 men.

By the *Solebay*, Captain Poyntz, La *Prosperite* schooner, of 8 guns, and 61 men.

By the *Pearl*, Captain Ballard, L'*Independence* brig, of 12 guns and 66 men.

By the *Santa Margarita*, Captain Parker, Le *Quartorze Juillet* coppered brig, 14 guns, and 65 men.

By the *Cyane*, Captain Matson, La *lombie* cutter, of 8 guns, and 72 men.

And I have further to acquaint you, that his Majesty's sloop *Victorieuse*, Captain Dickson, destroyed, on the 10th ult. a French privateer schooner, of 12 guns, which he found at anchor at Rio Caribbe, on the island of La Margaritta. The conduct of Captain Dickson, in performing this service, was highly spirited, as the privateer lay under the protection of two batteries, one of four, and the other of two guns, which kept up a fire on the *Victorieuse*, who received but little damage in her masts and rigging, but had two men killed and two wounded. The crew of the privateer escaped on shore.

I have the honour to be, &c.

HENRY HARVEY.

(To be continued.)

TO THE EDITOR OF THE NAVAL CHRONICLE.

SIR,

Plymouth Sound, April 14, 1799.

HAVING attempted, as opportunity occurred, to obtain a correct statement of the French fleet at Brest, and in other ports of France, I send you the result of my enquiries. If it will add to the information you may have already acquired, or serve to correct any future account you may hereafter have occasion to make in the NAVAL CHRONICLE, my wishes will be gratified. The information has been obtained from different French officers captured in different national vessels; and, from their several accounts corresponding with each other in a remarkable degree, I have every reason to believe it accurate, as far as respects the line of battle ships. It is to be understood that I speak not only of such as are in readiness for sea, but such as are also building and repairing, and which I have not been able to distinguish from each other; the information here being contradictory, is therefore not to be relied upon.

I am, Sir,

Your humble servant, C. T. (Surgeon.)

AT BREST.

EXCLUSIVE OF FRIGATES.

	Gun s		Guns.
L'Océan (<i>ci devant Cole d'Or, Montage, and Peuple</i>)	130	Le Censeur	74
Le Vengeur (<i>building</i>)	130	Le Zele	74
Le Neptune	120	La Convention	74
Le Terrible	110	La Temeraire	74
Le Republicain	110	Le Patriot	74
Le Formidable	90	La Tourville	74
Le Trajan	80	L'Entreprenant	74
L'Indomptable	80	Le Mercius	74
Le Jean Jacques Rousseau	80	Le Jupiter (<i>ci devant 31 Mai</i>)	74
Le Jemappe	74	Le Cis-Alpine	74
Le Walsigny	74	Berwick	74

AT ROCHFORD.

La Republique Francaise (<i>build.</i>)	130	L'Africain	48
Le Dix-huit Fructidor	90	La Medee	44
L'Aigle	90	La Romaine	44
Le Dugay Trouin	74	Le Semillante	44
Le Heros	74	La Cybelle	44

AT TOULON.

Le Genereux	74	La Junon	40
Le Guillaume Tell	74	L'Alceste	40
La Diane	40	La Fortune	36
La Justice	40		

AT HAVRE.

La Libre	44	La Confiante	36
La Comète	44	Le Serpent	18
L'Indien	44		

AT THE MAURITIUS OR ISLE OF FRANCE.

La Forte	44	La Victoire	44
La Prudente	44	La Regenerée	40

AT ST. DOMINGO AND GUADALOUPE.

La Cocarde	44	L'Astre	44
La Bravoure	44	La Pensée	44
La Syrene	44		

MONTHLY REGISTER

OF

Nabal Events.

HISTORICAL MEMOIR.

WE begin our Memoir for the last month with the following interesting letter from the West Indies.

BARBADOES, Dec 1.

The ship Barton, Captain Cutler, arrived in 51 days from Liverpool — In the afternoon of Monday, about 20 leagues to windward of the Island, she discovered a sail standing to the southward which in the close of the evening stood for her, and coming within gun shot kept in the wake of the Barton most part of the night, receiving her constant fire of stern chasers without returning a shot. At day break the enemy (which proved to be a French privateer schooner of 18 guns, nine and six pounders, spoke an American brig astern, and at sun rise bore down with a press of sail upon the Barton, who again opened her fire as soon as she came within shot, and soon after a close action commenced, which lasted for two hours and an half, the schooner repeatedly attempting to board, but by the heavy and well directed fire from the ship was prevented from getting near enough to effect their purpose, and was at last so dismantled in her rigging that she sheered off, but having refitted, commenced a second attack at noon, with a most sanguinary design of boarding, and notwithstanding the incessant cannonading from the ship ran plump on board, and endeavoured to throw her men into her, but well prepared to receive the enemy, the whole of the Barton's crew being assembled on the quarter deck, and headed by their gallant commander, who was spiritedly seconded by his passengers, an attack sword in hand commenced, and the enemy were driven back with considerable loss, many of them being spiked from the netting and shrouds of the ship, while by a well-directed fire from the cabin guns, numbers were swept from their own deck; and great part of her rigging being cut away, she dropped astern, and gave over the contest amidst the victorious huzzas of the British tars, whose bold commander, calling from his quarter deck, defied the vanquished Republicans to return to the attack — Captain Cutler's conduct on this occasion cannot be too highly spoken of, and such was the enthusiasm of all on board the ship, that his passengers bear a proportionate share of honour, while his mates have a just claim to the approbation and applause of their merchants, whose well known liberality is ever ready to reward the merit of every man in their employ.

The second mate and three seamen were wounded on board the Barton.

Captain Broughton, of his Majesty's ship Providence, which was wrecked to the southward of the island of Formosa, has, after many hardships and difficulties reached this country. He was on the voyage of discovery with Captain Vancouver — We learn with peculiar satisfaction, that though he lost every thing else, he was fortunate enough to save his papers and charts.

