

JAMES'  
NAVAL HISTORY:

A NARRATIVE OF THE  
NAVAL BATTLES, SINGLE SHIP ACTIONS, NOTABLE SIEGES  
AND DASHING CUTTING-OUT EXPEDITIONS  
FOUGHT IN THE DAYS OF  
HOWE—HOOD—DUNCAN—ST. VINCENT—BRIDPORT—NELSON  
CAMPERDOWN—EXMOUTH—DUCKWORTH AND  
SIR SYDNEY SMITH.

*Epitomised in One Volume*

BY  
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## P R E F A C E.

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THE National Character of "JAMES' NAVAL HISTORY"—its clear, authentic and eloquent narrative of the glories of the British Navy during its most exciting epoch—make it a work which should be brought within the reach of every student of British History.

To do this effectively, it has been the object of the Editor to reduce the five volumes of this work into one by confining the narrative to those actions only for which a medal has been struck or a clasp issued.

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# JAMES' NAVAL HISTORY

EPITOMISED.

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1793.—*June the 18th.*

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CAPTURE OF THE FRENCH FRIGATE CLÉOPÂTRE, CAPTAIN MULLON, BY H.M.S. NYMPHE, CAPTAIN EDWARD PELLEW.

ON the 17th of June, the British 12-pounder 36-gun frigate, *Nymphe*, Captain Edward Pellew, sailed from Falmouth on a cruise. Having, in his way up the Channel, arrived nearly abreast of the Start Point, Captain Pellew ran out to the southward in the hope of falling in with one of the two French frigates which, a week or two before, she had chased into Cherbourg, and which were known to be the *Cléopâtre* and *Sémillante*. On the next day, the 18th, at 3.30 a.m., the Start Point bearing east-by-north, distant five or six leagues, a sail was discovered in the south-east quarter. At 4 a.m. the *Nymphe* bore up in chase, under all sail; the stranger, which, by a singular coincidence, was the French frigate *Cléopâtre*, carrying a press of canvas, either to get away or to prepare for action.

At 5 a.m., finding that the *Nymphe* had the advantage in sailing, the *Cléopâtre* hauled up her foresail and lowered her top-gallant sails, bravely awaiting the coming up of her opponent. At about 6 a.m., the *Nymphe* approaching near, the *Cléopâtre* hailed her; but Captain Pellew, not hearing

distinctly what was said, replied only by the word "Hoe! hoe!" an exclamation instantaneously followed by three cheers from the crew of the *Nymphe*. Captain Mullan, upon this, came to the gangway, and, waving his hat, exclaimed, "Vive la Nation!" and the crew of the *Cléopâtre*, at the same time, put forth a sound which was meant for an imitation of the cheers of the British.

At 6.15 a.m., the *Nymphe*, having reached a position from which her foremost guns would bear on the starboard quarter of the *Cléopâtre*, Captain Pellew, whose hat, like that of the French captain, was still in his hand, raised it to his head, the preconcerted signal for the *Nymphe's* artillery to open. A furious action now commenced, the two frigates still running before the wind, within rather less than hailing distance of each other. At about 6.30 p.m., the *Cléopâtre* suddenly hauled up eight points from the wind; and before 7 a.m. her mizenmast (about twelve feet above the deck) and wheel, in succession, were shot away.

In consequence of this double disaster, the French frigate, at about 7 a.m., paid round off, and shortly afterwards fell on board of her antagonist, her jib-boom passing between the *Nymphe's* fore-and-main masts, and pressing so hard against the head of the already wounded mainmast, that it was expected every instant to fall; especially as the main and spring-stays had both been shot away. Fortunately, however, for the *Nymphe*, the jib-boom broke in two, and the mast kept its place.

After this, the two frigates fell alongside, head and stern, but were still held fast, the *Cléopâtre's* larboard main-top mast studding-sail boom-iron having hooked the larboard leech-rope of the *Nymphe's* main-topsail. Here again was danger to the mainmast. In an instant a maintop man, named Burgess, sprang aloft, and cut away the leech-rope from the end of the mainyard; and while that was doing, as an additional means of getting the ships apart, Lieutenant

Pellowe, by Captain Pellew's orders, cut away and let drop the best bower anchor.

During these important operations, no relaxation had occurred, on the part of the British at least, in the main purpose for which the two ships had met. Soon after they had come in contact in the manner we have related, the *Cléopâtre* was gallantly boarded by a portion of the *Nymphe's* crew; one man of whom, at 7.10 a.m., hauled down the Republican colours. The firing now ceased, and it was just as the last of 150 prisoners had been removed into the *Nymphe*, that the two ships separated.

The loss on board the *Nymphe* was tolerably severe. Out of a crew of 240 men and boys she had 2 warrant officers, 3 midshipmen, 14 seamen and 4 marines killed; 1 lieutenant, 2 midshipmen, 1 lieutenant of marines, 17 seamen, and 6 marines wounded—total, 23 killed and 27 wounded. The loss on board the *Cléopâtre*, in killed and wounded together, out of a crew (as certified by her surviving officers) of 320 men and boys, amounted to 63. Among the wounded were included the ship's 3 lieutenants; and, among the killed, was the truly gallant Mullan. A round shot had torn open his back, and carried away the greater part of his left hip. It is related that, having the list of coast signals adopted by the French, in one of his pockets, Captain Mullan, during his short agonies, drew forth a paper which he imagined was the right one (but which really was not), and died biting it to pieces. Here was a trait of heroism! and yet no French writer, as far as we can discover, has recorded the feat.

## COMPARATIVE FORCE OF THE COMBATANTS.

			<i>Nymphe.</i>	<i>Cléopâtre.</i>
			No.	No.
Broadside guns	...	...	20	20
Ditto, in pounds	...	...	322	286
Crew in number	...	...	240	320
Size in tons	...	...	938	913

The British vessel, according to this statement, possessed, in aggregate weight of metal, a trifling superiority of force; but in number of men, she was a fourth inferior. If length of service and nautical experience are to be taken into the account, the odds were in favour of the *Cléopâtre*; her crew having been upwards of twelve months in commission, while the crew of the *Nymphé* had been very recently assembled, and that without an opportunity of selection. Still the numbers of 50 and 63 for the killed and wounded of the two crews, show that, in practical gunnery, they were nearly on a par; and both combatants displayed, throughout the contest, an equal show of bravery and determination. This action was rewarded by the British Government with a medal.

1793.—October the 20th.

CAPTURE OF THE FRENCH FRIGATE, RÉUNION, CAPTAIN  
F. A. DÉNIAN, BY H.M.S. CRESCENT, CAPTAIN JAMES  
SAUMAREZ.

ABOUT the middle of October, the British 18-pounder 36-gun frigate, *Crescent*, Captain James Saumarez, sailed from Spithead on a cruise. Having received information that the two French frigates stationed at Cherbourg had made several valuable captures, and that one of them usually quitted port in the evening, stood across the Channel during the night, and returned the next morning, with what prizes she had picked up, Captain Saumarez, on the night of the 19th, ran off Cape Barfleur, and there awaited this frigate's return.

Just as the day dawned, the *Crescent*, standing on the larboard tack with the wind off shore, descried a ship and a large cutter coming in from the seaward; she immediately edged away for the two strangers, and, in a little while, ranged

up on the larboard and weather-side of the ship, which was the French 36-gun frigate, Captain Francois A. Dénián.

A close and spirited action now ensued, in the early part of which the *Crescent* lost her fore-topsail yard, and soon after, her fore-topmast; but, putting her helm hard-a-starboard, she came suddenly round on the opposite tack, and brought her larboard guns to bear. The *Réunion* by this time had lost her fore-yard and mizen-topmast, and became exposed, in consequence, to several raking fires from the *Crescent*. After a brave resistance of two hours and ten minutes, by which time she was utterly defenceless, the *Réunion* struck her colours; a measure the more imperative as the British 28-gun frigate, *Circe*, Captain Y. S. Yorke, which, during the greater part of the action had laid becalmed about three leagues off striving her utmost to get up, was now approaching. The cutter, which was believed to be the *Espérance*, mounting 12 or 14 guns, had made off as soon as the firing commenced, and escaped into Cherbourg.

Both ships were a good deal damaged in their sails and rigging; and the *Réunion*, besides losing her foreyard, mizen-topmast, and main top-gallant mast, had several shots in her lower masts, and a still greater number in her hull. Almost the only shot that entered the *Crescent's* hull struck the apron, and set fire to the priming of the fore-castle 9-pounder on the opposite, or unengaged side, which, going off, discharged its contents in the direction of some gun-boats coming out of Cherbourg.

The *Crescent's* main-deck armament was that of her class, and her quarter-deck and fore-castle guns were not 14, but 8 carronades, 18-pounders, and two long 9-pounders: total, 36 guns. Out of her 257 men and boys in crew, the *Crescent* had not a man hurt by the enemy's shot, but, in the very first broadside, one of her seamen had his leg broken by the recoil of the gun he was fighting. The *Réunion*, in her long guns, was armed with eight 6-pounders; she had also six brass

36-pounder carronades, making the total of her guns 40. The complement of the *Réunion*, according to the British official accounts, amounted to 320 men, but the number deposed to by the French officers, to entitle the captors to sea-money, was 300. Of these the French frigate, according to the letter of Captain Saumarez, lost 120 in killed and wounded; but, by another account, the loss on board the *Réunion* consisted of 33 officers, seamen, and marines killed, and 48 severely wounded.

## COMPARATIVE FORCE OF THE COMBATANTS.

	<i>Crescent.</i>		<i>Réunion.</i>	
	No.		No.	
Broadside guns ... ..	18	...	20	...
Ditto, in pounds ... ..	315	...	320	...
Crew in number ... ..	257	...	300	...
Size in tons ... ..	888	...	951	...

As a reward for his services on this occasion, Captain Saumarez, soon after his arrival at Portsmouth, received the honour of knighthood, and, as a further proof how highly the *Crescent's* performance was rated, Sir James was presented by the City of London with a handsome piece of plate. A medal was given for this action. The *Réunion* was purchased by the British Government, and added to the navy, under the same name, as a cruising 12-pounder 36-gun frigate.

1794.—*March the 17th.*

## THE BOARDING AND CAPTURE OF THE FRENCH FRIGATE, BIENVENUE, AND OTHER VESSELS, BY THE BOATS OF SIR JOHN JERVIS'S FLEET.

On the 17th of March, at daybreak, a battery which had been erected on Pointe Carrière, Martinique, forming the east side of the carénage, and some gun-boats, commanded, along with the guard-boats of Sir John Jervis's squadron, by

Lieutenant Richard Bowen, of the *Boyne*, opened a fire upon Fort Louis, as did at the same time, upon Fort Bourbon the gun and mortar batteries recently erected on the heights of Sourrière.

Perceiving a favourable moment, Lieutenant Bowen, with the rowing boats only, pushed into the carénage to attack the *Bienvenue* frigate, lying chain-moored within fifty yards, of the shore, for the laudable purpose of rescuing a number of English prisoners supposed to be on board of her. The time was broad noon; and, as soon as the British boats were seen entering the carénage, the walls of Fort Louis were covered with troops, who kept up an incessant fire of musketry upon the assailants, as did also the frigate, together with grape-shot from her great guns. In the face of all this, Lieutenant Bowen and his party dashed alongside the frigate, and boarded her with little opposition, the greater part of the crew having fled to the shore just as the British approached.

The French captain, 1 lieutenant, and 20 men were found in the *Bienvenue*, but no prisoners, who were on board another vessel higher up the harbour. The wind blowing directly in, the frigate's sail being unbent, and the incessant fire still kept up from the forts, and to which the British were unable to bestow an adequate return from the frigate's 8-pounders, rendering it impracticable to send men aloft to bring the sails to the yards, Lieutenant Bowen was constrained to depart with his 22 prisoners, and leave his principal trophy behind. Considerable risk attended the return of the boats, but at length, this intrepid young officer got clear, not, however, without a loss of 3 men killed and 4 or 5 wounded. This gallant action received a medal.

1794.—*March the 20th.*

THE FORT ROYAL, OF MARTINIQUE, STORMED AND CAPTURED BY H.M. SLOOP ZEBRA, COMMANDER ROBERT FAULKNOR.

ON the 20th of March, 1794, an assault was made upon the town of Fort Royal. A number of scaling ladders were made of long bamboos, connected with a strong line, and the *Asia*, 64, and *Zebra* sloop, the latter commanded by Commander Robert Faulknor, were ordered to hold themselves in readiness to enter the carénage, for the purpose of battering the lower and more exposed part of Fort Louis, the walls of which were not high; also of covering the flat-boats, barges, and pinnaces, sent in under the direction of Commodore Thompson.

This plan of attack was put into execution and succeeded in every point, except that the *Asia* was unable to get into her station owing to the misconduct of M. de Tourelles, the former lieutenant of the port, and who, after undertaking to pilot the ship on, refused to do so, from an alleged dread of shoals, but probably from real dread of what he might justly expect, should any unforeseen event place him in the hands of General Rochambeau. Observing the *Asia* baffled in her attempt, Captain Faulknor dashed singly on, and, running the *Zebra*, in defiance of the showers of grape that poured upon her, close to the wall of the fort, "leaped overboard," says Sir John Jervis in his despatch, "at the head of his sloop's company, and assailed and took this important post before the boats could get on shore, although rowed with all the force and animation which characterise English seamen in the face of the enemy."

The unparalleled exploit of Captain Faulknor produced an immediate effect upon Marshal Rochambeau at Fort Bourbon, who at once proposed terms of surrender. This action of the *Zebra* has been rewarded by a medal.

1794.—*May the 29th.*

CAPTURE OF THE CASTOR, CAPTAIN L'HUILLIER, BY H.M.S. CARYSFORT, CAPTAIN FRANCIS LAFOREY.

ON the 29th of May, in latitude 46° 38' north, longitude 9° 40' west, the British 28-gun frigate, *Carysfort*, Captain Francis Laforey, fell in with the French (late British) 32-gun frigate *Castor*, Captain l'Huillier, having in tow a Dutch merchant-brig, in chase of which, five days before, she had parted from M. Neilly's squadron. The brig was cast off, and an action commenced, that lasted, without intermission, one hour and fifteen minutes; at the end of which time the *Castor*, who had on board her English guns, with four 24-pounder carronades in addition, hauled down the Republican colours.

The *Carysfort*, whose armament was four 18-pounder carronades beyond her establishment, was very slightly injured in masts, rigging or hull; and her loss in the action, out of a crew of 180 men and boys (she being 18 men short), amounted to no more than 1 seaman killed, and 3 seamen and 1 marine wounded. The damages of the *Castor*, on the other hand, were tolerably severe, having had her main top-gallant mast shot away, her mainmast badly wounded, and her hull struck in several places. Her loss, out of a crew of 200 men, consisted of 16 officers, seamen and marines killed, and 9 wounded.

## COMPARATIVE FORCE OF THE COMBATANTS.

	<i>Carysfort.</i>		<i>Castor.</i>	
	No.		No.	
Broadside guns ... ..	16	...	18	
Ditto, in pounds ... ..	156	...	212	
Crew in number ... ..	180	...	200	
Size in tons ... ..	586	...	681	

This statement shows that great credit was due for having captured the *Castor*. It is also due to the French officers and

crew to state, that the latter consisted of men very recently draughted from all the ships of Rear-Admiral Neilly's squadron; and who, of course, did not find on board the *Castor* a rope, or an article of any sort, arranged in the manner to which they had been accustomed. This action received a medal.

1794.—June the 1st.

EARL HOWE'S VICTORY OVER THE FRENCH FLEET OFF TOULON.

AT daybreak, on the 1st of June, latitude 47° 48' north, longitude 18° 30' west, the wind a moderate breeze from south by west, and the sea tolerably smooth, the French fleet, which, as wisely conjectured by Lord Howe, had carried a press of sail all night, was descried about six miles off, on the starboard, or lee bow, of the British fleet, and still steering in a line of battle upon the larboard tack.

At 5 a.m., the ships of the British fleet, by signal, bore up together and steered north-west, and at 6.15 a.m., north. At about 7.10 a.m., the fleet again hauled to the wind on the larboard tack.

At 7.16 a.m., Lord Howe signalled that he should attack the centre of the enemy, and at 7.25 a.m., that he should pass through the enemy's line, and engage to leeward. The two fleets being now about four miles apart, and the crews of the British, after the fatigue of sitting up three nights, needing some refreshment, Lord Howe hove to, and gave the men their breakfasts. This over, the British fleet, at 8.12 a.m., filled and bore down upon the enemy. In a few minutes afterwards a signal was thrown out for each ship to steer for, and independently engage, the ship opposed to her in the enemy's line.