The following is the answer of Lord Nelson to the vote of thanks of the British House of Commons —

"SIR,

Vanguard, Palermo, Jan 31, 1799.

"Believe me, I feel as I ought the noble reward which our Country has bestowed on me by its thanks, and I beg you will, Sir, have the goodness to express to the Honourable House my gratitude. I can answer for that of my brave brethren who fought with me in the battle of the Nile. To you, Sir, who have not only so handsomely but so elegantly conveyed to me the resolutions of the House, words are inadequate to express what I feel, but, believe me, Sir, I am, with every sentiment of respect and esteem,

"Your most obliged and faithful servant,

"NELSON."

To the Right Hon HENRY ADDINGTON,
Speaker of the House of Commons

It is we understand in contemplation to make an augmentation of the marine in the course of a short time, to the number of 14 companies. This will prove a great acquisition to this very valuable body of men, whose services to their King and Country have on all occasions been so eminently conspicuous, who in the day of battle are so particularly exposed, and who must one day occupy that elevation in the public opinion which they so much deserve.

The Prince of Peace has been named *Grand Admiral of Spain*, an office never before known.

TRANSACTIONS AT OR NEAR HOME.

A canal is to be made from Rochester, uniting the Thames and the Medway by a direct line across the country, and cutting off the circuitous navigation to London by the Nore.

The Corporation of Bristol have it in contemplation to adopt some further restrictions in regard to the fishery for salmon in the river Severn.

The arches of the grand aqueduct over the Mersey, near Marple, Cheshire, are now completely turned. This magnificent and beautiful structure is carried over a deep valley, and presents a most pleasing and romantic spectacle. It consists of three arches, each having a span of sixty feet. The keystone of the centre arch is upwards of seventy-eight feet above the surface of the river, and the height of the whole structure, from the foundation to the top of the parapet wall, will exceed 100 feet.

NEW EAST INDIA HOUSE.

The following is a description of the Pediment in the New Buildings:

Commerce, represented by Mercury, attended by Navigation, and followed by Tritons and Sea Horses, is introducing Asia to Britannia, at whose feet she pours out her treasures.

The King is holding the shield of protection over the head of Britannia and of Liberty, who is embraced by her.—By the side of his Majesty sits Order—attended by Religion and Justice.

In the back ground is the City Barge, &c. near to which stands Industry and Integrity. The Thames fills the angle to the right hand, and the Ganges the angle towards the east.

The sentiment of this composition is—that a Nation can then only be truly prosperous, when it has a King who makes religion and justice the basis of its government, and a constitution which, while it secures the liberties of the people, maintains a due subordination in the several ranks of society, and where the integrity of the people secures to each individual those advantages which industry creates and cultivates.

The *Architecture* is the design of Richard Jupp, Esq. the Company's Surveyor.

The Surgeon and Master of a man of war now lie under sentence of death at Exeter, having been condemned at the late assizes for murder; the death of a brother officer, in a duel, having been so construed by the jury.—This is the first instance of a condemnation in a duelling case; and appears to have been, not so much on account of any thing more aggravating in this than former cases of the kind, as by way of example, to check, if not entirely to put an end to this so barbarous and ever-to-be lamented custom. The parties have been respited till his Majesty's pleasure is known.—The cause of quarrel originated from politics, respecting the situation of America and Great Britain—the surgeon being an American, and the deceased an Englishman: the challenge was given by the latter.

Captain Hall, late of the *Crampus*, has been tried at Sheerness by a Court Martial for the loss of that ship on Barking Shelf, and honourably acquitted.

Court of King's Bench.

APRIL 23.

LUMLEY *versus* SUTTON.

THIS was an issue directed by the Court of Chancery, to try, Whether the plaintiff or the defendant were entitled to the prize money made by his Majesty's ship the *Isis*. A special verdict having been agreed upon between the parties, it came on this day to be argued.

Mr. Hartley, on the part of Captain Lumley, the plaintiff, entered very much at length into the circumstances of this case. He stated, that Captain Sutton, the defendant, commanded the *Isis*, which ship formed part of the squadron which sailed in the year 1781 under the command of Commodore Johnston. He then proceeded to detail the circumstances which took place in the action fought in Port Praya Bay between the English and French squadrons. Immediately after that action Commodore Johnston put Captain Sutton under an arrest, and appointed Captain Lumley to the command of the *Isis* in his room. Captain Sutton, upon his return to England, brought an action for damages against Commodore Johnston, and obtained a verdict for 5000*l*. A new trial was obtained by the defendant, and upon that occasion the plaintiff obtained a verdict for 6000*l*. The question was then brought into the House of Lords by writ of error, and the whole proceedings were reversed. Mr. Hartley then argued with great ability, that Captain Lumley was entitled to the prize money arising from the captures made by the *Isis* while he had the command of her, and while Captain Sutton was suspended.

Mr. Wood argued very ably on the other side.

Lord Kenyon said, that if the question in this case was, who of the two parties was the most worthy to receive the money, it would be impossible for him to decide, because both these officers had great merit for their public services, although for a great while a cloud hung over the character of Captain Sutton, but which dispelled, and he was most honourably delivered by law.

The case of these parties to be decided upon was, Which of them came under the description of the act of parliament, modelled on the King's proclamation, as captain of the *Isis*, during the time of the captures that were made by that ship of war? And upon that question his lordship was clearly of opinion, that the preference was due to Captain Sutton, who was, to all intents and purposes, entitled to his pay, and all the emoluments that were incident to the station of a captain; during the time of his arrest, and until he should be displaced, either by the Admiralty, or by sentence of Court Martial, he was as much entitled to all these advantages, notwithstanding this arrest, as if he had been confined to his cabin from a wound in battle. By the way, his Lordship observed, Captain Sutton, he was bound to say, had been harshly, severely, and very improperly arrested. He would not say any thing of the reversal of the verdict for 6000*l*. in Captain Sutton's favour. He dared to say, that what was determined by Lord Mansfield and the Chief Justice of the Common Pleas was according to the rules of law, but it was certainly a case of abundant hardship. With regard to Captain Lumley, he was, most undoubtedly, also a meritorious officer, but he had not the same claim to being considered as captain of the ship, for he came on board, by order of the Commodore, to have the pay of a captain, and victuals in the ship. In short, while Captain Sutton was captain, as most assuredly he was, and must be, until displaced, either by the Admiralty or sentence of Court Martial, nobody else could be captain of that ship. As well might it be said, that Lord Pigot was not governor of Madras, in consequence of the most shameful treatment he met with there, as to say, that Captain Sutton was not captain of the *Isis* while he was thus under arrest. His Lordship expatiated considerably on this case, and concluded with saying, that he was most clearly of opinion, that judgment ought to be given for Captain Sutton. To which the other Judges assented, and judgment was given accordingly.



PLYMOUTH REPORT, FROM MARCH 22 TO APRIL 22.

March 22. WIND E. S. E. Fair. This morning arrived the *Telegraph*, Lieutenant Worth, and her prize, *L'Hirondelle*, a National French corvette of 16 guns. The former went up the harbour, and the latter into Catwater. She is much cut in her sails, masts, and rigging. A shocking accident happened last evening, about five o'clock, in the shell magazine at the gun-wharf in the Arsenal Dock: as some men were taking out a quantity of six-inch live shells fixed, by some means the fuses of several caught fire, and blew up with a dreadful explosion, which was heard all over the three towns: two men and a boy were killed, and four severely wounded. It was providential the whole quantity had not blown up, which might have endangered the dock yard. This day a midshipman of the *Castor* frigate was brought to the Royal Naval Hospital, a most miserable object, having been blown up by a priming horn, with glazed powder, which scorched his face dreadfully, and mutilated both hands. A seaman of the *Phœbe* died in the hospital; his death was occasioned by a block falling on his head, which fractured his skull. Arrived the *Repulse*, 64 guns, in Cawsand Bay,

24. Wind E. N. E. Small rain. Arrived *L'Indefatigable*, French corvette, 20 guns and 120 men, prize to the *Ethalion*, 38 guns, Captain Young, after a long chase. She is a complete vessel, and fitted out with six months stores and provisions for Guadaloupe. Arrived a sloop from Bourdeaux to Brest, with provisions for the fleet there, prize to the *Clyde*, 36 guns, Captain Cunningham. Sailed the *Dragon*, 74 guns, Captain Campbell, to join the Channel fleet. Arrived from a cruise the *Naiad*, 38 guns, Captain Pierrepont.

25. Wind W. N. W. Fair. Arrived from a cruise, *Melpomene*, 44 guns, Sir C. Hamilton, Bart. Sailed for the Downs the Plymouth higger, Lieutenant Elliot, with a convoy of 60 sail. Sailed the *Indefatigable*, 44 guns, Captain Taylor, on a cruise.

26. Wind W. S. W. The *Argus* Lugger, of 16 guns, Lieutenant Clarke, which sailed from Jamaica on the 24th December 1798, with the mails for England, and was supposed to be lost, carried away her masts in a gale of wind, and threw ten guns overboard, was captured by *La Vendemiaire*, French privateer, of 16 guns, and carried into Corunna. At four P. M. arrived the *Indefatigable*, 44 guns, in damage, having shipped a heavy sea, which stove in her head rails and sprung her bowsprit.

27. Wind S. W. Rain. Went down into the Sound the *St. Fiorenzo*, 40 guns, Sir H. B. Neale, Bart. Sailed the *Castor* frigate, Captain Gower, on a cruise. Orders came down from Rear Admiral Berkeley to sail from Cawsand Bay the first spirt of wind. Remain in Cawsand Bay the *Magnificent*, 74 guns, Captain Bowater; *Cæsar*, 84, Sir J. Saumarez; *Atlas*, 98, Captain Jones; *Mars*, 74, Rear Admiral Berkeley, Captain Manly; *Impetueux*, 84, Sir E. Pellew; *Dragon*, 74, Captain Campbell; and *Repulse*, 64, Captain Alme.

In the Sound.—*Revolutionnaire*, 44 guns, Captain Twysden; *Fiorenzo*, 40; *Naiad*, 38, Captain Pierrepont; *Indefatigable*, 44.

In Hamoaze, fitting for Sea.—*Terrible*, 74 guns, Captain Faulknor; *Robuste*, 74, Captain Countess; *Ramilies*, 74; *Bellona*, 74, Sir T. B. Thompson; *Unicorn*, 32, Captain Wilkinson; *La Loire*, 48; *Doris*, 36, Lord Ranelagh; *La Nereide*, 36; *Uranie*, 40, Captain Towry; *Arab*, 18, Captain Capel; *Thisbe*, 28, Captain O'Brien. In Barnpool, *La Nymphe*, 36 guns, Captain J. Frazer.

28. Wind variable. Arrived *St. Gorondiza*, a Spanish packet of 16 guns, from the Havannah for Corunna, with sugars, cochineal, &c. prize to the *Mermaid* frigate, and *Sylph*, 18 guns, Captain White. Arrived the *Spitfire*, 20 guns, Captain Seymour, from a cruise.

29. Wind S. W. Sailed *Suffisante* and Childers sloop of war. Sailed the *Melpomene*, 44 guns, Sir C. Hamilton, with French prisoners for Portsmouth.

30. Wind E. Blows hard. Passed by the *Venus*, 36 guns, and the outward bound Newfoundland fleet, with Lord Hugh Seymour, and six sail of the line, for his station off Brest. This day Lieutenant Ellison, late of the *Melampus*, put *La Nereide*, 36 guns, Captain Watkins, into commission. Arrived *La Debut*, 6 guns, prize to the *Sylph*; also the *Aurora*, bound to Hamburg from Oporto, prize to the *Fishgard*, 48 guns, Captain Martin; and the *Aquilon*, from Gibraltar, with sundries.