Some changes now became requisite in the British line, in order that the French three-deckers (into one of which, the *Républicain*, M. Neilly had shifted his flag) and other heavy ships might be suitably opposed. With this view, the *Royal Sovereign* exchanged places with the *Marlborough*, the *Barfleur* with the *Invincible*, and the *Royal George* with the *Montagu*; and, as soon as the several ships had got to their new stations, the British fleet was formed in line abreast, thus: *Cæsar* (van ship), *Bellerophon*, *Leviathan*, *Russel*, *Royal Sovereign*, *Marlborough*, *Defence*, *Impregnable*, *Tremendous*, *Barfleur*, *Invincible*, *Culloden*, *Gibraltar*, *Queen Charlotte*, *Brunswick*, *Valiant*, *Orion*, *Queen*, *Ramillies*, *Alfred*, *Montagu*, *Royal George*, *Majestic*, *Glory* and *Thunderer*; the frigates and two smaller vessels were, as usual, stationed in the rear. It may suffice to mention that the *Pegasus* was repeater of signals to the *Queen Charlotte*, the *Niga* to the *Royal Sovereign*, and the *Aquilon* to the *Royal George*.

The French fleet was drawn up in a close head-and-stern line, bearing about east and west, and, as far as can be collected from the French account, the following is the order in which the ships were placed, beginning at the van, or west end of the line:—*Trajan*, *Eole*, *Amérique*, *Téméraire*, *Terrible*, *Impétueux*, *Mucius*, *Tourville*, *Gasparin*, *Convention*, *Trente-sur-Mai*, *Tyrannicide*, *Juste*, *Montagne*, *Jacobi*, *Achille*, *Vengeur*, *Patriote*, *Northumberland*, *Entreprenant*, *Jemmappes*, *Neptune*, *Pelletid*, *Républicain*, *Sans-Pareil* and *Scipion*. Of the French frigates we are not able to state more than that the *Tamise* (late *British Thames*), Captain Jean Marth Adrien l'Hermite, was the repeater of the *Montagne*. Both the English and French ships were carrying single-reefed topsails; of the latter, some were lying-to and others backing and filling to preserve their stations, and the former were steering about north-west with a fresh breeze at the south by west, and, from the reduced sail they were under, were going at the rate of very little more than five knots an hour.

At 9.24 a.m. (*Queen Charlotte's* time) the French van opened a distant fire upon the British van, particularly upon the *Defence*, who was rather ahead of her line, which line, only a quarter of an-hour before, had been as perfect as it could well be formed, and had inspired the veteran chief with the most sanguine hopes of success in his plan—that of each cutting through the line astern of her proper opponent, and engaging her to leeward. After having, at 8.38 a.m., hauled down the preparative signal to engage (No. 36), Lord Howe emphatically shut his signal-book as if he considered that, for the present at least, it would no more be wanted. Not many minutes afterwards, however, he had to reopen it to call upon the *Gibraltar*, *Culloden* (who had backed both fore and main-topsails) and *Brunswick* to make more sail, and soon had the mortification to observe the *Russel*, and, above all, his van ship, the *Cæsar*, with their main-topsails aback, although neither was within gun-shot of the enemy.

Lord Howe's attention was presently called to a more interesting subject. At 9.30 a.m., the *Queen Charlotte*, then with the signal for close action at her masthead, steering a course direct for the larboard-quarter of the *Montagne*, and being distant from her about a random shot, was cannonaded by the third ship in the French admiral's rear, the *Vengeur*, a portion of whose fire was necessarily intercepted by the *Brunswick*, the latter having obeyed the signal to make more sail and become, in consequence, further advanced towards the enemy. Instead of returning the *Vengeur's* fire, the *Queen Charlotte*, desirous to be the first through the enemy's line, set top-gallant sails and let fall her foresail. This presently carried her past the *Vengeur* and abreast of the next ship, the *Achille*, who now opened her broadside.

At 9.52 a.m., the *Queen Charlotte* returned this fire; but meaning it only as a mask to her principal object—a decisive attack upon the *Montagne*—Lord Howe gave orders

that the guns upon the third and quarter-decks only should be fired. The officers stationed at the first and second decks, however, hearing the firing over their heads, supposed that they were at liberty to begin, and opened accordingly, but the seamen reloaded their guns with such celerity, that no delay occurred in manning those on the opposite side ready for the crash they were intended to make in the stern of the *Montagne*.

Just as the *Queen Charlotte*, having arrived abreast and within about two ships' length of the larboard-quarter of the *Montagne*, had put her helm up to pass astern of the latter, the *Jacobin* was seen stretching ahead under the *Montagne's* lee, as if afraid to encounter the broadside, which the *Queen Charlotte*, in her passage through the line, would discharge into her bows. Passing close under the stern of the *Montagne*—so close that the fly of the French ensign, as it waved at her flagstaff, brushed the main and mizen-shrouds of the *Queen Charlotte*—the latter poured into the French three-decker a tremendous broadside. By this time the *Jacobin* had got nearly abreast of the *Montagne* to leeward, the very position which the *Queen Charlotte* herself had intended to occupy. Scarcely, however, had Lord Howe expressed his regret at the circumstance, than Mr. Bowen, the master, observing by the motion of the rudder that the *Jacobin* was in the act of bearing up, ordered the helm of the *Queen Charlotte* to be put hard-a-starboard, and so little room had the British three-decker to spare in luffing up, that her jib-boom grazed the larboard mizen-shrouds of the *Jacobin*.

Directing her larboard guns at the starboard-quarters of the *Montagne*, the *Queen Charlotte* discharged her opposite ones into the stern and larboard-quarters of the *Jacobin*, now nearly becalmed under her lee. The *Jacobin*, as she dropped astern, returned the fire with such of her guns as would bear, and a shot from one of them cut away the *Queen Charlotte's* fore-topmasts.

Frustrated thus in her attempt to reach the lee bow of the

*Montagne*, the *Queen Charlotte* could only continue to ply her larboard guns at the French three-decker, who, at about 10.10 a.m., having had her stern-frame and starboard-quarter dreadfully shattered, and sustained a loss of upwards of 100 killed and nearly 200 wounded, hauled aft her main-topmast staysail-sheet, and without, incredulous as it may appear, bestowing a single shot in return for the many she had received (her ports, indeed, on the starboard or lee-side appear to have been shut), ranged ahead of the *Queen Charlotte's* destructive fire.

Observing that the *Jacobin* had also made sail, and that several other French ships were preparing to follow the example of their admiral and his second, Lord Howe, at 10.13 a.m., threw out a signal for a general chase. Meanwhile, the *Queen Charlotte*, checked in her progress, lay between the *Juste*, the *Montagne's* second ahead on her larboard-bow, and the *Jacobin* on her starboard-quarter; the latter, however, soon disappeared in the smoke to leeward.

Let us here pause to reflect for a moment upon the situation of the *Queen Charlotte*, thus opposed single-handed (for neither the *Gibraltar* nor the *Brunswick*, her two seconds, were near enough to aid her) to one French 120 and two 80-gun ships. Had M. Villaret, or rather the conventional deputy, Jean Bon Saint André, who, to all intents and purposes, was the commanding officer of the French fleet, preserved firmness enough at the moment the *Queen Charlotte's* fore-topmast came down to have born up with the *Montagne* athwart the hawse of the British three-decker, the latter, without some extraordinary interposition in her favour, must either have sunk or surrendered.

Prevented by the hasty flight of the French admiral and his second astern, and the loss of her fore-topmast at so critical a moment, from taking up with the antagonist of her choice, the *Queen Charlotte* could only continue as she did—to pour her heavy broadsides into the *Juste*, still with herself making

slow way to the westward on towards the van of the two lines. In a very few minutes the *Juste*, who was distantly engaged on the opposite, or windward side, with the *Invincible*, lost first her foremast and then her main and mizen-masts. About the same time the *Queen Charlotte's* main-topmast came down. The loss of a second topmast and the damaged state of her rigging and lower-yards rendered the ship wholly unmanageable, and although, having silenced the fire of the *Juste*, she was desirous to go ahead in quest of a fresh opponent, the *Queen Charlotte* could barely keep steerage-way.

The *Juste* still lay abreast of the latter ship to windward, with a French Jack posted at her bowsprit-end and a spritsail set to carry her, if possible, clear of her foes. Owing to her being painted similarly to the *Invincible*, who now lay a short distance ahead of her, but was covered by the smoke, the *Juste*, seen but indistinctly from the same cause, escaped the attention of the *Queen Charlotte*, until, wearing round, she passed under the latter's stern and gave her a raking broadside, one of the shots from which, a 36-pounder, passed through the British ship's wing-transom. At the same moment, a French three-decker, close hauled, was seen on the *Queen Charlotte's* weather-quarter approaching under all sail, and evidently intending to weather the whole British line before they ran to leeward. Just, however, as the three-decker, which was the *Républicain* from the rear division, had advanced to a position from which her guns could bear on the *Queen Charlotte*, and just as the latter was expecting to receive and preparing to return her fire, the main and mizen-masts of the former, at whom the *Gibraltar* was then distantly firing from to windward, came down by the board. The *Républicain* instantly bore up and passed within gun-shot astern of the *Queen Charlotte*, but such was the state of confusion on board, that the French three-decker let slip the favourable opportunity, and ran by without firing.

After having, as already stated, ranged ahead of the *Queen Charlotte*, the *Montagne*, setting her top-gallant sails, continued to stand on, followed by the *Jacobin*, until nearly abreast of her own van, when, being joined by such of her friends as had no leeward opponents to keep them in check, she wore round on the starboard tack, and, with eleven sail in her train, stood in the direction of the *Queen*, then lying about a point upon her starboard or weather-bow in a crippled condition.

The perilous situation of the *Queen* attracted Lord Howe's attention, and, having by signal ordered the ships of the fleet to close and form in line ahead or astern of her, the *Queen Charlotte* slowly, and with difficulty, wore round on the starboard tack. All the sail that could be set was presently spread, and, followed by the *Barfleur*, *Thunderer* (as fresh as when the action began), *Royal Sovereign*, *Valiant*, *Leviathan* and a few others, the *Queen Charlotte* stood away, with the wind a little abaft the beam, to protect the disabled and gallant ship, that on the present, as on the former occasion, had performed so admirably. Seeing this, the French admiral relinquished his design on the *Queen*, merely cannonading her with a part of his line as he stretched on to the support of five crippled French ships towing towards him in the east, two of which, in particular, being wholly dismasted, ought previously to have been secured by the British ships, of which there were several that had taken but little part in the action.

The battle of the 1st of June may thus be summarily described: Between 9.15 and 9.30 a.m., the French van opened its fire upon the British van. In about a quarter of an-hour the fire of the French became general, and Lord Howe and his divisional flag officers, bearing the signal for close action at their masthead, commenced a heavy fire in return. A few of the British ships cut through the French line, and engaged their opponents to leeward; the

remainder hauled up to windward and opened their fire—some at a long, others at a shorter and more effectual, distance. At about 10.10 a.m., when the action was at its height, the French admiral, in the *Montagne*, made sail ahead, followed by his second astern, and afterwards by such others of his ships as, like the *Montagne*, had suffered little in the action. At about 11.30 a.m. the heat of the action was over, and the British were left with 11, the French with 12, more or less dismasted ships. None of the French had at this time struck their colours, or, if they had struck, had since re-hoisted them; they, for the most part, were striving to escape under a sprit-sail, or some small sail set on the tallest stump left to them, and continued to fire at every British ship that passed within gunshot.

After failing, as already stated, in his attempt upon the *Queen*, Admiral Villaret stood on and succeeded, contrary to all expectations, in covering and cutting off four of his dismasted ships, the *Républicain*, *Mucius*, *Scipion* and *Jemmappes*; a fifth, the *Terrible*, having previously joined him by fighting her way through the British fleet. At about 1.15 p.m. the general firing ceased, but it was not until 2.30 p.m. that the six dismasted French ships nearest at hand, the *Sans-Pareil*, *Juste*, *Amérique*, *Impétueux*, *Northumberland*, and *Achille* were secured, and some of these re-opened their fire upon the ships that advanced to take possession of them. At a little after 6 p.m. a seventh French ship, the *Vengeur*, was taken possession of, but in so shattered a state, that ten minutes' afterwards she went down with upwards of 200 of her crew on board, composed chiefly of the wounded.

Thus ended this memorable engagement, in which, and in the skirmishes of the 28th and 29th of May, the British sustained a loss in gross (the details of which will presently appear) of 290 killed and 858 wounded, including, among the killed, Captain Montagu, and, among the wounded, Admiral Bowyer and Rear-Admiral Paisley, Captain Hutt, with the

loss of a leg, and Captain John Harvey (mortally) of an arm. The total loss on the British side, 1,148, is less, however, than the loss in killed and wounded represented to have been sustained by the six French ships only which were carried into port.

For the total loss sustained by the French, in this, to them, most disastrous engagement, we must trust to conjecture, unless we take the round numbers which they themselves have published. That number is 3,000 for the killed and mortally wounded alone, a full half of which loss fell to the share of the seven captured ships. Hence, the slightly wounded on board the nineteen returned ships at 500, we may estimate the total loss of the French, in killed, wounded and prisoners, at 7,000 men.

As, when the action commenced, the French fleet was, within one ship, numerically equal to the British fleet opposed to it, we shall, without again entering into the particulars of the force on each side, consider the two fleets to have been fairly matched.

Having, to the best of our ability, presented a general view of the collective operations of the two fleets in this celebrated battle, we will now endeavour to give a description of the individual part performed by each British ship engaged in it. Difficult as the task may be, it is yet due to the officers and men, who shared with their gallant chief the fatigue and perils of the day, that the attempt should be made. Our attention will be directed to the ships, according to the order in which they successively ranked in the line.

The *Cæsar*, as the van or leading ship, claims our first attention. In bearing down to engage, the *Cæsar* appears to have dropped a little astern, and, as proved by Captain Molloy's own witnesses at the court-martial subsequently held upon him, to have brought-to at a greater distance to windward, namely upwards of 500 yards, than was consistent with the support she owed to her own fleet, and the

impression which so formidable a two-decker was calculated to make upon the fleet of the enemy. It may naturally be asked, why bring to windward, when his admiral had signalled that he should pass through the enemy's line and engage to leeward? The fact is, the signal was not compulsory upon any captain. It contained a qualifying *N.B.* in the following words:— "The different captains and commanders, not being able to effect the specified intention in either case (the signal applying to the passage, through a line to windward or to leeward), are at liberty to act as circumstances require," a negating, or, at least, neutralising *Nota-Bene*, which very properly was omitted in the next new code of signals.

Captain Molloy's preference of the windward to the leeward mode of attack seems to have rested on a belief that, had he run down under the stern of the enemy's van-ship, the *Cæsar's* proper opponent, his own ship would have had such fresh way that, in hauling up to get alongside, she would have shot far ahead, and thereby done less execution than if the *Cæsar* had taken a position on the *Trajan's* weather-quarter.

Undoubtedly, the farther distant a ship is from the enemy's line, provided she is within shot of it, the more she exposes herself to damage, simply because two or more ships can then fire at her; whereas, by closing with one ship, that ship alone becomes her opponent, and no other, while the two lines remain parallel, can bring her broadside to bear. Unfortunately, practical proof of this was wanted, and the state of the *Cæsar's* hull, masts, yards and rigging, soon afforded it. Anxious to retrieve his error, and act in obedience to the signal which had long been flying on board the *Bellerophon*, his flag officer's ship, Captain Molloy now attempted to wear and make sail; but, a shot having driven a splinter and three parts of the fore-tackle full into the star-board quarter-block of the tiller rope, the latter had become jammed in the sheave, and the rudder would not move.

During half an-hour the accident remained unremedied, and, nearly the whole of the time, undiscovered. It appears, also, that the use either of the relieving tackles or of the rudder pendants, as substitute for the tiller, did not occur. All this while the ship was dropping further astern; and, when she did bear up to re-engage, her powerful battery, equal in weight of metal to a 98-gun ship's, came too late into play to be of any decided effect. In the meantime, the French van-ship, the *Trajan*, with no other visible injury than a few shot holes in her sails, and no other loss, as subsequently proved, than 3 men killed and about half-a-dozen wounded, had set her jib and wore out of the line.