31. Wind E. Blows hard. Sailed the *Revolutionnaire*, 44 guns, on a cruise.

April 1. Wind E. N. E. Blows hard. Sailed to join Lord Hugh Seymour, the *Impetueux*, 84 guns, *Cæsar* 84, and *Magnificent* 74. Arrived from the Downs, in only seventeen hours, the Plymouth lugger, Lieutenant Elliot. Sailed for Africa, the *Viper* cutter, Lieutenant Pengelly, with the *Triton*. Sailed the *Spitfire*, 20 guns, to the westward. Arrived, *Fanny*, Watson, from Virginia, taken and retaken by the *Atalante*, 16 guns, Captain Griffiths.

2. Wind E. N. E. Fair. Arrived from a cruise the *Hornet*, 18 guns, Captain Nash; and *Melpomene*, 44, from Portsmouth.

3. Wind E. S. E. Cloudy. Arrived from Morlaix the *Betsey* cartel, Singleton, master. She brought over an American captain and six Irish seamen, who were taken off Killala Bay, Ireland, having boarded *La Romaine*, 44 gun French frigate, by mistake.

4. Wind E. S. E. Blows hard, with rain. Last night as the clerk to Mons. Vochiz, French agent for prisoners of war, was coming up Lisson Hill in a post chaise, he was attacked by two footpads, dressed like seamen, who robbed him of his gold watch and eight guineas, with which they made off. Letters from the *Phœbe*, 36 guns, Captain Barlow, mention the safe arrival there of the *Russell*, 74 guns, *Phœbe* 36, and *Proselyte* 32.

5. Wind S. S. E. Rain. Captain J. Still, late of the *Hiram* American ship lately retaken and brought in here by one of the cruisers, came passenger in *La Fortune* French brig, carried into Fowey by the *Hind* revenue cutter, Lieutenant Bray, brings an account of the following vessels being captured and destroyed, viz. *Aurora*, Todd; *Scipio*, Shivers; *Jane* and *Mary*, Taylor. The *Resolution*, Ross, and the *Princess Amelia*, Hopkins, were burnt by *Le Spartiate*, French privateer, of 20 guns and 160 men, from Bourdeaux. The *Pallas*, Vernon; *Pigou*, Simkin; *Lydia*, Marne; lost on the *Olives*. The *Stockport*, Fownes; *John*, —; *Johannon*, Biggs; *Columbus*, Skrine; not arrived. Eight other Americans were carried into Bayonne, and were condemned in March last.

6. Wind N. N. E. Fair and moderate. In consequence of orders from the Admiralty the following ships in Cawsand Bay sailed this afternoon, with a fine leading wind to join the Channel fleet, viz. *Mars*, 74 guns, Rear-Admiral Berkeley; with the *Dragon*, 74; *Atlas*, 98; *Repulse*, 64; and *Amelia*, 44. Arrived, in damage, an American packet from Boston, with passengers. Sailed the *Hornet*, 18 guns, Captain Nash, with a convoy to the eastward. Arrived the *Petronella*, Knapp, from Alicant, bound to Hamburg.

7. Wind E. N. E. Cloudy. Arrived the *Ethalion*, 38 guns, and *Spitfire*, 20; the latter brought in with her a fine French brig corvette called *La Resolue*, 14 guns and 65 men, out from St Maloes 36 hours, taken last Sunday in a heavy gale of wind; quite new, only launched six weeks. She belongs to the same owners as the *L'Hirondelle*; prize to the *Telegraph*, Lieutenant Worth. At five, P. M. hove in sight the *Boston*, 32 guns, and *Termagant* sloop of war, with the American convoy for Halifax, New York, Boston, and Charlestown. Two Americans here got under weigh, and the whole proceeded down Channel.

8. Wind S. S. E. With flying clouds. Went down into Cawsand Bay, the *Terrible*, 74 guns. Arrived the *Fly*, 18 guns, Captain Mudge, from a cruise. Arrived the *William Pitt* lugger from Gibraltar.

9. Wind S. W. Blows hard. Arrived from off Coronna, the *Mermaid*, 32 guns, Captain Newman; and *Sylph*, 18 guns, Captain White. Also the London packet, with a convoy from Bristol. Went down into the Sound the *Uranie*, 44 guns, Captain Towry. Arrived from off Brest the *Defiance*, 74 guns, in damage, having sprung her bowsprit.

10. Wind S. W. Blows hard. Arrived the *Bellona* Prussian Brig from Lisbon for Hamburg, with sugar, wool, cocoa, pepper, &c. detained by the *Phaeton* and *Stag* frigates. Returned the outward bound American fleet, under convoy of the *Boston*, 32 guns, and *Termagant*, 18.

11. Wind S. W. Rain. This day Vice Admiral Sir T. Paisley, Bart. who lost his leg on the glorious First of June, arrived from London to take the command of his Majesty's ships and vessels at this port, vice Admiral Sir R. King, Bart. Admiral of the White. The latter, at eleven A. M. struck his flag at the main, when Vice Admiral Sir T. Paisley hoisted his at the fore as Vice Admiral of the Red, and was cheered. On which every man of war in port changed her ensign from white to red. Arrived the *Seagull*, 18 guns, Captain Wray, from a cruise: she was drove into the Bay by the late severe gales of wind at east. Saw Lord Bridport's fleet all well on Sunday last. At six P. M. passed up Lord Bridport's fleet for Spithead.

12. Wind N. N. E. Fair. Captain Wickey arrived this forenoon to take, as flag captain, the command of the Cambridge flag ship in Hamoaze, vice Captain R. Boger, who retires, and carries with him the good wishes of every officer and seaman in the ship. — Macklerath, Esq. succeeds G. Brewer, Esq. as admiral's secretary. Orders came down this day for the *Boadicea*, 44 guns, Captain Keates, and *Seagull*, 18 guns, Captain Wray, to take on board 183 French prisoners for Portsmouth, from the *Ethalion* and *Spitfire*.