The *Cæsar* had no spars shot away; but the mizen-mast, mizen-yard, cross-jack yard and mizen topsail-yard were much cut; and so were many of the shrouds, backstays, &c. She received 64 shots in the starboard side of her hull, and had seven guns disabled by shot, exclusive of one which burst. The disabled guns were one 32-pounder, one 24-pounder, and five 12-pounders. The bursted gun was a 24-pounder, which in exploding killed 2 men, and wounded 3. The loss which the *Cæsar* sustained by the enemy's fire appears to have been 14 seamen killed, and about 52 or 53 wounded.

The next ship in the British line to the *Cæsar* was the *Bellerophon*, bearing the flag of Rear-Admiral Paisley. This ship, with the signal for close action at her masthead, bore down to within musket shot of the weather-quarter of the *Eole*, the second ship in the French line; and at about 8.45 a.m., opened her broadside with good effect. In her approach, the *Bellerophon* had received a heavy and destructive fire from the three headmost French ships; and the van ship, the *Trajan*, being, for the *Cæsar*'s forbearing conduct, without an opponent, still continued to fire at her occasionally. At 10.50 a.m., Rear-Admiral Paisley lost his leg, and was carried off the deck.

The *Bellerophon*, now under the command of Captain Wm. Hope, continued warmly engaged until 11.45 a.m., when the *Eole*, having seemingly had enough of the action, wore round astern of her leader, then with top-gallant sails set standing on the starboard tack. The two French ships, in passing, opened their starboard broadsides upon the *Bellerophon*; who, in the act of wearing after the *Eole*, lost her main-topmast, and shortly afterwards her fore-topmast. Having suffered greatly from her two opponents, the *Bellerophon*, at a little before noon, made the signal to the *Latona* to come to her assistance.

Captain Thornborough was not slow in obeying the summons; and the *Latona*, as she passed near the two French 74's, answered their fire with as smart a return as a frigate's battery could give. The *Bellerophon*, with her fore and main topmasts gone, and her mainmast dangerously wounded, had all her boats and spars upon the booms, as well as the greater part of her standing and running rigging cut to pieces, was unable to haul to the wind after the two fugitives; and the latter being subsequently joined by a third ship, kept firing at every British vessel near to which they passed. The *Bellerophon*'s loss amounted to only 3 seamen and 1 marine, or soldier, killed; the rear admiral, captain of marines, boatswain and 24 seamen and marines, or soldiers, wounded.

About the same time that the *Bellerophon* commenced action, the *Leviathan* opened her fire upon the *Amérique*, bearing a commodore's broad pendant. A close and furious engagement ensued, and in about an hour the foremast of the *Amérique* was shot away. At 11.50 a.m., the *Trajan* and *Eole*, as they passed to leeward of the *Amérique* and *Leviathan*, brought-to on the latter's starboard-quarter, and opened a very heavy and annoying fire. In a little while, however, they filled and stood to windward. The *Leviathan* and her opponent, in the meantime, had wore round together, so that the latter was now the weathermost ship. After a

further exchange of broadsides, the *Amérique*, finding that several British ships, some of which had already fired at her, were fast approaching, made an attempt to haul off; but such was the shattered state of her main and mizen-masts from the *Leviathan's* shot, that they both came down, the latter by the board, leaving this gallant and well-defended ship a mere log on the water.

The *Amérique* lost more than a third of her crew in killed and wounded, two guns were dismantled, and one burst in action and killed 7 men. One of the two French ships that fired at the *Leviathan* and *Amérique* in passing, struck the latter on the starboard-quarter with a red-hot shot. Having completely disabled and silenced her opponent, the *Leviathan* left her with colours still hoisted upon one of her stumps, and made all sail to close with Lord Howe, in obedience to the signal then flying. The skill of the *Amérique's* crew was not equal to their bravery; for the *Leviathan* had only one spar her fore topsail-yard, shot away. Her masts, however, were injured, and her rigging and sails a good deal cut; and she lost 10 seamen killed, and 1 midshipman (mortally), 31 seamen, and 1 marine, or soldier, wounded.

The *Russel* brought-to to windward of, and commenced cannonading, her proper opponent, the *Téméraire*. About the same time the *Leviathan* opened her fire. At 10 a.m., or thereabouts, the *Russel's* fore-topmast came down; and at 11 a.m., the *Téméraire*, observing the ships of her van in the act of wearing, made sail to leeward, and was followed through the line by the *Russel*. The French ship not being greatly damaged in her masts or rigging, was able to haul up a little to starboard, while the *Russel*, having her fore-topmast hanging through the top, could not trim her sails in any other direction; and, therefore, brought-to on the larboard tack, the same on which she had begun the action. The *Russel* now found herself to leeward of three French van ships. Of these, the *Amérique* was fully employed with the

*Leviathan*, and was, also, without any masts; but the *Trajan* and *Eole*, having no particular opponent, and being in a perfect state aloft, opened each her broadside on the *Russel*, and then hauled to the wind and got clear. After receiving and returning this salute, the latter passed on to the assistance of the *Leviathan*, and fired two raking broadsides into the *Amérique*, whose fate, had, however, already been decided by her first opponent. The *Russel* then accompanied the *Leviathan* to the new line forming astern of the admiral; and, subsequently, again fell in with the *Amérique*, of which ship she took possession. The damages of the *Russel*, beyond what have been detailed, were not material; and her loss amounted to 8 seamen and marines, and 1 soldier killed, and 30 wounded.

The *Royal Sovereign* became opposed to the *Terrible*, a three-decked ship like herself, and bearing the flag of Rear-Admiral Bouvet. At about 9.23 a.m., the former, after having been struck by several shots from the French van ships, commenced her fire at the *Terrible*; whose battery promptly opened in return. In less than half an-hour, Admiral Graves was badly wounded, and carried off the deck. At about 10.38 a.m., the *Terrible* had her main and mizen-masts shot away, and immediately bore up; in doing which, she yawed so much, that the *Sovereign* raked her repeatedly. The latter, seeing the enemy's van ships preparing to run, hoisted the signal for a general chase, and set courses, spritsail, gib and staysails, in pursuing the *Terrible*; when the *Montagne* and *Jacobin*, both apparently fresh and unhurt, came to the *Terrible's* assistance. At about 11.45 a.m., the *Sovereign*, having fired her larboard guns at one of the French van ships, as she passed on the starboard tack, commenced a close action with the *Montagne*; and was soon afterward joined (but too far to windward to be of much effect) by the *Valiant*. In about half an hour the *Montagne* bore up, and was followed a short

distance by the *Sovereign*, who then hauled up as well as the disabled state of her rigging and sails would allow. In obedience to the signals then flying to stay by prizes, the *Sovereign*, at about 2.40 p.m., not knowing that the *Amérique* was in possession of the *Russel*, fired several shots at the former, and on taking possession of her, sent the *Russel's* people back to their ship. The *Sovereign* had only her three top-gallant masts shot away. She lost 1 midshipman, 10 seamen, and 3 marines killed; Admiral Graves, a captain and lieutenant of foot, and 42 seamen and marines wounded.

At about 9.45 a.m., the *Marlborough* began firing at her proper opponent, the *Impétueux*; and in five minutes' afterwards, passed under her stern, and ranged up alongside of her to leeward. In about a quarter of an-hour, the *Impétueux* fell on board the *Marlborough*, entangling herself in the latter's mizen-shrouds, and a most destructive cannonade ensued. At about 10.15 a.m., the next ship in line astern of the *Impétueux*, the *Mucius*, to get clear of the *Defence*, made sail ahead, and fell on board upon the bow of the *Marlborough*; the three thus forming a triangle, of which the latter ship was the base. Just as the *Mucius* got up, the *Marlborough's* mizen-mast fell over the side, and, in a quarter of an-hour afterwards, her fore and main-masts. Still she continued a very animated fire, and had already shot away all the lower masts as well as bowsprit of the *Impétueux*, and some of the light spars of the *Mucius*; when the *Montagne*, in running by the *Marlborough's* stern, opened a fire that wounded Captain Berkeley, and caused serious destruction on board. The command now devolved on Lieutenant Thomas Monkton, who evinced the utmost skill and bravery in defending the ship. At length the *Marlborough* made a signal for assistance; and the *Mucius*, being unattended to, effected her escape, as would have done also the *Impétueux*, but she was in too crippled a state to stir. The *Marlborough's* loss, as might be expected, was severe: she had 1 midshipman,

23 seamen and 5 marines killed; her captain, second and fifth lieutenants, 1 master's mate, 4 midshipmen, 63 seamen and 14 marines wounded.

The *Defence*, in bearing down, being rather in advance of her own line, had the good fortune to be the first in cutting through that of the enemy; she passed between the *Mucius* and *Tourville*, and, owing to some of the French ships astern not being properly attended to, was promptly in the thickest of the fire. Her exposed situation soon brought down her main and mizen-mast. The *Mucius*, after a while, quitted the *Defence*, and stretched on to-windward of the *Marlborough*; and the *Tourville*, also taking advantage of the crippled state of her opponent, hauled up from her. The near approach of other French ships, and, among them, of the *Républicain*, three-decker, with only her foremast standing, compelled the *Defence*, after the additional loss of her foremast by engaging them, to make a signal for assistance. The *Républicain* soon afterwards set her foresail and ran to leeward; and at about 1 p.m., the *Phaeton*, by directions from the admiral, took the *Defence* in tow. The latter lost her master, boatswain, 11 seamen and 4 marines killed; a master's mate, ensign of foot, 25 seamen and 9 marines wounded.

The *Phaeton*, on her way from her station in the rear to speak the admiral as she had been ordered, passed, at about noon, four French 74's standing on the starboard-tack, and then ran under the stern of a fifth 74, the *Impétueux*; but, as the latter was dimasted, did not fire at her. As soon, however, as the *Phaeton* came within range of the larboard guns of the *Impétueux*, the latter discharged some of them at her. The frigate promptly returned the fire, and continued engaging for ten minutes, during which she suffered a loss of 3 men killed, and 5 wounded. The *Phaeton* then made sail, and at 12.30 a.m., spoke the admiral; who ordered her to give aid to the *Defence*, which she accordingly did.

The next five ships of the British line having, with one

exception, kept rather too much to windward, their proceedings offer nothing of equal importance with those we have been detailing. We shall therefore confine our notice to the *Invincible*. At about 9.45 a.m., the latter began engaging the *Juste*, a ship far superior to her in force, and the proper opponent of the *Gibraltar*. The animated fire of the *Invincible*, in a little while, so crippled and annoyed the *Juste*, that she bore up, and became, as we shall presently have to relate, an easy conquest to the *Queen Charlotte*. The *Invincible* appears to have escaped this time with standing, though wounded, masts and yards; her rigging and sails, however, were much cut; and she lost 9 seamen and 5 marines killed; a midshipman, 20 seamen and 10 marines wounded. So little, however, did Captain Pakenham think of his ship's casualties, that on seeing the crippled state of the *Queen Charlotte*, he sent an officer expressly to tell Lord Howe, that the *Invincible* was sufficiently manageable to bear his flag.

At about 9.30 a.m., the *Queen Charlotte*, steering north-west and by west, with her head pointing to the quarter of the *Montagne*, then about random shot distance, was cannonaded by the third ship in the French admiral's rear, the *Vengeur*. Instead of returning the fire, the *Queen Charlotte*, anxious to be the first through the enemy's line, set her top-gallant sails, and dropped her fore-sail. This presently brought her abreast the ship next ahead of the *Patriote*, the *Achille*, who now opened her fire; and which the *Queen Charlotte*, at 9.52 a.m., returned, but, it being merely to mask her principal object, with her upper batteries only. The *Jacobi*n, the second astern of the French admiral, was then seen stretching ahead, under the latter's lee, as if afraid to encounter the *Queen Charlotte's* broadsides. This was occupying the place the *Queen Charlotte* had intended to fill; but, observing that the *Jacobi*n was rather off the wind, and still advancing ahead, the former put her helm up, and passed close under the *Montagne's* stern; so close, that the

latter's ensign waved over the *Queen Charlotte's* decks. After pouring into the *Montagne* a tremendous raking fire, the *Queen Charlotte* skered to port; and so little room had she to spare that, in rounding-to, she grazed, with her jib-boom, the *Jacobi*n's mizen-shrouds. While the *Queen Charlotte* was in the act of luffing-up to her station, the *Achille*, advancing upon her starboard-quarter, shot away her fore, and disabled her main-topmast; whereupon the *Montagne*, at 10.3 a.m., without bestowing a single shot in return for the many she had received, made sail ahead. At about the same time, the *Jacobi*n, equally forbearing with her admiral, and equally perfect in her sails and rigging, bore up, and disappeared in the smoke; receiving into her stern as she went off the *Queen Charlotte's* starboard broadside.

The hasty flight of the French admiral and his second now left the *Queen Charlotte* engaged, but rather distantly, between the *Achille* on the starboard-quarter, and the *Juste* on the larboard-bow. The latter, being closely engaged on the opposite side by the *Invincible*, soon lost, first her foremast, and then her main and mizen-masts; and the former staggering under the *Queen Charlotte's* heavy broadsides, dropped astern to become a closer antagonist to the *Valiant*. Seeing that many of the French ships were following the example of the *Montagne*, Lord Howe, at about 11.15 a.m., threw out the signal to chase; but the *Queen Charlotte*, from her disabled state, could barely keep steerage-way. The *Juste* now lay abreast of the *Queen Charlotte* to windwards, silenced in her fire, but with a French Jack hoisted at her bowsprit end, and a spritsail set, to carry her, if possible, clear of her foes. Owing to her being painted similar to the *Invincible*, who lay at a short distance ahead of her, but was concealed by the smoke, the *Juste* escaped the attention of the *Queen Charlotte*; until the former wearing round, passed under the latter's stern, and gave her a raking broadside. At this moment a French three-decker was seen on the *Queen Charlotte's* weather-quarter

coming up close-hauled under all sail, evidently intending to weather the whole British line before she ran to leeward. But just as the three-decker, which was the *Républicain* from the rear-division, close hauled, advanced to a position from which her guns could bear on the *Queen Charlotte*, and just as the latter was expecting to receive, and preparing to return, her fire, the main and mizen-masts of the former came down by the board. The *Républicain* instantly bore up, and passed within gun-shot astern of the *Queen Charlotte*; but the French ship, owing probably to the state of confusion she was in, did not fire.

The *Queen Charlotte's* main-topmast, in its damaged state, unable to withstand the heavy rolling of the ship, had fallen; when, at 12.15 p.m., the perilous situation of the *Queen* to leeward attracted Lord Howe's attention. The *Queen Charlotte*, now nearly unmanageable, slowly wore round. Having at length come-to on the starboard tack, whatever sail could be set was presently on the ship; and with the wind a little abaft the beam, the *Queen Charlotte*, followed by some of her friends, stood away to protect the *Queen*. The French admiral seeing this, relinquished his designs on the latter, merely cannonading her with a part of his line as he stretched on to the support of five crippled French ships, towing towards him in the east; two of which, in particular, being wholly dismasted, ought previously to have been secured by the British ships: these had taken so little part in the action. The *Queen Charlotte*, after she had wore, passed to leeward of her old opponent the *Juste*; and finding that the latter gave no return to the few shots fired at her, Lord Howe, at about 2.30 p.m., ordered the *Invincible's* boats, then alongside with an officer, bearing the message which we have already alluded to, to take possession of the French ship. The damages of the *Queen Charlotte* was principally confined to her masts, rigging and sails; and the loss amounted to the 7th officer, 1 lieutenant of marines, and 11 seaman killed; and 1 midshipman, 25 seamen and 5 marines wounded.

The *Montagne* after she had run from the *Queen Charlotte* at the onset, was rejoined by the *Jacobin*; and the two ships, getting amidst the British van, exchanged, particularly the *Montagne*, several shots with some of the ships. The two, then joined by such of their friends as had no leeward opponents to keep them in check, wore round and came-to on the starboard-tack for the partially successful purpose we have already explained. Jean Bon Saint André, in his journal, represents the loss of the *Montagne*, in killed and badly wounded, to have amounted to 300; but the evident high colouring of the whole account, and the equally evident undamaged state of the *Montagne's* rigging and sails, render it improbable. But the statement is exaggerated.