13. Wind N. N. E. Showery. This forenoon the *Boston* and *Termagant* made the signal for the American convoy to get under weigh. At twelve at noon most of the fleet got out of Catwater, and at eight P. M. the whole were clear of Pontal Point, with a fine leading wind. Came in the *Argus* French lugger of 16 guns and 90 men, prize to the *Pomone*, 44 guns, Captain Reynolds.

14. Wind E. N. E. Blows hard. Sailed the *Indefatigable*, 44 guns, on a cruise. At eleven A. M. hove in sight, Admiral Lord Bridport's fleet, seven sail of the line, and two frigates.

15. Wind E. N. E. Blows hard. Sailed for Lord Bridport's fleet the *Naïad* frigate, with dispatches.

16. Wind E. N. E. Blows hard. A duel was fought between the second lieutenant and surgeon of the *Mermaid* frigate, in consequence of some high words. After a case of pistols being fired, and having taken effect, the seconds interfered, and the wounded principals were conveyed to their lodgings, and are in a fair way of recovery.

17. Wind S. W. Blows hard. Arrived the *Fiorenzo*, of 40 guns, Captain Sir H. B. Neale, and the *Amelia*, of 44, Hon. Captain Herbert, from a cruise. On the 9th instant, off Belleisle, they fell in with a French squadron from Brest, viz. *La Vengeance*, 48 guns, 24-pounders, and 400 men; *La Corneille*, 44 guns, 18-pounders, and 320 men; *La Semillante*, 44 guns, 18 pounders, and 320 men; and cutter gun vessel, of 12 guns; when an action commenced, which lasted near two hours, when the French ships made off for the river Loire, and our ships being disabled, the Houdic Rocks being under their lee, lay to, to refit. The *Fiorenzo* had her lower masts badly wounded, all her starboard shrouds shot away, and her driver boom gone; sails, yards, standing and running rigging much cut. The *Amelia* is equally disabled, and her main top mast gone. The *Fiorenzo* had one killed and 18 wounded; the *Amelia* had two killed and 19 wounded.

The action, as gallant and well fought as any this war, reflects the highest honour on Sir H. B. Neale, Captain Herbert, and their officers and crews. They were so close to the coast of France, that they could see the shores lined with

spectators viewing the action, the batteries keeping up a constant fire. Our frigates fired sixty broadsides, the seamen cheering at intervals, and when the French squadron made off, they gave them nine hearty cheers. On board the *Fiorenzo* there were seventeen of the late *Ambuscade's* crew, who behaved nobly, and retrieved their late disaster. The French batteries actually fired on their own frigates as they retreated.—The *Fiorenzo*, since the action, captured a light brig, and *L'Enterprenant* French letter of marque, from Cape Francois, with sugar, coffee, indigo, and dollars.

The French frigates came out of Belleisle Roads, thinking to capture the *Amelia*, who had lost her main topmast in a gale of wind.

Arrived the *Nymphe*, American brig, with cocoa, sugar, and indigo, bound to Corunna, recaptured by one of our cruisers. Also the schooner *Echo*, of Poole, for Newfoundland, with coals, iron, bread, &c. taken by a French privateer, and retaken by the mate and boy.

18. Wind N. W. Fair. This day the captains of the navy in this port gave a grand dinner at the Crown Hotel, Cowley's, Plymouth Dock, to Vice Admiral Sir T. Paisley, Bart. in compliment to his taking on him the command of the men of war at this Port. Arrived the *Argus* French Privateer, 16 guns and 90 men, prize to *La Pomone*, 44 guns, Captain C. Reynolds. Arrived to refit, the *Proselyte*, 32 guns, from Ireland.

19. Wind N. N. W. Fair. Fitting for sea in *Hamoaze*, *La Loire*, 48 guns, Captain Newman; *Nereide*, 36, Captain Watkins. In dock, *Windsor Castle*, 98 guns; *Caton* hospital ship; *La Constance*, 24. Nearly ready for sea, *Bel-lona*, 74 guns; *Ramilies*, 74; *Robuste*, 74. Arrived from a cruise, *Sanspareil*, 84 guns, Rear Admiral Lord Hugh Seymour; *Formidable*, 98; *Atlas*, 98; *Triumph*, 74; *Canada*, 74; and *Saturn*, 74; *Magnanime*, 44, from Ireland.

20. Wind S. W. Blows hard. Sailed for Portsmouth to refit for the West Indies, the *Sanspareil*, 84 guns, Lord Hugh Seymour. Went down into the Sound, *La Raillure*, 15 guns, Captain Raynon. Sailed with dispatches for Admiral Lord Bridport, the *Lady Jane* cutter; also on a cruise, the *Naiad* frigate, and *Arab*, 18 guns, Captain Capel. The *Terrible*, 74 guns, on a cruise, and *Boadicea*, 44 guns, Captain Keates, for Spithead, with prisoners.

21. Wind N. N. W. Fair. M. Whitford, coroner, took an inquisition on a seaman of *La Loire*, who fell from the main-top, and was killed: verdict, accidental death. This morning a Surgeon's mate of the navy, in a fit of insanity, cut his throat; but being conveyed to the Royal Naval Hospital, the surgeons sewed up the wound, and he is in a fair way.

22. Wind S. W. Rain. Arrived from convoying three ordnance storeships for Minorca, with all sorts of stores for that island, *La Pomone*, 44 guns, Captain C. Reynolds.

PORTSMOUTH REPORT.

FROM MARCH 31 TO APRIL 24.

March 31. Sailed the *Fly* sloop of war, and *Pigmy* cutter, on a cruise. Arrived the *Beaver* sloop of war, and a large fleet under convoy from the Downs. Came into harbour, to refit, the *Lancaster* and *Diana* men of war. Late on Friday evening the outward bound East India ships, with their convoy, the *Arethusa*, attempted to get under weigh, to proceed on their voyage, but it coming on suddenly a strong gale from the east, with a heavy sea, the greatest part of them could not get their anchors, but the convoy, and one of the ships which got her anchor in, stood out to sea, and have not since been heard of.

April 2. The *Arethusa* arrived this morning again at St. Helen's, and sailed this afternoon, with all the outward-bound East India ships under her convoy. The *Diamond* frigate this day came to Spithead from St. Helen's.

7. Sailed yesterday morning early, the *Boston* frigate for Halifax, with a fleet under convoy.—Sailed this day the following ships on a cruise in the

Channel, viz. Royal George, 110 guns, Admiral Lord Bridport, Rear Admiral C. M. Pole, Captain W. Domett; Glory, 98 guns, Captain T. Wells; St. George, 98 guns, Captain S. Edwards; Prince, 98 guns, Rear Admiral Sir C. Cotton, Captain T. Harcom; Neptune, 98 guns, Captain J. Vashon; Pompée, 80 guns, Captain C. Stirling; Achilles, 74 guns, Captain G. Murray; Anson, 44 guns, Captain F. C. Durham.—And the following ships, *armée en flûte*, sailed this day with troops for Dublin, viz. Trompe and Diadem with the West York—Expedition, Inconstant, and Experiment, with the Oxford—Druid, Blonde, and Dictator, with the Cambridge.

9. The ships which sailed under command of Lord Bridport put back this morning to St. Helen's, owing to strong contrary winds. This day arrived at Spithead, a French brig privateer, of 18 guns, captured by the Boadicea frigate, Captain Keates.

14. Sailed yesterday morning, with a fine breeze from the eastward, the fleet under Lord Bridport, consisting of seven sail of the line and a frigate.—Arrived this day from the Downs, the Eugenie sloop of war, with the following East India ships; outward bound, and a great many West Indiamen and coasters, under convoy, viz. Lord Hawkesbury, Rose, Britannia, Sir Stephen Lushington, and Minerva.—Arrived La Seine frigate from a cruise, and Repulse, of 54 guns, from Plymouth; and Admiral Nelson, Martin, from Jamaica.—The Royal Sovereign, Captain Bedford, yesterday went out of the harbour to Spithead. The Inconstant and Experiment, with the militia corps, sailed yesterday for Ireland.—This day the purser of the Euridice homeward-bound East India ship landed here. He left the ship at the entrance of the Channel.

21. This afternoon sailed the West India fleet, under convoy of the Quebec and Dryad frigates. Arrived the Hermonia Danish ship from the East Indies, three months from the Cape.

24. This day arrived at St. Helen's, the Venerable, of 74 guns, from the eastward. In the forenoon the Quebec and Dryad, with the West India outward bound convoy, again put to sea, with a moderate breeze at E. N. E. as did the Diamond frigate with the East India fleet.

YARMOUTH, April 22. This morning sailed the Latona frigate, on a cruise to the Northward, and the King George packet, Captain Deane, with the mails and passengers for Cuxhaven,

24. Yesterday arrived the Astrea frigate from a cruise. This morning arrived the Prince of Wales packet, Captain T. Hearn, with the mail, passengers, and 60,000*l.* in specie, from Cuxhaven. The under-mentioned ships are under sailing orders to relieve the fleet off the Texel under Commodore M'Douall—Prince Frederick, Director, and Madras men of war, and the Latona and Juno frigates.

DEPTFORD, April 23. Yesterday afternoon, at a quarter before four o'clock, was launched from Deptford Yard, a new frigate, of 36 guns, called the Amethyst. Her dimensions were—

Length on the lower deck	150 feet	Depth in hold	13 feet 8 inches
Of the keel	141	Burthen	1041 tons
Breadth extreme	39 feet 6 inches		

Her Royal Highness the Princess of Wales, a number of the nobility, and most of the Admiralty and Navy Commissioners were present at the sight. A box, covered with green baize, was fitted up for the Princess, and the state chair from the Queen Charlotte yacht, very highly perfumed, was placed for her to sit on. The crown, however, had been taken off the canopy.

IRELAND.

COVE, CORK, April 19. Yesterday arrived here Le Papillon French brig privateer, prize to his Majesty's ship Melampus, taken the 15th inst. in lat. 48. 30. long. 15. Le Papillon is a fine vessel of large dimensions, quite new,

coppered, and pierced for 18 guns; has 10 long nine-pounders, and four 32 brass carronades mounted, and 124 men. The *Melampus* has also recaptured a schooner from Newfoundland, which has not yet arrived.

The *Melampus* left the West India convoy which sailed on the 9th of March, with his Majesty's sloop *La Volage*, all well, on the 19th of the same month, 50 leagues to the windward of Madeira, with a fair wind.

EAST INDIA REPORT.

FROM MARCH 21 TO APRIL 20.

March 21. THE second and third divisions of East India ships of this season remaining to be dispatched, consist of the following:

Second Division, to be dispatched the beginning of May—*Minerva*, *Britannia*, *Rose*, and *Charlton*, for Coast and Bay; *Sir Stephen Lushington*, for Bengal and Bencoolen; *Albion*, for Bombay; and *Duke of Buccleugh*, for China.

Third and last Division, to be dispatched the latter end of June—*Asia*, for Coast and Bay; *Woodfold*, for Bombay; *Lord Hawkesbury*, for St Helena and Bengal; *Warley*, *Hope*, *Earl of Abergavenny*, and *Hindustan*, for China.

April 13. Yesterday morning Mr. Stoakes, of the *Eurydice*, arrived at Mr. Dundas's office, with an express from Lord Mornington, at Bengal.

The *Eurydice* sailed from Bengal the 29th of November; from the Cape the 1st of February; arrived at St. Helena the 14th, and sailed the 15th; left off Cape Clear the 7th of April, and intended to go into Cork.

The sphenx man of war and following ships were at St. Helena:—*Henry Dundas*, *Lord Camden*, *Dover Castle*, *Busbridge*, *Good Hope*, *Varunna*, *Atlantic*, *Fame* (private ship), and a Portuguese.