In resuming our account of the separate proceedings of each British ship, we have the *Brunswick* next to allude to. This ship, whose advanced position in bearing down had occasioned her some loss, upon attempting to pass under the stern of the *Achille*, into whom she poured a raking fire, ran foul of the next French ship astern of her, the *Vengeur*; the *Brunswick's* three starboard anchors hooking in the latter's larboard fore-shrouds, the two ships immediately swung close to each other, and falling off, together dropped out of the line. The British crew, being unable to open the eight first-deck starboard ports from the third abaft, blew them off, and the *Brunswick* and *Vengeur*, with their heads now pointing to the northward, commenced a furious engagement. The *Vengeur's* musketry, and her poop-carronades loaded with langrage, soon played havoc on the *Brunswick's* poop and quarter-deck; killing, in a little while, a captain of marines, and several other officers and men, and wounding among others, Captain Harvey himself, but not so severely as to occasion him to go below. At about 11 a.m., a ship was discovered, through the smoke, bearing down on the larboard-quarter of the *Brunswick*. Instantly the men stationed at the five aftermost starboard first-deck guns were turned over to

those on the larboard-side; and to each of the latter, already loaded with a single 32-pounder, was added a double-headed shot. Presently the *Achille*, for that was the ship, advanced within shot-reach of the *Brunswick's* after-guns; when five or six rounds from them brought down, by the board, the former's only remaining mast, the foremast. The wreck of this mast, falling where the wreck of the main and mizen-masts already lay, on the starboard side, prevented the *Achille* from making the slightest resistance, and, after a few unreturned broadsides from the *Brunswick*, the French ship's colours came down. At about 2.15 p.m. the *Brunswick's* main-mast was shot away by the *Vengeur's* unremitting fire, and shortly afterwards the latter ship's fore and main-masts came down, dragging with them in their fall the head of the mizen-mast. It appears that the *Ramillies*, coming up about this time, fired some shot into the *Vengeur*, and then stood towards some other of the enemy's ships; and also, that the *Vengeur*, whose shattered and dismasted state fully justified the act, displayed a Union Jack over the quarter in token of submission.

The violent motion of the *Vengeur*, in consequence of the loss of her masts, tore away the three anchors from the *Brunswick's* bows, and at every roll of the French ship the water was seen rushing in at her first-deck port-holes, the greater part of which had had their lids rubbed off by the close contact of the ships. The *Brunswick's* boats had all been shot away, she therefore could offer no relief to the shattered *Vengeur*. The former then tried to haul up to rejoin her fleet, but the water rushed in at her first-deck port-holes in such quantity that she was compelled again to bear up. The French fleet was now seen coming down, and it was determined, in a consultation of officers, to put before the wind as the only means of saving the ship. All possible sail was therefore made, and the crew went quickly to work to repair the damages and secure the first-deck ports. Both

the fore and main-masts had been shot through in several places, so that the bowsprit and the former were momentarily expected to fall. No fewer than twenty-three guns lay dismounted. The ship had been on fire three times from the *Vengeur's* wads, and her yards, rigging, and sails were all much cut by shot. The starboard-quarter galley had been entirely rubbed off, and her best bower anchor with the starboard cat-head was towing under her bottom. The loss on board the *Brunswick* was proportionately severe. She had 1 captain of marines, 1 master's mate, 1 midshipman, 30 seamen and 11 marines killed; her captain (mortally), second lieutenant, 1 midshipman, 1 marine officer, 91 seamen and 19 marines wounded.

The *Valiant*, the next ship claiming our attention, brought-to, at about 9.20 a.m., to windward of her proper opponent, the *Patriote*, and soon drove her to leeward. The *Valiant* then passed through the line ahead of the *Patriote*, and engaged the *Achille*, just as that ship had quitted the *Queen Charlotte*. At 10.5 a.m. the *Achille's* main and mizenmasts, disabled, no doubt, by the *Queen Charlotte's* previous fire, fell over the side; and the *Valiant* then stretched ahead, until she brought-to windward of the *Royal Sovereign*, as has already been related. The *Valiant's* loss of spars was confined to her main-topsail and cross-jack yards, and her loss of men to 1 seaman and 1 marine killed; 5 seamen, and 4 marines wounded.

The *Orion* bore down upon and engaged the *Northumberland*, and fired a few shots as they would bear on the *Patriote* ahead of her. At about 4.30 p.m. the two French ships bore up, and the masts of the *Northumberland* came down; as had previously done the main-topmasts of the *Orion*, carrying away with it the maintop and mainyard. The *Orion* then hauled up, as well as she could, in support of the *Queen Charlotte*, and the *Northumberland* set her sprit-sail, and endeavoured to get off to leeward. The *Orion* received no

other damage of any consequence than which has been related, and her loss only extended to 2 seamen killed, 20 seamen and 4 marines wounded.

The *Queen*, having, in bearing down to engage, suffered considerably in her sails and rigging, was unable to get abreast of her proper opponent, the *Northumberland*, who with her fore and main-tacks down, was running fast ahead. She therefore closed with the seventh French ship, the *Scipion*. This ship also made sail ahead, and then ran to leeward; but the *Queen* kept close upon her starboard-quarter, and annoyed her much. The *Scipion* having had her colours twice shot away, re-hoisted them at the mizen top-gallant masthead. At 10.45 a.m. the mizenmast came down by the board. At 11 a.m. the *Queen's* mainmast went over the lee-side, springing in its fall the mizenmast, and carrying away the fore-part of the poop, and the barricade of the quarter-deck. In another quarter of an-hour, the mainmast of the *Scipion* came down; and almost immediately afterwards her foremast. By this time, the *Queen* had fallen round off; and the *Scipion's* crew, having been driven from their quarters with great slaughter, came upon deck, and waved submission with their hats. But the *Queen* was in too disabled a state to take possession. Her mizen-topmast had been shot away since the fall of her mainmast; her foremast and bowsprit had been shot through in several places, and her mizen-mast, from its wounds, was expected every instant to fall. Her rigging had been cut to pieces, and her sails all rendered useless.

After about an hour's exertion in repairing some of the principal damages, the *Queen* had got her head towards her own fleet, and was stemming along to leeward of it, when, at about 12.30 a.m., she discovered, through the smoke to leeward, 12 sail of French ships standing towards her. The leading ship, the *Montagne*, passed without firing, and so did her second astern; but the third ship opened her fire, as did also every one of the remaining eight, the last of which was

the *Terrible*, with only her foremast standing. The latter was towed into the line by three frigates; two of which cast off and hauled to windward, to engage the *Queen*. The latter, however, soon convinced them that her guns were not disabled as her masts; and the two frigates put up their helms, and ran to leeward, without returning a shot. The appearance of the *Queen Charlotte* and the line astern of her, had caused the *Montagne* and her line to keep more away than was at first intended; and hence the *Queen* suffered but little from the distant cannonade she had been exposed to. The French, on coming abreast of the *Queen's* antagonist, the *Scipion*, towed her off, as well as two other dismasted two-deckers lying close to her. The damages which the *Queen* had sustained have already appeared; her loss amounted this day to 14 seamen and marines killed; her second, sixth, and an acting lieutenant, 1 midshipman, and 36 seamen and marines wounded.

Of the remaining seven ships of the British line, two only, the *Royal George* and the *Glory*, require any particular notice. The latter cut through the French line, and engaged her opponent, the *Jemmappes*, to leeward, bringing down her masts, by the board, with the loss of her own fore-topmast, and three top-gallant masts. The *Glory* had her master, 1 midshipman, and 11 seamen killed; 31 seamen and 8 marines wounded. The *Royal George*, at about 9.40 a.m. opened her fire upon the *Sans-Pareil* and *Républicain*, and cut through the French line between them. She had her wheel very much damaged, and tiller-ropes cut away, at the early part of the action. She also lost her foremast and main and mizen-topmasts, besides having all her masts wounded, and her rigging and sails very much cut. The *Royal George*, assisted occasionally by the *Glory*, shot away the *Sans-Pareil's* fore and mizen-masts, and so injured the main and mizen-masts of the *Républicain*, that after that ship had fled from her, they fell in the manner we have related. The loss of the *Royal*

*George* amounted to 1 midshipman, and 4 seamen and marines killed; her second lieutenant, master, 2 midshipmen, and 45 seamen and marines wounded. The *Sans-Pareil* was afterwards taken possession of by the *Majestic*; but the *Jemmappes*, although so completely disabled to all appearance as the former, succeeded in regaining her fleet to leeward.

Having detailed the proceedings of the greater part of the British ships on this memorable day, we shall now sum up by stating that the result of the battle was the capture of seven, and the final acquisition of six, French ships, and that the loss of men sustained by the British amounted to 290 killed and 858 wounded, whereas the loss on board the six captured ships (not reckoning the *Vengeur*) appears to have been 690 killed and 580 wounded, and the total loss of the French fleet must have been at least double, if not treble that amount. Captain Montagu was the only British officer of his rank who fell in the action. Admiral's Bowyer and Paisley, and Captain's Hutt and John Harvey, had each an arm amputated. The latter subsequently died at Portsmouth.

COMPARATIVE FORCES OF THE TWO FLEETS ON JUNE 1.

	British.	French.
Ships in number ... ..	25	26
Guns ... ..	2,098	2,158
Aggregate broadside weight of metal in pounds long guns ... ..	2,159	25,521
Ditto, carronades ... ..	608	1,574
	22,127	27,095
Aggregate crews in number of men ... ..	16,647	19,828
Aggregate size in tons ... ..	45,338	51,520

Here the odds are on the side and in the proportion that an Englishman would wish them to be; they are just sufficient to shed a lustre upon the victory which his countrymen gained, and gained, too, over an enemy who fought most heroically and who yielded at last, not to superior courage,

but to the superior skill and readiness of British seamen. True, the French complained that five or six of their captains behaved amiss; the more credit was due to those who stuck to their opponents. The English, also, had a similar complaint to make. Was that to fix a stigma on those who bore the brunt of the action—those who, by their noble bearing, mainly contributed to, or perhaps decided, the fate of the day?

The French accounts of this battle were all in the height of gasconade. Barrère mounted the Tribune of the National Convention and uttered a rhapsody on the subject that made him the laughing-stock of Europe. Jean Bon Saint André, too, stated that the British line was composed of twenty-eight ships, exclusive of a *reserve* line of six more, making thirty-four in all, which actually comprised the whole number of ship-rigged vessels in Lord Howe's fleet. The French fleet, according to the same mode of reckoning, consisted of forty ships; whereas Jean Bon Saint André himself takes care to inform us that the French line consisted of only twenty-six ships. He also pretended to believe, on the authority of some of his captains, that three English ships had sunk in the engagement. The British, however, made a similar mistake with respect to the *Jacobin*. A story which some London journalist trumped up respecting the *Vengeur*, set the French people half mad. In the French improved version, the ship is represented to have sunk with colours flying in the midst of a hot action, fired upon, and firing at ships all round her; the crew continuing to exclaim until, we suppose, choked by the waves, "Vive la République!" &c. The truth is, that the *Vengeur* fought their ship like brave men and surrendered like wise ones; and quite as much as this may be said of each of the other captured French ships.

Jean Bon Saint André declares that he left his enemy in a worse condition than himself; that the British, if they had possessed the means of attacking him, could have employed

them, as the French fled not; that the former took no steps to prevent the French frigates, and even the small corvettes, from towing away those ships that had been driven out of the line. With respect to the last charge, it is too true. There were thirteen or fourteen English line-of-battle ships without even a top-gallant mast shot away, and some of these ought to have secured four, at least, of the dismasted French ships.

Of frigates and sloops-of-war, the British had, as on every similar occasion, not only none to spare, but not enough to perform the services for which, chiefly, vessels of that description are attached to line-of-battle fleets. The French, as usual, had brought out a liberal supply—they had eighteen—the British eight, exclusive of a hospital and a fire ship, and two small cutters. That Lord Howe should have preferred departing with his six prizes to waiting the issue of another attack may have surprised, whether joyfully or not, the French deputy. But, perhaps there were those among the admiral's countrymen who could appreciate his motives; who might consider that, although many of the British ships were in a condition for active service, those very ships had attained their effective state by their tardiness in engaging, while the ships that had evinced an eagerness for close combat lay disabled round the *Charlotte*, possessing, like her, all the spirit, but none of the means again to distinguish themselves.

The French admiral, after he had recovered his four crippled ships, put away to the northward, and by 6.15 p.m., with the whole of his fleet, excepting a frigate left to reconnoitre, was completely out of sight. The state of the prizes and of many ships of the British fleet was such that it took until 5 a.m. on the morning of the 3rd of June before Lord Howe could make sail. He then steered to the north-east, and, without any other occurrence worth notice, anchored at Spithead at 11 a.m. of the 13th.

1794.—June the 17th.

CAPTURE OF THE FRENCH FRIGATE, SIBYLLE, BY H.M.S. ROMNEY, CAPTAIN THE HON. WILLIAM PAGET.

ON the 17th of June, while the British 50-gun ship, *Romney*, Captain the Hon. Wm. Paget, having under her charge one British and seven Dutch merchant vessels, bound from Naples to Smyrna, was passing between the small islands Tino and Miconi, a frigate, with French national colours, and a broad pendant, accompanied by three merchantmen, was discovered at anchor off the shore of Miconi. The *Leda* and *Tartar*, British frigates, from whom the *Romney* had on the preceding day detached herself, being still in sight from the masthead Captain Paget directed the convoy to join them; and the *Romney*, hauling to the wind, was presently at anchor in Miconi roads; within a little more than a cable's length of the French frigate. Captain Paget, in the hope of saving the effusion of blood, sent a messenger to the French commander desiring him to surrender his ship. This Commodore Rondeau refused; alleging that he was well acquainted with the *Romney's* force, that he was fully prepared—both men and ammunition; and that he had made an oath never to strike his colours. By the time the *Romney's* officers had returned on board, the *Sibylle* had placed herself between the *Romney* and the town of Miconi; which obliged Captain Paget to carry out another anchor, to warp the *Romney* farther ahead, in order that the guns might point clear of the town. At 1 p.m., the *Romney* being abreast of the enemy, and secured with springs on her cables, fired a broadside, which was instantly returned. The action lasted, without a moment's intermission, for one hour and ten minutes; when the *Sibylle*, being quite in a defenceless state, hauled down her colours, and, along with the three merchantmen, was taken possession of by the *Romney*.

## EACH SHIP'S ARMAMENT.

	<i>Romney.</i>		<i>Sibylle.</i>	
	No.	Pdrs.	No.	Pdrs.
First, or main-deck ...	22	long guns 24	26	long guns 18
Second deck ...	22	" 18		
Q.-deck and forecastle	6	" 6	16	" 8
"			2	carronades 36
Carriage guns ...	50		44	
Men and boys ...	266		380	

The *Romney*, when she commenced action, was 74 working men short of her established complement, consequently she had on board only 266 men. Of these she lost 8 seamen killed, and 30 (including 2 mortally) wounded. The *Sibylle* commenced action with a crew of 380 men; of which number she lost her second lieutenant, captain of marines, and 44 seamen killed; and 112 officers, seamen and marines (including 9 mortally) wounded. The fact of the *Romney* being so short of complement, had, it appears, reached the ears of M. Rondeau; who, knowing on the other hand, that his own ship could muster at quarters upwards of 100 men more than his adversary, and these effective hands, was sanguine enough to hope for that success which his bravery so well merited. The *Sibylle*, although she mounted but twenty-six, had ports for twenty-eight guns on her main-deck, and actually fought through her aftermost port one of the guns from the opposite side, a measure which, owing to her stationary position, was not at all inconvenient. The force of that shifting gun will accordingly be computed.

## COMPARATIVE FORCE OF THE COMBATANTS.

	British.		French.	
Guns ... ..	50		44	
Broadside weight of metal in pounds.				
long guns ... ..	414		341	
Ditto, carronades ... ..	0		39	
	— 414		— 380	
Crew in number ... ..	266		380	
Size in tons .. ..	1,046		1,091	

Had the French captain forborne to communicate the oath he had taken not to strike his ship's colours, this engagement would have been yet more creditable than it was to the officers and men of the *Sibylle*.

The *Sibylle* was a new frigate, built of the best materials, and under the same name (but mis-spelt *Sybilie*), became one of the finest ships of her class in the British Navy.

## 1795.—January the 4th.

CAPTURE OF THE FRENCH FRIGATE, PIQUE, BY H.M.S. BLANCHE,  
CAPTAIN ROBERT FAULKNOR.