SHIPS LEFT IN BENGAL.

Earl Fitzwilliam, to be docked; *Earl Wycombe* to be repaired.

Admiral Gardner, gone to Bencoolen; *Weicester*, gone to Ceylon, and to return; *Uhetis*, leaky, and to be docked; *Earl Howe* and *Princess Charlotte*, armed, and to be sent to the Malabar Coast.

Commodore Blanket was at Socotra, and *Admiral Rainier*, with the *Suffolk*, *La Virginie*, and another frigate, in Mangalore Roads.

PROMOTIONS AND APPOINTMENTS.

CAPTAIN WALLIS was presented to the King and Queen on the 17th and 18th at the levee and drawing room, for the first time since the loss of the *Proserpine*, by *Earl Fortescue*, brother in law to Lord Grenville; was most graciously received, and had the honour to kiss their Majesties hands.

Vice Admiral Lutwidge is appointed port admiral in the Downs, vice Admiral Peyton; Admiral Mitchell port admiral at the Nore, vice Vice Admiral Lutwidge; and Admiral Sir Thomas Paisley, Bart. port admiral at Plymouth, vice Sir Richard King, who retires.

Captain Frederick Watkins* is appointed to the command of the *Nereide* frigate, of 36 guns, now fitting at Plymouth.

Captain Thomas Baker is appointed to the command of his Majesty's frigate *Nemesis*, of 28 guns.

Captain L. Skynner is appointed to the command of his Majesty's frigate *Lutine*, of 32 guns.

Vice Admiral Sir W. Parker is to succeed Admiral Vandeput on the Halifax station.

Rear Admiral Whitshead is to hoist his flag in the Mediterranean, under Lord St. Vincent, whither he goes about the close of the present month.

* Captain Watkins was first lieutenant of the *Blanche* frigate when the brave Captain Faulknor engaged *La Pique*, of 38 guns, on the 5th of January (1795). Captain Faulknor being killed two hours after the action commenced, the command devolved on Lieutenant Watkins, who continued the contest in a most gallant manner for three hours, and took the frigate.

Sir Thomas Paisley has hoisted his flag as commander of his Majesty's ships at Plymouth, in the room of Admiral Sir Richard King.

Captain H. C. Dickson has the *Monarch*, in the room of Captain S. Sutton.

Captain Peter Puget has the *Temeraire* of 98 guns, removed from the *Tromp*. This gentleman commanded the *Chatham* in Vancouver's voyage of discovery. The *Temeraire* is intended for Admiral Whitshead.

Captain S. Sutton is appointed to the *Prince*, Sir Charles Cotton's ship.

Lieutenant Worth, who captured *L'Hirondelle*, is appointed by the Lords of the Admiralty a master and commander.

Lieutenant P. Hue (late commander of the *Argonaut* at Chatham) is appointed to the rank of master and commander of his Majesty's ship *Actæon*.

Lieutenant W. Hanwell, who succeeded to the command of the *Sheerness* frigate on the African station (upon the decease of Commodore James Cornwallis) is confirmed in the rank of post captain.

Note. The African station is the only one belonging to Great Britain where naval officers are allowed the privilege of giving themselves rank, upon the event of a superior's decease. Lieutenant Hanwell being left the senior officer on the coast, gained two gradations of rank :—a circumstance so rare as to occasion this remark.

Your humble servant.

Surry Street, April 19, 1799.

NAUTICUS.

MARRIAGES.

At Stonehouse church, John Temple, Esq. to Miss Boger, only child of Captain R. Boger, of the Cambridge guard ship at Plymouth. Mr. Temple is nephew to Lady Temple of Stonehouse, relict of the late Sir W. Temple, and changed the name of Dicken for that of Temple in 1796.

April 2. At Brent Ely, Suffolk, the Rev. Joshua Rowley, son of the late Admiral Sir Joshua Rowley, Bart. to Miss Mary Scourfield, daughter of Henry Scourfield, Esq. of Robertson Hall, Pembrokeshire.

The 6th inst. William Huskisson, Esq. M. P. under secretary of state in Mr. Dundas's department, to Miss Milbanke, youngest daughter of Admiral Milbanke.

OBITUARY.

CHARLES Henry Bicknels, Esq. eldest son of Charles Bicknels, Esq. solicitor to the admiralty.

In March 1797, at the Cape of Good Hope, Lieutenant Alban Jones, of the *Dortrecht* guard-ship.

In January last, at Port Royal, in Jamaica, the Hon. Lieutenant Roger Montgomerie, of the royal navy, second son of the Earl of Eglintoun.

The 12th ult. at Anstruther, in Scotland, Alexander Cunningham, Esq. of Pithorthie, captain in the royal navy. This gentleman behaved very gallantly in the two last wars, having been in no fewer than seventeen line-of-battle engagements. In the memorable victory gained by Admiral Boscawen over the French fleet in Lagos Bay, in 1759, he set fire with his own hand to the Ocean, of 94 guns, the finest ship in the French Navy, commanded by Admiral De la Clue, which had been driven on shore, and burnt her to the water-edge.

At Chatham, Charles Proby, Esq. commissioner of his Majesty's navy at that place, aged 74.

Lately, after a long and painful illness, Uzariah Uzuld, Esq. captain of his Majesty's ship *Actæon*.

Off the island of Jamaica, on board the *Acasto* frigate, Captain Richard Lane, suddenly.

A

LIST OF THE PLATES

IN THE

FIRST THREE VOLUMES

OF

The Naval Chronicle.

VOL. I.

REPRESENTATION of the Queen Charlotte upon the Starboard Tack on the 29th of May 1794.

Admiral Nelson's Victory off the Nile.

A distant View of the Outer Harbour of Brest, taken from on board the Impetueux in 1797.

View of Spithead, with Lord Howe's Fleet and the Prizes (taken on the 1st of June 1794) in the State they appeared under July Masts.

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

View of Southampton, taken from the Banks of Southampton Water at Hythe.