At daybreak, on the 4th of January, the British 32-gun frigate, *Blanche*, Captain Robert Faulknor, cruising off Grande-terre, in the island of Guadeloupe, observed a strange frigate at anchor outside the harbour of Pointe-à-Pitre. At 7 a.m., the latter, which was the French 32-gun frigate, *Pique*, Captain Conseil, weighed, and began working out under her topsails; backing her mizen-topsail now and then, to await a schooner that was in company with her. The *Blanche* ran down towards the frigate, till nearly within gun-shot of the battery at Fleur d'Épée; then tacked, hove-to, and filled occasionally. The latter not seeming disposed to stand out beyond the range of the batteries, the *Blanche* made sail to board a schooner that was coming down along Grandeterre. At 11 a.m., the schooner was brought to by a gun; and, proving to be an American from Bordeaux, under suspicious circumstances, was detained and taken in tow. This appeared to provoke the authorities on shore; as the battery at Gosier fired two, and the frigate, now hoisting her colours, several guns at the *Blanche*, none of which reached her. The French frigate, however, was not induced to come out; and the *Blanche* proceeded, under easy sail, towards the Island of Mariegalante.

On again nearing Grande-terre, at 4 o'clock on the following afternoon, the *Blanche* discovered the *Pique* still under the land. At 6 p.m., the *Blanche* wore, and stood towards Dominique, with the schooner in tow. At 8.30 p.m., seeing the *Pique* at about two leagues astern, the *Blanche* cast off the schooner, tacked, and made all sail in chase. At 12.15 p.m., the *Blanche*, on the larboard tack, passed under the lee of the *Pique* on the starboard; and the two frigates exchanged broadsides. At 12.30 p.m., the *Blanche* tacked, and stood for her opponent, who, when within musket-shot, wore, with the intention to rake the *Blanche*; but the latter frustrated this by wearing also, and then engaged her enemy nearly aboard. At 1 a.m., the *Blanche* put her helm a-starboard; and, running across the *Pique's* bows, lashed the latter's bowsprit to her capstan. She then fired into her from her quarter-deck guns, and from those guns of the main-deck that would bear, as well as from musketry. In return, the French frigate fired from her quarter-deck guns, run in ship's fore and aft; also from musketry in her tops and elsewhere. At this time the main and mizen-masts of the *Blanche* fell over the side; on which the French attempted to board, but were repulsed. At 1.45 a.m., finding her opponent dropping astern, the *Blanche* again grappled her; securing her well with a hawser, so that her bowsprit lay abreast of the *Blanche's* starboard-quarter. It was in assisting to perform this important service, that the young and gallant Captain Faulknor met his death. The command thus devolved upon Lieutenant Frederick Watkins. The *Blanche*, having only her foremast standing, paid-off before the wind, towing, and plying with volleys of musketry, her equally determined opponent. The carpenters of the *Blanche*, not being able sufficiently to enlarge the two main-deck stern-ports, a part of the upper tansom-beam was blown away; and then the two aftermast-guns poured destruction into the enemy's bows. At 2 a.m., the *Pique's* masts were all shot away. Still did the brave crew persevere

in her resistance, and it was not until a 5.15 a.m. that they called out that they had surrendered. Every boat in both vessels having been destroyed by shot, Lieutenant David Milne and ten seamen jumped overboard, and swam to, and took possession of, their hard-won prize.

## EACH SHIP'S ARMAMENT.

	<i>Blanche.</i>		<i>Pique.</i>	
	No.	Pdrs.	No.	Pdrs.
Main deck ...	26 long guns	12	26 long guns	12
Q.-deck and fore-castle	6 "	6	8 "	6
"	6 carronades	18	4 carronades	36
Carriage guns ...	38		38	
Men and boys ...	198		279	

The reduction in the *Blanche's* complement arose from her having sent away, in prizes, 2 masters' mates and 12 seamen. Of her remaining 198 in crew, she lost her commander, 1 midshipman, 5 seamen and 1 marine killed; 1 midshipman, 2 quartermasters, the armourer, sergeant-of-marines, 12 seamen and 4 marines wounded: total, 8 killed and 21 wounded. Respecting the number composing the crew of the *Pique*, the accounts are very contradicting. Lieutenant Watkins, in his official letter, states it at 360; and Vice-Admiral Caldwell, at Martinique, when enclosing the letter to the Admiralty, says, "many more than 360." On the other hand, the French officers subsequently deposed, before the surrogate, two of them to "between 260 and 270 men," and the third to "about 270 men," as the total number on board when the action commenced. Upon these certificates head-money was made for 265 men; but, according to documents transmitted along with these certificates, the actual number of men on board was, as we stated, 279. Of this number the *Pique* had, it appears, 76 men killed and 110 wounded; a loss unparalleled in its proportion, and decisive as to the resolute manner in which the ship had been defended.

## COMPARATIVE FORCE OF THE COMBATANTS.

	British.	French.
Guns ... ..	38	38
Broadside weight of metal in pounds—long guns ... ..	174	195
Carronades ... ..	54	78
	— 228	— 273
Crew in number ... ..	198	279
Size in tons ... ..	710	906

A disparity there is, but too trifling in amount to cast the slightest tarnish upon the officers and crew of the *Pique*. They defended their ship most determinedly; surrendering her only when she was a mere hulk, and themselves reduced to a third of their original number. On the other hand, great skill and intrepidity were displayed on board the *Blanche*. Indeed, a spirit of chivalry seem to have animated both parties, and the action of the *Blanche* and *Pique* may be pointed to with credit by either.

Shortly after the firing had ceased, the 64-gun ship, *Veteran*, came up and assisted in exchanging the prisoners. She then took the prize in tow, and carried her, in company with the *Blanche*, to the Isle de Saintes. The *Pique* became added to the navy as a 12-pounder 36; and both Lieutenant's Watkin and Milne were most deservedly promoted to the rank of commander.

## 1795.—March the 13th.

CAPTURE OF THE FRENCH CORVETTE, TOURTERELLE, BY H.M.S. LIVELY, THIRTY-TWO, CAPTAIN GEORGE BURLTON.

ON the 13th of March, at 7 a.m., Ushant bearing, south-half-west thirteen leagues, the British 32-gun frigate *Lively*, Captain George Burlton, whilst standing down Channel on the starboard-tack, discovered three strange sail starting for the coast of France. Chase was given by the *Lively*, and

soon afterwards the largest of the three strangers, which was the French 24-gun corvette, *Tourterelle*, Captain Guillaume S. A. Montalan, tacked, and stood towards the British frigate. At 10.30 a.m. the two ships, having approached within gunshot on opposite tacks, commenced firing at each other. The *Tourterelle*, as soon as she had got abaft the *Lively's* beam, wore, and a close action ensued, which continued until 1.30 p.m., when the French ship, being entirely disabled in masts, rigging and sails, and much cut up in the hull, surrendered. Shortly afterwards, her mainmast fell over the side. The damages of the *Lively* were chiefly confined to her rigging and sails; the latter were much burnt by red-hot shot fired from her opponent, on whose berth-deck was a regular furnace for heating them.

## EACH SHIP'S ARMAMENT.

	<i>Lively</i> .		<i>Tourterelle</i> .	
	No.	Pdrs.	No.	Pdrs.
Main deck ... ..	26 long guns	18	24 long guns	8
Q.-deck and fore-castle	6 "	6		
" "	6 carronades	24	6 carronades	36
Carriage guns ... ..	38		30	
Men and boys ... ..	251		230	

The *Lively* escaped with only 2 seamen wounded, whereas the *Tourterelle* had 16 killed and 25 wounded.

## COMPARATIVE FORCE OF THE COMBATANTS.

	British.	French.
Guns ... ..	38	30
Broadside weight of } long guns ... ..	252	104
metal in pounds } carronades... ..	72	117
	— 324	— 221
Crews in number ... ..	251	230
Size in tons ... ..	806	581

Captain Montalan, in commencing the attack, either mistook the *Lively* for a less formidable ship, or relied too much upon the effects of his red-hot shot. In either case he showed

himself an enterprising officer, and the *Tourterelle's* three hours' resistance, disabled state, and heavy loss, afforded ample proofs of his bravery and determination. The employment of red-hot shot is not usually deemed honourable warfare, but the blame, if any, rested with those who had equipped the ship for sea.

The two other vessels in sight when the action commenced were prizes belonging to the French corvette *Espion*. These, in a few days afterwards, were retaken by the *Lively*. The *Tourterelle*, on her arrival in port, was purchased for the British Navy, and although called by the French a corvette, became classed as a British 26-gun frigate.

### 1795.—March the 14th.

#### VICE-ADMIRAL HOTHAM'S VICTORY OVER THE FRENCH FLEET OFF GENOA.

ON the 8th of March, 1795, Vice-Admiral Hotham, who, with the British fleet, was lying in Leghorn Roads, received intelligence, by express from Genoa, that the French fleet, under the command of Rear-Admiral Pierre Martin, associated with the Conventional Deputy, Letourneur, composed of fifteen sail-of-the-line and three frigates, had two days before been seen off the Island of Marguerite. The British fleet, composed of fourteen sail-of-the-line, six frigates, two sloops, and one cutter, instantly unmoored; and at daybreak, on the following morning, put to sea with a strong breeze from east-north-east.

Having no doubt that the destination of the enemy was to be Corsica, Vice-Admiral Hotham shaped his course for that island. During the 10th and 11th, the French fleet was seen by the British advanced frigates; and on the 12th Genoa, bearing east-north-east about seven leagues, and the

wind light with a great swell from the westward, the two fleets came fully in sight of each other; that of the French to-windward. During the ensuing night the *Mercure* lost her main-topmast in a squall, and was driven out of the fleet. At 8 a.m. on the following morning, the *Ca-Ira*, the third ship from the rear, ran foul of the *Victorie*; and, in sight of the British fleet, carried away her fore and main-topmasts. This opportunity was not lost upon Captain Freemantle, in the 36-gun frigate, *Inconstant*, then far to-windward of the main body of the fleet. At about 9 a.m. that frigate, ranging up within musket-shot on the larboard-quarter of the French 80, gave her a broadside, and stood on. The French frigate, *Vestale*, then bore down; and after firing several distant broadsides at the *Inconstant* in passing, took the *Ca-Ira* in tow. The *Inconstant*, having tacked, again passed under the lee of the two-decker, and fired into her. The latter, however, having cleared the wreck of her topmasts from her larboard-side, opened a heavy fire from her first-deck guns, which killed 3 and wounded 14 of the *Inconstant's* men. One of the shots, a 36-pounder, struck the frigate between wind and water, and compelled her to bear up. At about 10.45 a.m., the *Agamemnon* 64, got abreast of the *Ca-Ira* and *Vestale*, and aided, for a short time by the 74-gun ship, *Captain*, continued a warm engagement with the French 80 and frigate, *Vestale*, until about 2.15 p.m., when several of the French ships, bearing down to the protection of their disabled companions, the *Agamemnon* ceased firing, and dropped into her station in the line. In the meantime a partial firing had been kept up between the *Bedford* and *Egmont*, 74's, and the three rear most French ships, one of which was the *Sans-Culottes*, of 120 guns; but the action terminated, for that day, after the *Agamemnon* bore up.

Rear-Admiral Martin and Deputy Letourneur, who, for the alleged purpose of better directing the manœuvres of the fleet, had removed from the flag-ship, *Sans-Culottes* to the frigate

*Friponne*, not considering, probably, then one, three and thirteen 2-deckers able to cope with Vice-Admiral Hotham's four 3 and eleven 2-deckers, kept to the wind under all sail, and were followed by the British fleet on the larboard-line of bearing, as fast as four or five heavy-working ships would allow. By some accident the *Sans-Culottes*, in the course of the night, separated, and the French fleet was thus left without a single 3-decked ship to oppose to the four plainly visible in the fleet that was chasing them. At day-break the next morning the French fleet bore south-east of the British; and soon afterwards, the latter, by a sudden change of wind, obtained the weathergage. The *Vestale* had, during the night, given the charge of the *Ca-Ira* to the *Censeur*, 74; and the latter with her dismasted friend in tow, was a good way astern of the French line. At about 6.30 a.m., the *Bedford* and *Captain*, being ordered by signal, stood for and engaged the two detached French ships, who opened their fire as the British bore down. The *Captain*, being far ahead, had to sustain their united broadsides for fifteen minutes ere she was in a situation to return a shot with effect. The consequence was, that at the end of one hour and twenty minutes from the commencement of the firing, the *Captain* had all her sails in tatters, her fore and main-stays, topmast-stays, three-fourths of the shrouds, and all the running-rigging shot away; her fore and mizen-yards, and fore and main-topmasts, disabled; some shot in the mainmast, and several in the hull; a first-deck gun split, several carriages broken, and all her boats rendered unserviceable; with a loss of 3 men killed, her first lieutenant, master, and 7 seamen (2 mortally) wounded. Being thus rendered quite unmanageable, the *Captain* made a signal for assistance, and was towed clear of her opponents. The *Bedford* was recalled to her station about the same time, having had her standing and running-rigging and sails much cut; her foremast, foreyard, bowsprit, main topsail-yard, and mizen-topmast shot through; and the poles of the fore and

main top-gallant-masts shot entirely away. She had also 6 seamen and 1 marine killed; her first lieutenant, 14 seamen, and 3 marines wounded.

Owing to the light airs that prevailed, the van ships of the French were a long while in coming round to the starboard-tack in support of their rear, and were then so warmly received, first by the *Illustrious* and *Courageux*, who were far ahead of their line striving to assist the *Captain* and *Bedford*, and afterwards by several of the other British ships as they passed in succession, that the French abandoned their two sternmost ships, and crowded sail to the westward. The *Illustrious* and *Courageux* had suffered greatly in this attack, particularly the former ship. At 8 a.m. she had begun, within three cables length, to attack two ships, when a third joined against her, and with the three she kept up a warm cannonade. At 9 a.m. her fore-topmast went over the starboard-bow, and at 9.15 a.m. her mainmast fell aft on the poop, carrying away the mizenmast, and breaking the beams of the poop-deck. Her foremast and bowsprit were also dangerously wounded, and her hull pierced with shot in every direction. The *Courageux* had also her main and mizen-masts shot away, and her hull much shattered. The loss sustained by the two ships was tolerably severe, the one having 15 seamen and 5 marines killed, 1 midshipman, 68 seamen, and 1 marine wounded; the other, 1 midshipman, 8 seamen and 6 marines killed, her master, 21 seamen, and 11 marines wounded. Both the *Courageux* and *Ca-Ira* made a most gallant resistance, not surrendering until the latter (from the first without topmasts) had had her fore and main-masts, and the former her mainmast shot away. Having, in addition to their regular complements, a great quantity of troops on board, their united loss was between 300 and 400 men. The French ships which, besides these two, suffered most in the action, were the *Tonnant*, *Victoire*, and *Timoléon*, the two last especially. None of the British ships, except those already named, sustained any damage or loss worthy of particular

notice; and the greater part of the *Egmont's* loss, which was the most severe, arose from the unfortunate circumstance of one of her first-deck guns bursting, an accident of very rare occurrence on board a British man-of-war. The firing, which had commenced at 6.20 a.m., ceased altogether about 2 p.m., when Vice-Admiral Hotham, considering that his van ships were not in a plight to renew the action, discontinued the chase, and the two fleets were soon out of each other's sight. The total loss sustained by the British and Neapolitans amounted to 74 killed and 284 wounded. Of officers, 1 midshipman was killed and 3 lieutenants; and 3 masters and 1 midshipman wounded.

This not being an action of a very decisive or important nature, it will be unnecessary to enter minutely into the force on either side. A general view, however, may be desirable, and that we can readily present. None of the British ships appear to have ordered any carronades; hence their long-gun force will suffice.

Nor do the French Toulon ships appear to have mounted, as yet, any carronades; accordingly their force is readily obtained. The French fleet, in this instance, had troops on board, in number, according to the British official account, 4,220. As, however, the principal officers of the *Ca-Ira* and *Censeur* swore, on their examination in the prize-court, that the total number of persons on board their respective ships, at the commencement of the action, amounted, in the one to 1,060, and in the other to 921; the probability is, that the troops did not much exceed 3,400; and there can be no doubt that the French naval officers, on going into action, wished the troops and their baggage clear of the ship. It will be to the advantage of the British not to notice the troops at all, but to consider the French ships as having had on board their full complements of men and no more. These complements appear to have been over-rated in the British admiral's letter; the establishment of a French 120 is, in round numbers, 1,100

men; of an 80, 840 men, and of a 74, 700 men; and not 1,200, 950 and 730.

The tonnages of the French ships may be stated at 2,600 for the 120, an estimate that makes her 147 tons less than her reputed sister-ship, the *Commerce de Marseilles*; at 2,210 tons, as the actual measurement of one, and an average for another 80; at 2,281, as the actual measurement of the third 80; and at 19,711 tons for the eleven 74's, part of them by actual measurement, the remainder upon a fair average. These points settled, the following statement will exhibit a tolerably fair view of the

## COMPARATIVE FORCES OF THE TWO FLEETS.

	British.		French.	
	Mar. 12, 13 & 14.		Mar. 12, 13 & 14.	
Ships in number	...	14	15	14
Guns ...	...	1,114	1,174	1,100
Aggregate broadside weight of metal in pounds ...	...	12,711	14,587	13,680
Aggregate crews in number of men	...	8,810	11,320	10,620
Aggregate size, in tons	...	23,996	29,012	27,712
			9,520	24,612

Those who recollect the boasting of the French Republic at this particular time may be surprised that Admiral Martin did not bear down to engage on the first day, whatever he may have done on the second, when he had lost one ship by parting company and another, it may be said, by getting dismantled; or, on the third day, when he had lost, along with the weathergage, a third ship, by far the most powerful in his fleet. It may here be remarked that, according to a list in the British official account, the *Sans-Culottes* and *Mercure* were both present on the 14th of March; yet, not only are the French accounts clear on that point, but no notice is taken in the log of any one of the British ships of the sight of an enemy's three-decked ship after the evening of the 13th. Moreover, Vice-Admiral Hotham has omitted the names of the frigates *Vestale* and *Friponne*, which were undoubtedly

present. These, being substituted in his list for the two absent ships of the line, make no alteration of the total number of ships of which the French fleet, towards the close of the action, was seen to consist.

1795.—April the 10th.

CAPTURE OF THE FRENCH FRIGATE, GLOIRE, BY H.M.S. ASTRÆA,  
CAPTAIN LORD HENRY PAULET.

On the 10th of April, at 10 a.m., a British squadron, composed of five ships-of-the-line and three frigates, under the command of Rear-Admiral Colpoys, while cruising to the westward, with the wind at east-and-by-north, discovered three strange sail in the north-west quarter. Chase was immediately given, and at noon, the strangers were discovered to be three French frigates. The 74-gun ship *Colossus* having got within gun-shot of one of them, opened her fire, which the frigate returned with her stern-chasers.

The three French frigates, soon afterwards, took different courses. The two that pointed to the westward were pursued by the 74-gun ships, *Robust* and *Hannibal*, while the one that steered a north-westerly course, and which was the 32-gun frigate *Gloire*, Captain Beens, was followed closely by the 32-gun frigate *Astræa*, Lord Henry Paulet, and at a greater distance, by one or more of the other ships. At 6 p.m. the *Astræa*, having far outstripped her consorts, got within gun-shot of, and fired several of her quarter-deck guns at, the *Gloire*, who, in return, kept up an incessant fire from her stern-chasers. Advancing gradually up, the *Astræa*, at 10.30 p.m., brought the *Gloire* to close action; and, after fifty-eight minutes' spirited cannonade, the latter struck her flag. The *Astræa*'s three topmasts were so wounded by the *Gloire*'s shot, that her main-topmast fell over the side in two hours after the action, and the fore and mizen-topmasts were obliged

to be got down and shifted. The masts and yards of the *Gloire*, and the rigging and sails of both ships, were also much cut.

## EACH SHIP'S ARMAMENT.

	<i>Astræa</i> .		<i>Gloire</i> .	
	No.	Pdrs.	No.	Pdrs.
Main deck ...	26 long guns	12	26 long guns	12
Quarter-deck and fore-castle... }	6	" 6	12	" 6
" " ...			4 carronades	36
Carriage-guns ...	32		42	
Men and boys ...	212		275	

The *Astræa* did not lose a man in killed, but had 1 mortally, 2 dangerously, and 5 slightly wounded. The *Gloire*, according to the representation of her officers, had 40 killed and wounded.

## COMPARATIVE FORCE OF THE COMBATANTS.

	British.	French.
Ships in number ...	1	1
Guns ...	32	42
Broadside weight of metal } long guns	174	208
in pounds ... } carronades	—	78
Crew in number ...	212	275
Size in tons ...	703	877

Nothing was wanted but a meeting less likely to be interrupted, to render this a very noble performance on the part of the *Astræa*. Nor did the *Gloire*'s officers and men by any means give away their ship.

The *Gloire*'s two consorts were the *Gentille* and *Fraternité*, each of the same force as herself. The *Gentille* was captured on the following morning by the *Hannibal*; the *Fraternité* effected her escape. The *Gloire* was bought for the use of the British Navy, and registered as a 12-pounder 36; but, being old and nearly worn out, did not long continue as a cruiser.

1795.—*May the 17th.*

ACTION WITH FIVE FRENCH SHIPS, AND CAPTURE OF LA RAISON AND PREVOYANTE BY H.M.S. THETIS, HON. A. COCHRANE, AND H.M.S. HUSSAR, CAPTAIN J. P. BERESFORD.

THE British 36-gun frigate, *Thetis*, Captain the Hon. Alexander F. Cochrane, and the 28-gun frigate, *Hussar*, Captain John Poer Beresford, being stationed off the Chesapeake, in order to intercept three French store ships lying in Hampton Roads, discovered at daybreak on the 17th of May (Cape Henry bearing east-and-by-south twenty leagues), five sail of ships with their larboard-tacks on board, standing to the north-west. These ships (the *Normand*, *Trajan*, *Prévoyante*, *Hernoux* and *Raison*), which, though large, were evidently armed *en flûte*, drew up in line and awaited the approach of the two British frigates. At 10.30 a.m., the former hoisted French colours, and the second ship from the van a broad pendant. The *Hussar* now hauled up by signal, and placed herself opposite the two van ships; the *Thetis*, in the meanwhile, opening her broadside upon the centre ship, which was the largest, and upon the two ships in her rear. By 11 a.m. the *Hussar* had compelled the commodore and his second ahead to quit the line and make sail to the east-south-east. The fire of both frigates then fell on the centre ship and the two ships in her rear, all three of which, at 11.45 a.m., hauled down their colours; but the two latter, notwithstanding, crowded sail to get away. One of them, the *Raison*, the *Hussar* succeeded in overtaking, the other effected her escape.

The large ship was the *Prévoyante*, pierced for thirty-six, but mounting twenty-four guns only, believed to have been 8-pounders. As a proof how resolutely she had been defended, her fore and main-masts went over the side in

half an-hour after her surrender. What was her complement at the commencement of, or her loss during, the action, does not appear in Captain Cochrane's letter. The *Raison* mounted fourteen guns, probably 6-pounders, with a complement of 125 men, of whom between 20 and 30 were too sick to go to quarters. Her loss in the action nowhere appears. The *Thetis*, whose long guns were 18-pounders, with long 9's and either 18 or 24-pounder carronades on the quarter-deck and fore-castle (forty-two or forty-four guns on the whole), and whose complement was 261, lost 8 men killed and 9 wounded, some of them badly. The *Hussar*, whose twenty-four main-deck guns were long 9-pounders, besides six 18-pounder carronades and four long sixes on the quarter-deck and fore-castle, and whose complement was 193, had but 3 men wounded. The *Hussar* alone, as a regular man-of-war, was more than a match for the two captured store-ships, and they and their three consorts were of no greater force, however formidable in appearance, than a British 36 and 28-gun frigate would at any time have gladly encountered.

1795.—*June the 17th.*

VICE-ADMIRAL THE HON. WILLIAM CORNWALLIS'S BRILLIANT REPULSE OF A FRENCH FLEET FOUR TIMES SUPERIOR IN FORCE.

ON the morning of the 16th of June, a squadron of five sail-of-the-line, two frigates, and a brig sloop, under Vice-Admiral the Hon. Wm. Cornwallis, which had been detached to reconnoitre three French sail-of-the-line under Rear-Admiral Vence at anchor in Belle-Isle, while running in close to the land near Pennemarck with the wind at west-north-west, discovered in the east-south-east, by means of the look-out frigate *Phaeton*, Captain the Hon. Robert Stopford, thirty-one

sail of French vessels, of which twelve were of the line and fifteen large frigates, all standing out upon a wind and many of them under a press of canvas. The fleet was under the command of Vice-Admiral Villaret-Joyeuse, having under him the Rear-Admiral's Bruix, Vence, and Kerguelen. At about 11 a.m. the British squadron, being too weak to offer battle, hauled to the wind on the starboard-tack under all sail. At about 2 p.m. the French squadron, then on the same tack as the British, separated into two divisions, one of which tacked and stood to the northward while the other continued her course to the southward. Soon afterwards the wind, shifting round to the northward, brought the latter to windward of the British; and the south division, by the same favourable change of wind, was enabled to lay up for them. At this time the north division bore from the *Bellerophon*, who was then the admiral's second astern, east-by-north eight or nine miles, and the south division south-east about ten miles.

Towards morning, the *Bellerophon* and *Brunswick*, to improve their sailing, were compelled to cut away their anchors and launches and start a portion of their water and provisions, but still they very much retarded the squadron in its progress. As a consequence of this, daylight discovered the French squadron coming up very fast in three divisions. The weather-division consisted of three ships-of-the-line and five frigates, and was nearly abreast of the British; the centre division of five ships-of-the-line and four frigates; and the lee-division of four sail-of-the-line, five frigates, two brigs, and two cutters. At about 9 a.m., the French van ship opened her fire upon the rearmost English ship, the *Mars*, who promptly returned it with her stern-chasers. One of the French frigates from the centre-division, now ran gallantly up on the larboard or lee-quarter of the *Mars*, and yawing, fired repeatedly into her. At about 9.30 a.m., the *Bellerophon*, as ordered, ran by, and took her station ahead of the *Royal*

*Sovereign*, and at a little before noon the whole of the British ships began firing their stern chasers at the enemy. At 1 p.m., the second van ship of the French opened her fire on the British rear, and at 1.30 p.m. the first van ship having had her main topgallant-mast shot away and being otherwise damaged by the fire of the *Mars*, sheered off and went astern. Her second now opened a brisk cannonade on the latter ship's larboard-quarter. A harrassing fire was kept up at intervals by the leading French ships in succession, during the next three or four hours; when the vice-admiral observing that the *Mars* from the crippled state of her rigging and sails had fallen rather to leeward, and was likely to be overpowered, signalled her to alter her course to starboard, and immediately afterwards, the *Royal Sovereign* bearing round up, opened her broadside on the enemy. She then with the *Triumph*, ran down to support the *Mars*, and soon brought her in closer order of battle. Four of the French van ships had, in the meantime, bore up to secure the crippled British ship, but, seeing the bold manœuvre of the vice-admiral, they again hauled to the wind. A partial firing continued until about 7.10 p.m., when it entirely ceased. In another quarter of an-hour the French ships shortened sail, and gave over the pursuit. Soon afterwards they tacked, and stood to the eastward, and at sunset were nearly hulled down in the north-east.

The brunt of the action having been borne by the *Mars* and the *Triumph*, those ships, particularly the former, were the only sufferers by the enemy's shot. The *Triumph* had some of her sails and running-rigging cut, but escaped without the loss of a man. The *Mars* had her mainmast and fore and main topsail-yards damaged, besides the chief of her standing and running rigging; she had also 12 men wounded, but none killed. Owing to the comparative flimsy structure of their stern frames and the want of proper port-holes, all the British ships, however, were great sufferers

from the protracted stern fire which they were obliged to maintain.

It is difficult to conceive what could have induced the French admiral to withdraw his twelve sail-of-the-line and fifteen frigates, after they had almost surrounded four British sail-of-the-line and two frigates. Whatever were M. Villaret's reasons, the masterly retreat of Vice-Admiral Cornwallis excited general admiration; and the spirit manifested by the different ship's companies, while pressed upon by so overwhelming a force, was just such as ought always to animate British seamen when in the presence of an enemy.

1795.—June the 23rd.

ADMIRAL LORD BRIDPORT'S VICTORY OVER THE FRENCH FLEET  
OFF L'ORIENT.

AT about 3.30 a.m. on the 22nd of June, as the Channel fleet of fourteen sail-of-the-line, under Admiral Lord Bridport in the *Royal George*, was cruising in latitude 47° 4' north, and longitude 4° 16' west, Belle-Isle bearing east-and-by-north-half-north fourteen leagues, the look-out frigates *Nymph* and *Astræa* made signal for seeing a strange fleet in the south-east, the squadron of two 74's and a 64 with six frigates, under the orders of Commodore Sir John Borlase Warren, appearing at the same time in the north-west. The British fleet had been standing, with a fair wind, directly for the enemy, but a sudden change had since brought the latter, now seen to consist of twelve sail-of-the-line and thirteen other vessels, right to windward. At about 6.30 a.m. the British admiral directed, by signal, the *Sans-Parcil*, *Orion*, *Colossus* and *Russel*, as being the best sailing ships, to chase, and, at 6.45 a.m., signalled the whole fleet to do the same. Every sail that could be carried on a wind was of course set,

and, at noon, the centre of the French fleet, then standing in for the land with a light breeze at about east-and-by-south, bore east-south-east, distant eleven or twelve miles. This fleet was the same that had chased Vice-Admiral Cornwallis, and was still under the command of Vice-Admiral Villaret. During the afternoon it became nearly calm, but what little wind there was had drawn rather more aft. At 7 a.m. the admiral gave the signal to harass the enemy's rear, and at 7.25 a.m., to engage as the ships came up. By sunset the British fleet, notwithstanding the unfavourable state of the weather, had advanced considerably upon that of the French. At about 10.30 p.m. the ships were all taken aback, and soon afterwards it again fell nearly calm. At about 3 a.m., however, a fine, light breeze sprang up from the southward, and with the daylight appeared the French fleet, right ahead, distant three or four miles. At this time the British ships were very much scattered, all the three-deckers, except the *Queen Charlotte* and *Royal George*, being far astern. At 4 a.m. the Isle of Groix appeared on the lee-bow, and at about 6 a.m. the *Orion* and *Irresistible* began engaging with the *Alexandre*, which was the sternmost ship of the French line, and successively the *Queen Charlotte*, *Sans-Parcil*, *Russel*, and *Colossus* got into action with six or seven of the rearmost French ships. At about 6.15 a.m., the French ship *Formidable*, Captain Charles Alexandre Durand Linois, caught fire on the poop, and, being otherwise very much disabled by shot, dropped astern. Shortly afterwards, her mizenmasts falling over the side, she bore up and struck her flag. At 7 a.m., the *Alexandre*, Captain François Charles Guillemet, after a very gallant resistance, hauled down her colours. A third French ship, the *Tigre*, Captain Jaques Bedout, had also been warmly engaged. This ship, at about 8 a.m., the *Royal George* closed with, and in three or four minutes compelled to bear up and surrender. At this time Groix Island bore from the centre of the British fleet about east, distant two

miles, and some batteries at one end of it had already opened upon the *Irresistible* and others of the leading British ships. Whereupon Lord Bridport, at a little before 9 a.m., mistaking the Isle of Groix for Belle-Isle, and fearing some of the British ships might get on shore, hoisted a signal to discontinue the action. The British fleet then wore round in the direction of the prizes, and the remaining ships of the French fleet, although the *Peuple* drew at least three feet more water than either the *Royal George* or *Queen Charlotte*, stood boldly on, till they opened the passage to L'Orient, in which port, rejoicing at their escape, they anchored on the same evening.

None of the British ships appear to have had any spars shot away, but the ships that were near enough to get into action, suffered more or less damage in their masts, rigging and sails. The fore and main-masts of the *Queen Charlotte*, who particularly distinguished herself, were badly wounded; and so were the *Irresistible's* mainmast and mainyard. The total loss of men on the part of the British amounted to 31 killed and 113 wounded; among the latter were Captain Grindall and the master of the *Irresistible*, a captain of the 118th regiment serving on board the *Russel*, and a few other officers belonging to different ships, and among the former, the second lieutenant of marines of the *Sans-Pareil*.

### 1795.—June the 24th.

ACTION WITH THE FRENCH FRIGATES MINERVE AND ARTEMISE,  
AND CAPTURE OF THE FORMER BY H.M.S. DIDO, CAPTAIN  
G. H. TOWRY; AND H.M.S. LOWESTOFFE, CAPTAIN WILLIAM  
GAMBIER MIDDLETON.