Lord Bridport's Action off L'Orient, 23d June 1795.

View of the Berry Head, Torbay.

View of the Position of the English and French Fleets at Noon, on the 12th of April 1782, off Prince Rupert's Bay, Dominica.

View of Prince Rupert's Bay, Dominica, looking towards the S. W. or out of the Bay.

View of Penzance and Mount's Bay, Cornwall.

Oceanus, from a Design of Mr. Flaxman's.

Chart of the Bay of Aboukir, as illustrative of Lord Nelson's Action.

Representation of a new-invented Pump Capstan.

Representation of Vessels floating quiescent and upright.

VOL. II.

An Elegant Frontispiece, from a Design of Mr. Isaac Pocock's, jun. representing Britannia recommending to the attention of the Historic Muse, the celebrated Victors of the present War.

Nothing extenuate!
Not set down aught in Malice.

Vignette Title Page; Britannia represented in her Naval Character, from a design of Mr. Westall.

Vignette Headpiece, from an accurate Drawing by Mr. Pocock, representing the Model of The Triton, Capt. Gore

LIST OF PLATES IN THE NAVAL CHRONICLE.

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| built on Admiral Gambier's improved Plan. | View of Toulon, with a Polacre in the fore-ground. |
| Attack made by the <i>Compte de Grasse</i> , with the whole of the French Fleet, on the Van of the English under Sir Samuel Hood, April the 9th, 1782. | Nassau, in the Island of New Providence. |
| View of Bastia, the chief City of Corsica. | Sir Charles Knowles's Action on the 22d July, 1780, between the Porcupine and Two Spanish Xebecs. |
| James Fort at Accra, on the Coast of Guinea. | View of Liverpool, with a Marble-head Schooner in the fore-ground. |
| Mahon Harbour, in the Island of Minorca. | Chart of Toulon, shewing the Situation of the French Ships of War at the Time of its Evacuation by Lord Hood. |
| The Road of Lisbon, with the Castle of Belem. | Representation of Mr. Peacock's Filtering Machine for Purifying Water. |
| Capture of the <i>Cleopatra</i> by Sir Edward Pellew in La Nynphe. | The Texel and Vlieter Roads. |
| Portraits of Two Russian Men of War. | Chart of the Lines of Magnetic Variation in the Seas around Africa. |
| The <i>Leviathan</i> and <i>L'Amerique</i> at the close of the glorious 1st of June, 1794. | Portraits of the Greater Spotted and Basking Sharks. |

VOL. III.

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| A Vignette Title, from a Design by Mr. Westall, representing Britannia, supported by the Trident, standing firm amid surrounding Storms, engraved by Heath. | A Grand Emblematical Design relating to the Battle of the Nile, by a Foreigner of Rank. |
| A Vignette Head Piece, by Nesbitt, representing a First Rate alongside the <i>Sheer-Hulk</i> , receiving her lower Masts. | Captain John Harvey's Action in the <i>Brunswick</i> , on the 1st of June 1794. |
| Gallant Action between the <i>Leander</i> of 50 Guns, Captain J. W. Payne, and the <i>Pluto</i> French ship of 84 Guns. | A Shipwreck at the Cape of Good Hope. |
| Means proposed to save the Lives of Mariners when wrecked on uninhabited Coasts. | Sir John Borlase Warren's Squadron engaging five French Frigates off the Coast of France. |
| View on the River Thames, with Greenwich Hospital in distance, and the <i>Augusta Yacht</i> , on the 5th of April 1795. | Portrait of Sir John Borlase Warren, Bart. K. B. engraved by Ridley, from an original Painting by Opie, R. A. in the possession of Sir George Warren, Bart. |
| The <i>Hoche</i> , under Jury Masts, towed by the <i>Doris</i> , 36 Guns, Captain Lord Ranelagh, into Lough Swilly. | View of Falmouth, taken from the Hill near Flushing. |
| A Portrait of the Right Honourable Lord Nelson, Rear-Admiral of the Red, from an original Painting, by Abbot, in the possession of John M ^r Arthur, Esq. | View of English Harbour, Antigua, taken by Mr. Pocock, from a Drawing made on the Spot by Captain Tremeneere, of the Marines. |
| | Means of forming a Communication with the Shore in Case of Shipwreck. |
| | Fac Similes of Lord Nelson's Hand Writing, both before and after the Loss of his Right Arm. |

MEMOIRS OF
NAVIGATION AND COMMERCE,
FROM THE EARLIEST PERIODS.

BOOK II.

“ Then from ancient gloom emerg’d
The rising world of TRADE ; the Genius then
Of NAVIGATION, that in hopeless sloth,
Had slumber’d on the vast Atlantic deep,
For idle ages —”

THOMSON.

Additional observations on the Periplus of Hanno. Mr. Falconer’s translation of it noticed. M. Bougainville’s opinion of this celebrated navigator. First origin of the maritime power of the ancient Chinese, Indians, Persians, Ethiopians, and Grecians.—Argonautic voyage.—Minos.—Dædalus.

(Continued from Page 195.)

WE have traced the progress of Navigation, and Commerce, to the establishment of the Carthaginian power, without branching into a collateral narrative of those States in which the maritime character had also early appeared: obliged, by the nature of our work, to give a confined and limited view of the subject, and that often interrupted, from being continued at intervals, we are anxious to render each number of these Memoirs distinct and interesting. Previous to entering on the history of other Maritime States of the ancient world, we again wish to call our reader’s attention to the first voyage, of which we have any particulars remaining, the Periplus of Hanno, the Carthaginian navigator.

In addition to what was advanced in our first Memoir, relative to this most interesting voyage, we have to notice a learned work, which we recommend to the perusal of professional men, and our patrons in general. Mr. Thomas Falconer, of Christ Church, Oxford, published in 1797 a translation of the Periplus *, accompanied with the Greek text. He also added explanations, from the accounts of

* Printed for Cadell and Davies, 8vo. price 4s.