At daybreak, on the 24th of June, latitude 41° 8' north, and longitude 5° 30' east, the British 32-gun frigate *Lowestoffe*, Captain W. G. Middleton, and 26-gun frigate *Dido*, Captain G. H. Towry, the senior officer, while on their way to reconnoitre the Hières Islands, discovered and chased two French

frigates, the *Minerve* and *Artémise*, which after some manœuvring, stood towards the British ships. At 8.45 a.m. the *Dido*, leading down, commenced a close action with the *Minerve*, the headmost French ship. The latter having twice fallen on board the *Dido*, lost at an early period of the action, her bowsprit, foremast, and main-topmast; and the *Dido*, having had her mizenmast shot away, and her fore and main-topsail cut to pieces, could no longer keep to the wind. At this time the *Lowestoffe* opened a well-directed fire upon the *Dido's* antagonist; and both British ships exchanged broadsides with the *Artémise*, as she passed them on the contrary tack, they continuing on the tack they were upon until the French ship, as she presently did, put about. Whereupon Captain Towry, to prevent the *Artémise* from going to the assistance of her crippled consort, directed the *Lowestoffe*, whose masts and sails were entire, to chase her; but the *Artémise*, although several times hulled by the *Lowestoffe's* shot, escaped, owing to superiority of sailing. The *Lowestoffe*, on her return, raked the *Minerve* judiciously; and at about noon the latter, who, when she had dropped clear of the *Dido*, was in a defenceless state, hauled down her colours.

EACH SHIP'S ARMAMENT.

	British.		French.			
	<i>Lowestoffe.</i>	<i>Dido.</i>	<i>Minerve.</i>	<i>Artémise.</i>		
	No.	Pdrs.No.	No.	Pdrs.F.No.	Pdrs.F.	
Main deck ...	26 l.guns	12	24 guns	9	28 l.guns	18
Q.-deck and forecastle	6 "	6	4 "	6	12 "	8
"	4 carr.	18	4 "	18	2 carr.	36
Carriage guns...	36	—	32	—	42	38
Men and boys...	212	—	193	—	318	275
Tons ...	717	—	595	—	1,102	900

The *Lowestoffe* had none killed, and but 3 seamen wounded; the *Dido* had her boatswain and 5 seamen killed, her first lieutenant (Mr. Buckoll, who did not quit the deck), captain's clerk, and 13 petty officers and seamen wounded. The *Minerve* is represented to have lost 20 in killed and wounded. The loss of the *Artémise* could not, of course, be ascertained;

but from the small share she took in the action, was, probably of no great amount.

## COMPARATIVE FORCE OF THE COMBATANTS.

	British.	French.
Ships in number... ..	2	2
Guns ... ..	68	80
Aggregate broadside weight } long guns ... ..	294	526
of metal in pounds ... } carronades ..	72	78
	—366	—604
Aggregate of the crews in number ... ..	405	683
„ size in tons... ..	1,312	2,002

The early fall of the *Minerve's* bowsprit, foremast and main-topmast, and the nearly as early flight of her consort, the *Artémise*, greatly facilitated the task of the *Lowestoffe* and *Dido*; still, as the *Minerve* alone was superior in weight of metal to both these ships, much credit is due to the latter for having effected her capture. The conduct of Captain Towry deserves particular mention. His senior rank gave him, although commanding the smaller ship, the right of choosing his antagonist; and he did not hesitate a moment to lay the *Dido* alongside of a frigate of nearly double her size and force. So far, too, from wishing to monopolise the credit of his splendid victory, he declares that, “by Captain Middleton's good conduct, the business of the day was, in a great measure, brought to a fortunate issue.”

The *Minerve* was afterwards conducted in safety to a British port, and added to the navy as a 38-gun frigate.

## 1796.—March the 18th.

DESTROYING THE BATTERIES AT PORT HERQUI, AND DESTROYING THE CORVETTE ETOURDIE, FOUR BRIGS, TWO SLOOPS, AND ONE LUGGER, BY CAPTAIN SIR WILLIAM SYDNEY SMITH.

CAPTAIN SIR WILLIAM SYDNEY SMITH, of the *Diamond*, frigate, having sounded the entrance to the port of Herqui, near Cape Fréhel on the French coast, determined, notwithstanding its narrowness and intricacy, to make an attempt

upon a French corvette and six smaller vessels which had previously been chased into it. Accordingly, about noon on the 18th of March, the *Diamond*, accompanied by the 14-gun brig *Liberty*, Lieutenant George M'Kinley, and armed lugger, *Aristocrat*, Lieutenant Abraham Gossett, stood for the port; the entrance to which was defended by two batteries, one of one, the other of two 24-pounders, erected on a high, rocky promontory, and, on this occasion, by a detached gun mounted on another commanding point. The latter opened upon the *Diamond* as she passed; but in eleven minutes was completely silenced by the frigate's fire. On rounding the point the *Diamond* became exposed to a very galling fire from the three guns on the heights, and the only practical way of silencing these guns being to storm them, Lieutenant's Pine (of the ship) and Carter (of the marines) were sent with a detachment to effect that object. The troops from the batteries having in the meantime formed on the beach, checked by their fire the approach of the boats, whereupon Lieutenant Pine proceeding to a spot pointed out by Sir Sydney, landed in front of the guns, then climbing the steep precipice, reached the heights before the troops from below could regain them. After spiking the guns, the lieutenant and his party descended the hill, and re-embarked with the loss of only one wounded; but that one, Lieutenant Carter, mortally. The *Diamond*, *Liberty* and *Aristocrat* then proceeded without further annoyance from the shore to attack the corvette and the other armed vessels lying near her. Lieutenant M'Kinley, profiting by the *Liberty's* light draught of water, followed the corvette closely and engaged her in a very gallant and judicious manner. Finally, in spite of the fire kept up both from the vessels and the troops that had mustered on the beach and rock to protect them, the *Etourdie*, corvette, of sixteen 12-pounders on the main-deck, four brigs, two sloops, and one out of the two armed luggers, were set on fire and effectually destroyed. At

10 p.m., the wind and the tide suiting, the little squadron weighed and repassed the port of Herqui; receiving a few shots from a gun which the enemy had succeeded in restoring to use. The loss of the British in these several attacks amounted to 2 seamen killed, first Lieutenant Horace Pine and Lieutenant Carter (mortally, as already stated), and 5 seamen wounded.

### 1796.—April the 21st.

#### CAPTURE OF THE FRENCH FRIGATE VIRGINIE BY H.M.S. INDEFATIGABLE, CAPTAIN SIR EDWARD PELLEW.

On the morning of the 20th of April, as Sir Edward Pellew was lying-to off the Lizard, a suspicious sail appeared coming in from the seaward. Her not answering the private signal when she tacked from the squadron marked her out as an enemy, and Sir Edward made sail in chase. The *Indefatigable* from her superior sailing, was enabled, after a chase of fifteen hours and a run of 168 miles, to come up with the strange frigate, whom the wind had prevented from steering for Ushant, otherwise she must have escaped. At a little past midnight, the action commenced; and continued at close quarters, both ships under a crowd of sail, during an hour and forty-five minutes. The French frigate had, by this time, lost her mizen mast, and main-topmast, and was otherwise greatly crippled; nor was the *Indefatigable* much less disabled, having lost her gaff and mizen-topmast, as well as the use of her main-topsail, of which both leech ropes had been cut through. The *Indefatigable* having no after-sail to back, unavoidably shot past her opponent, and owing to the latter's masterly manœuvres, had some difficulty in this dilemma, to avoid being raked. While the *Indefatigable* lay ahead, reeving new braces, in order to come to the wind, and

renew the action, her consort, the *Concorde*, got up, and took a commanding position under the stern of the French ship, whereupon the latter, having four feet of water in the hold, and being greatly damaged in hull, masts, and rigging, fired a lee-gun and struck her light, as a signal of surrender. She proved to be the French 40-gun frigate *Virginie*, Captain Jacques Bergeret.

#### EACH SHIP'S ARMAMENT.

	<i>Indefatigable.</i>		<i>Virginie.</i>	
	No.	Pdrs.	No.	Pdrs. F.
Main deck ... ..	26	long guns 24	28	long guns 18
Q.-deck and forecastle ..	2	" 12	12	" 8
"		18 carronades 42		4 carronades 36
Carriage guns ... ..		46		44
Men and boys ... ..	330		339	

The *Indefatigable* did not lose a man. The *Virginie*, on the contrary, lost 14 or 15 men killed and 27 wounded, 10 of them badly.

#### COMPARATIVE FORCE OF THE COMBATANTS.

	British.		French.	
Ships in number ... ..	1	...	1	...
Guns ... ..	46	...	44	...
Broadside weight of { long guns	324	...	326	...
metal in pounds { carronades	378	...	78	...
Crew in number ... ..	327	...	339	...
Size in tons... ..	1,384	...	1,066	...

This statement shows that the French frigate was, except in number of men, greatly inferior to the ship with which she fought; yet Captain Bergeret did not surrender until a second frigate was preparing to rake him, and a third approaching under all sail to join in the action. No one was more ready than Sir Edward Pellew himself to do justice to his enemy on this occasion.

The *Virginie* was a remarkably fine ship, and long continued, under the same name, to be a capital 38-gun frigate in the British Navy.

1796.—June the 8th.

ACTION WITH THE TWO FRENCH FRIGATES, LA TRIBUNE AND LA TAMISE, AND THE FRENCH CORVETTE, LA LEGERE, BY H.M.S. UNICORN, CAPTAIN T. WILLIAMS, AND THE SANTA MARGARITTA, CAPTAIN T. B. MARTIN.

AT 2 a.m. on the morning of the 8th of June, Scilly bearing east-half-south seventeen leagues, the British 32-gun frigate *Unicorn*, Captain Thomas Williams, and the 36-gun frigate *Santa Margaritta*, Captain Thomas Byam Martin, discovered, about three miles on their lee-beam, three strange ships of war, which, on being neared in chase, discovered themselves to be two frigates and a corvette. At 9 a.m. they formed in a close bow-and-quarter line, and continued to run from the two British frigates in that position, the largest ship of the enemy keeping under easy sail for the support of the others.

As the British frigates approached the enemy, the corvette hauled out to windward, passing the former at long gun-shot, but the corvette afterwards continued the same course as her two companions, apparently to be in readiness to lend her aid to the one that should most need it. At 1 p.m. the two frigates having hoisted French colours, and the largest a broad pendant, commenced, with their stern-chasers, a quick and well-directed fire, which, from its destructive effect on the sails and rigging, greatly retarded the progress of their pursuers. At 4 p.m., the smaller French frigate wore round up, both to avoid the fire from the *Unicorn*, and to pour a broadside into the bow of the *Santa Margaritta*; but the latter judiciously evaded the salute by laying herself alongside her opponent.

This pair of combatants now went off by themselves, engaging with great spirit during twenty minutes, at the end of which the French ship, having sustained considerable damage in hull, sails and rigging, struck her colours, and

proved to be the 32-gun frigate, *Tamise*, Captain J. B. A. Fradin. This ship had formerly been the British frigate *Thames*, captured in 1793.

## EACH SHIP'S ARMAMENT.

	<i>Santa Margaritta.</i>		<i>Tamise.</i>	
	No.	Pdrs. No.	No.	Pdrs. Fr.
Main deck ... ..	26 long guns	12	26 long guns	12
"	—	—	2 carronades	36 br.
Q.-deck and fore-castle	10	6	4	"
"	4 carronades	32	10 long guns	6
Carriage guns ... ..	40	—	42	—
Men and boys ... ..	237	—	306	—

The British ship had only 2 seamen killed, and her boat-swain and 2 seamen wounded. The *Tamise* is represented to have lost 32 killed and 19 badly wounded, several of them mortally.

## COMPARATIVE FORCE OF THE COMBATANTS.

	British.		French.
Ships in number ... ..	1	...	1
Guns ... ..	40	...	42
Broadside weight of { long guns ... 186	...	...	201
metal in pounds { carronades ... 64	...	...	78
	—250	...	—279
Crew in number ... ..	237	...	306
Size in tons ... ..	993	...	656

Were it not for the preponderance in the size of the two ships, an undisturbed meeting between the *Santa Margaritta* and *Tamise* would have fallen within the line of well-matched cases. Nothing appears that can in any way reflect on the professional character of Captain Fradin and the officers of the French frigate. The *Tamise*, during the twenty months she had belonged to the French, had been a very active cruiser, and had sent into Brest and the neighbouring ports upwards of twenty prizes, many of them valuable. The capture of the *Tamise*, therefore, was a fortunate occurrence; she was reinstalled under her English name as a 32 in the British navy.

The other French frigate, which was the *Tribune*, Commodore Moulston, on seeing the fate of her companion, crowded sail to escape. The parity of sailing in the ships, aided by the judgment of Commodore Moulston, kept the two in a running fight for ten hours, during which the *Unicorn* suffered greatly in her sails and rigging, and was at one time deprived of the use of her main-topsail. But, as the wind fell soon after dark, she was enabled to use her light sails, and by that means gradually approached so near to the *Tribune's* weather-quarter as to take the wind out of her sails, when, at 10.30 p.m., after having run in the pursuit 210 miles, the *Unicorn* ranged up alongside of her antagonist. The British crew gave three cheers, and a close action commenced, which continued, each ship being in the same position, with great spirit, for thirty-five minutes, when, on the smoke clearing away, the *Tribune* was observed to have dropped astern, and to be attempting close-hauled, to cross the *Unicorn's* stern and gain the wind. To frustrate this manœuvre required presence of mind and nautical judgment in the commander, and prompt obedience in the crew of the British vessel. Instantly the sails of the *Unicorn* were thrown aback, she dropped astern, passed the *Tribune's* bows, regained her station, and renewed the attack. A few well-directed broadsides brought down the fore and main-masts and mizen-topmast of the *Tribune*, and put an end to all further manœuvres; the fire of the latter then ceased, and the people called out that they had surrendered. The corvette, which was the *Légère* of 24-guns, had long since escaped.

## EACH SHIP'S ARMAMENT.

	<i>Unicorn.</i>		<i>Tribune.</i>	
	No.	Pdrs.	No.	Pdrs.
Main deck ...	26	long guns 18	26	long guns 12
Q.-deck and fore-castle	6	" 6	16	" 6
" " "	6	carronades 32	2	carronades 36
Carriage guns "	38	—	44	—
Men and boys	240	—	339	—

Although the established complement of the *Unicorn* was 251 men, Captain Williams mentions that his third lieutenant, two master's mates, and some of his best seamen, had, on the evening previous, been put on board a ship prize. The absentees could not well have been fewer than 11, making the *Uniform's* complement on commencing the action 240. Of this number she had not one hurt, while the *Tribune* out of her complement of 339 men, lost 37 killed, her commander and 14 men wounded.

## COMPARATIVE FORCE OF THE COMBATANTS.

	British.		French.
Ships in number	1	...	1
Guns	38	...	44
Broadside weight of metal in pounds	long guns	252	221
	carronades	96	39
	—348	...	—260
Crew in number	240	...	339
Size in tons	791	...	916

That the *Unicorn* should have captured the *Tribune* must now appear far less extraordinary than that the latter should have expended her powder and shot so uselessly as, in a running fight of several hours, and a close combat of more than half an-hour, not to have shed one drop of blood on board the former. Commodore Moulston (a native American it was said) did, nevertheless, fight his ship bravely, and manœuvre her to admiration. The *Santa Margaritta*, though nominally superior to the *Unicorn*, would have been a more suitable match for the *Tribune*, whose broadside weight of metal, be it observed, is even a trifle inferior to that of the *Tamise*. Captain Williams, soon after the *Unicorn's* return into port, received the honour of knighthood; and his prize, the *Tribune*, was added to the British Navy as a 12-pounder, and under the name by which she had been captured.

1796.—June the 9th.

CAPTURE OF THE FRENCH FRIGATE UTILE BY H.M.S.  
SOUTHAMPTON, CAPTAIN JAMES MACNAMARA.

ON the evening of the 9th of June, Sir John Jervis (in the *Victory*) lying with his fleet off Toulon, observed a French cruiser working up to Hieres Bay, within the islands. He immediately called to him by signal Captain James Macnamara of the 32-gun frigate, *Southampton*, and, pointing out the ship, directed that officer to make a dash at her through La Grande Passe. Accordingly the *Southampton* pushed through the latter, hauled up close to the batteries on the north-east end of Porquerole Island keeping under easy sail, as if she were a French or neutral ship. The stratagem apparently succeeded as the *Southampton* got within pistol-shot of the enemy before she was discovered. Captain Macnamara, to save the unnecessary effusion of blood, hailed the French commander, cautioning him not to offer a vain resistance. To this the Frenchman replied by snapping his pistol at the captain and firing his broadside into the *Southampton*. The latter, finding herself very near the heavy battery of Fort Breganson, now ran close alongside her opponent, upon whose decks instantly rushed Lieutenant Charles Lydiard at the head of the boarders. After ten minutes' spirited resistance on the part of the French captain and 100 of his men under arms, the French corvette, *Utile*, Captain Francois Veza (who had gallantly fallen at the outset of the attack) surrendered. Her complement was 136, but several of her men had escaped on shore in the launch. The British had only 1 man killed, a marine by a pistol-shot, as he was standing near the captain on the quarter-deck. The French lost in killed and wounded 25 men or thereabouts.

Captain Macnamara's next difficulty was to carry off his prize, and in the first instance to get clear of the guns of Fort Breganson. The *Southampton*, lashing the *Utile* to herself, made sail, and at length got out of gun-shot; but it took Captain Macnamara until 1.30 a.m. on the following morning ere he could return with his trophy through the narrow pass the *Southampton* had so daringly entered.

1796.—June the 13th.

CAPTURE OF THE FRENCH FRIGATE PROSERPINE, BY H.M.S.  
DRYAD, CAPTAIN LORD A. BEAULCERK.

AT 1 a.m. of the 13th of June, Cape Clear bearing west-and-by-north twelve leagues, the British 36-gun frigate *Dryad*, Captain Lord Amelius Beauclerk, discovered a sail standing towards her from the southward, but which on nearing the *Dryad* hauled her wind and tacked. Chase was immediately given, and at 8 p.m. the stranger hoisted French colours, as did the *Dryad* those of her nation. The former then fired her stern-chasers, several of the shot from which went through the *Dryad's* sails. At 9 p.m., the latter got up, and commenced a close action, which lasted forty-five minutes, when the French 40-gun frigate, *Proserpine*, Captain Etténné Pevrieux, struck her colours.

EACH SHIP'S ARMAMENT.

	<i>Dryad.</i>		<i>Proserpine.</i>	
	No.	Pdrs.	No.	Pdrs.
Main deck ... ..	26	long guns	18	26 long guns
Q.-deck and fore-castle	10	"	9	12 " 8
"	8	carronades	32	Br. 2 carronades
Carriage guns ... ..	44	"	42	" 36 Fr.
Men and Boys ... ..	251	"	346	" "

The *Dryad* lost 2 men killed and 20 wounded, the

*Proserpine* is represented to have lost as many as 30 killed and 45 wounded.

COMPARATIVE FORCE OF THE COMBATANTS.			
		British.	French.
Ships in number	.. .. .	1	1
Guns	... ..	44	42
Broadside weight of } metal in pounds	long guns	279	288
	carronades	128	78
		—407	—366
Crew in number	... ..	254	346
Size in tons	... ..	924	1,059

Were it not for the preponderance given by the *Dryad's* cannonades, the British would have been inferior in guns, as well as in men and in size, to the French frigate. But as what the latter wanted in weight of metal was amply made up to her in number of men, this may be pronounced a tolerably equal match. It was, without doubt, a well-contested battle, and it was also the first genuine single ship action of the year, no intruding vessel of either nation entering an appearance on either side.

The *Proserpine*, under the name of the *Amelia*, there being a *Proserpine* frigate already in the service, was admitted into the navy as a cruising 38; and, from her size and sailing qualities, became a valuable acquisition to her class.

1796.—October the 13th.

CAPTURE OF THE MAHONESA, BY H.M.S. TERPSICHORE,  
CAPTAIN R. BOWEN.

AT daybreak, on the 13th of October, the British 32-gun frigate, *Terpsichore*, Captain Richard Bowen, while cruising off the port of Carthage, with a light air at west-south-west, observed a strange frigate to-windward, standing

towards her. The former's situation was such, that an engagement with an enemy of the apparent force of the ship approaching, was not very desirable. The *Terpsichore* had left thirty of her men sick at the hospital at Gibraltar, and her sick convalescent lists showed more than that number still on board, many of whom were dangerously ill, and none strong enough to be useful at quarters. Moreover, she was then in sight of the very spot on which the Spanish fleet had been cruising only two days previously; and a small Spanish vessel, apparently a tender, was at this very time passing in the direction of Carthage, the port to which the fleet belonged. Under all circumstances, therefore, Captain Bowen could hardly flatter himself with bringing off, either the enemy's frigate if captured, or his own if disabled. To fly, however, was not to be borne; and the *Terpsichore* continued standing on without any alteration in her course.

At 9.30 a.m. the Spanish 34-gun frigate, *Mahonesa*, just as she had approached within hail of the *Terpsichore*, hauled to the wind on the latter's weather-beam. This being apparently done in order to place herself to advantage, the *Terpsichore*, whose position was then tolerably good, fired one gun as a trier of her intention. It was instantaneously returned by a whole broadside, and the action proceeded with mutual spirit. At length, the Spanish crew began to slacken their exertions, and at the end of an hour and about twenty minutes, the *Mahonesa* tried to make off. By this time the *Terpsichore* had her three lower masts and bowsprit wounded, and her rigging and sails much cut by the shot of the *Mahonesa*; the former succeeded, nevertheless, in preventing the latter's escape; and after twenty minutes more of cannonading, when the *Terpsichore* had just again got close alongside, and was ready with every gun well charged and ported, her opponent, whose booms had fallen down and disabled her waist-guns, and who was altogether in a crippled and defenceless state, hauled down her colours.

	EACH SHIP'S ARMAMENT.		<i>Mahonesa.</i>	
	<i>Terpsichore.</i>		No.	Pdrs. Sp.
Main deck ... ..	No.	Pdrs.	No.	Pdrs. Sp.
Q.-deck and fore-castle	26 long guns	12	26 long guns	12
Carriage guns...	6	" 6	8	" 6
Men and boys...	32	"	34	"
	182	"	275	"

Deducting from the *Terpsichore's* complement of 212, the 30 men of which she was short, but not excluding as we justly might, an equal number that were too sick to be at quarters, the frigate, we may say, commenced action with 182 men. Of these she lost none in killed, and but 4 in wounded. Among the *Mahonesa's* 275 men are not reckoned the 6 pilots she was carrying to Don Langera's fleet; her loss in the action amounted to 30 killed, and the same number wounded, a portion of them mortally.

## COMPARATIVE FORCE OF THE COMBATANTS.

	British.	Spanish.
Guns ... ..	32	34
Broadside weight of metal in pounds	174	182
Crew in number	182	275
Size in tons	682	921

Admitting the *Terpsichore* to have had her full complement at quarters, we should pronounce this to be as fair a match as an English officer would wish to fight, or an English writer to record. Nothing is more truly characteristic of a brave man than promptitude in doing justice to the efforts of an unsuccessful enemy. Captain Bowen, in his official letter, dwells with emphasis on the zeal, courage, and good conduct of Don Tomas Ayaldi, the commander of the *Mahonesa*. He declares that this officer, although towards the last he could rally but few of his men, persevered to defend his ship longer almost than was justifiable.

Captain Bowen, notwithstanding the crippled state of the *Mahonesa's* masts, which had been left with scarcely a shroud to support them, succeeded in carrying his prize to Lisbon.

But the fine qualities of the *Mahonesa*, boasted of as they were by the Spaniards on board, had been so disfigured by the *Terpsichore's* broadsides that the ship was deemed not worth the cost of a thorough repair, and had therefore little more than a nominal existence among the 36-gun frigates of the British Navy.

## 1796.—December the 3rd.

ACTION WITH THE FRENCH SHIP, DECIEUX, AND BRIG, VAILLANTE, AND CAPTURE OF THE FORMER BY H.M.S. LAPWING, CAPTAIN ROBERT BARTON.

AN express, from the Island of Anguilla, having reached St. Kitt's on the 25th of November, bringing an account that two French ships of war, with smaller vessels and a body of troops, were attacking the island, the British 28-gun frigate, *Lapwing*, Captain Robert Barton, lying at anchor in St. Kitt's, immediately weighed and made sail in the hopes of reaching Anguilla in time to save the inhabitants from the dreadful consequences that invariably attended one of Victor Hugues pillaging visitations.

A northerly wind made it the following evening ere the *Lapwing* reached Anguilla, too late, as was evident, to prevent the enemy from setting fire to the houses. The very appearance of the frigate, however, freed the inhabitants from the further presence of the invaders, who that very afternoon, to the number of nearly 300, embarked on board the French 20-gun ship, *Decieux*, and brig, *Vaillante*, which had transported them thither. These vessels then stood out of the bay of Anguilla, and were immediately chased by the *Lapwing*, who, at about 10 p.m., brought them to close action. At the end of an hour's mutual cannonade, the brig bore away; and, in less than half an-hour, the *Decieux*, after making a vain attempt to escape, struck her colours. As soon

as he had secured the ship, Captain Barton directed his attention to the brig, but in the meantime, the latter had run on shore on the neighbouring Island of St. Martin; she was, however, soon destroyed by the fire of the *Lapwing*.

## EACH SHIP'S ARMAMENT.

	<i>Lapwing.</i>		<i>Decieux.</i>		<i>Vaillante.</i>	
	No.	Pdrs.	No.	Pdrs.	No.	Pdrs.
Main deck ...	24 l. guns	9	18 l. guns	6	2 l. guns	24
" " " " " "	—	—	—	—	4 carron.	36 Br.
Q.-deck & fore-castle	2 l. guns	6	2 l. brass	18	—	—
" " " " " "	8 carron.	18	6 carron.	18	—	—
Carriage guns ...	34	—	26	—	6	—
Men and boys ...	193	—	133	—	45	—
Troops ...	—	—	203	—	90	—

The *Lapwing*, whose damages were chiefly confined to her sails and rigging, had but 1 man, the pilot killed, and 6 men wounded. The *Decieux* is represented to have lost, on account of being so crowded with troops, 80 men killed and 40 wounded. The loss sustained by the brig was doubtless severe, but could not be ascertained. The established complement of the *Decieux*, a vessel that, although in the national service, was not a regular corvette, is stated to have been 160 men. That, therefore, will be the number we shall assign to her, without reckoning the whole of the troops, whose presence in such numbers, must, besides adding to the slaughter on board, have greatly impeded the manœuvring of the ship. The complement of the *Vaillante* we shall state at 70, which allows her 25 marines over and above her 45 sailors.

## COMPARATIVE FORCE OF THE COMBATANTS.

	British.	French.
Ships in number ...	1	2
Guns ...	34	32
Broadside weight of metal in pounds	long guns 114	87
	carronades 72	132
	— 186	— 219
Crew in number ...	193	230
Size in tons (in this case of no consequence).		

This statement we present more in conformity to the plan

of our narrating, than with the view of attaching any importance to the affair as a naval combat; its immediate effects, however, was most salutary and cheering; as it routed a nest of hornets, and relieved a suffering people from further pillage and massacre.

## 1796.—December the 19th.

CAPTURE OF THE SPANISH FRIGATE, SANTA SABINA, BY  
H.M.S. MINERVE, COMMODORE NELSON.

At 10 p.m. on the 19th of December, Commodore Nelson, in the 32-gun frigate, *Minerve*, Captain George Cockburn, accompanied by the 32-gun frigate, *Blanche*, Captain D'Auy Preston, being on his way from Gibraltar to Porto-Ferrajo, to bring away the stores left there, fell in with two Spanish frigates. While the *Blanche* agreeably to the commodore's directions, wore to attack the frigate to leeward, the *Minerve* hauled-up, and, at 10.40 p.m., brought to close action the larger frigate, or that to windward. After a brave resistance of two hours and fifty minutes, during which she lost her mizenmast, and had her fore and main-masts shot through in several places, the Spanish 40-ton frigate, *Santa Sabina*, Captain Don Jacobo Stuart, struck her colours to the *Minerve*, who, although not with any masts shot away, had had all of them, as well as her rigging and sails, much wounded.

## EACH SHIP'S ARMAMENT.

	<i>Minerve.</i>		<i>Santa Sabina.</i>	
	No.	Pdrs.	No.	Pdrs.
Main deck ...	28 long guns	18	28 long guns	18
Q.-deck and fore-castle	12	8	12	8
" " " " " "	2 carronades	36 Br.	—	—
Carriage guns ...	42	—	40	—
Men and boys ...	286	—	286	—

Although the established complement of the *Minerve* was only 281, yet she had on board three or four supernumeraries,

and such supernumeraries, too, as Commodore Nelson, and those about him, we have assigned her complement at 286. Of these she had 1 midshipman and 6 seamen killed, 1 lieutenant (James Noble, who had quitted the *Captain*, 74, to serve under the Commodore), the boatswain, and 32 petty officers, seamen and marines wounded. The *Santa Sabina* had commenced the action also with 286 men, of whom she lost, in killed and wounded, according to Commodore Nelson's letter, 164.

## COMPARATIVE FORCE OF THE COMBATANTS.

	British.		Spanish.	
Guns ... ..	42	...	40	...
Broadside weight of metal in pounds	long guns ...	325	...	304
	carronades ...	39	...	...
	—	364	...	304
Crew in number ... ..	285	...	286	...
Size in tons ... ..	1,102	...	1,040	...

The disparity in the weight of metal, though slight, is quite sufficient to justify the *Santa Sabina's* officers for having surrendered their ship after a three hours' hard contest. The *Minerve's* loss and damages show, too, that the Spaniards pointed their guns with more than the usual precision; the British, on the other hand, must have felt some disadvantages from their French armament. It is hardly necessary to state that Commodore Nelson, in his official letter, pays a full tribute of praise to his Spanish opponent.

1797.—*January the 13th.*

DESTRUCTION OF THE FRENCH SEVENTY-FOUR DROITS DE L'HOMME, BY H.M.S. INDEFATIGABLE, SIR EDWARD PELLEW, AND H.M.S. AMAZON, CAPTAIN ROBERT CARTHREW REYNOLDS.

ON the 13th of January, at 12.30 p.m., latitude 47° 30' north, Ushant bearing north-east fifty leagues, and the wind blowing hard at west, with thick hazy weather, the British 44-gun frigate, *Indefatigable*, Captain Sir Edward Pellew, and

36-gun frigate, *Amazon*, Captain Robert Carthew Reynolds, cruising in company, descried a large ship in the north-west quarter, steering under easy sail for France. Chase was immediately given, and at 4 p.m., the stranger was discovered to be an enemy's two-decker, without a poop, and with her first-deck ports shut. At 5.30 p.m., the *Indefatigable*, having by her superiority of sailing got first alongside, brought the French two-decker to a close action, which continued to be well supported on both sides for nearly an hour, when the *Indefatigable* unavoidably shot ahead. At this moment the *Amazon* appeared astern; and, comparatively weak as she was, nobly supplied the place of her consort; but, having come up under a press of sail, the *Amazon*, after a close and well-directed fire of a short duration, also shot ahead. The French ship, in the meanwhile, had nearly run the *Indefatigable* on board, and continued to engage, discharging heavy volleys of musketry, and frequently her guns on both sides at the same time.

As soon as the *Indefatigable* had replaced some necessary rigging and the *Amazon* had reduced her sail, the two ships, first bestowing upon their opponent a few raking broadsides, placed themselves one on each quarter. An unremitting fire, often within pistol-shot, was maintained for upwards of five hours, when the two British ships found it necessary to sheer off to secure their masts. The sea at this time ran so high that the people on the main decks of the frigates were up to their middles in water.

So great was the motion of the ships, that some of the *Indefatigable's* guns broke their breechings four times; some drew their ring-bolts from the side, and many of the guns, owing to the water having beaten into them, were obliged to be drawn immediately after loading. A nearly similar scene was acting on board the *Amazon*; and the crews of both ships, whose exertions had now endured ten hours, were almost worn out with fatigue. The *Indefatigable* had four

feet of water in the hold, and all her masts were in a wounded state. The main-topmast was completely unrigged, and was saved only by uncommon alacrity. The *Amazon* had nearly three feet of water in the hold. Her mizen-topmast, gaff, spanker-boom, and main-topsail yards were entirely shot away. Her fore and main-masts and fore and main-yards were cut through by shots, and her sails and rigging of every sort more or less injured. She had expended during the action, in reeving new braces and other purposes, every inch of spare cordage.

The situation of the French ship, which was the *Droits de l'Homme*, of 74 guns, Captain (cindevard Baron) Jean Raimond Lacrosse, was as critical to the hull as that of either of her opponents. She had on board, exclusive of her crew of 700 men, about 1,050 troops, making, with 55 English prisoners, 1,805 souls, more or less. On commencing the action she had opened her first-deck ports, but the latter being constructed nearer the water than usual, and the weather, as already stated, being uncommonly rough, so much sea rushed in that the ports were obliged to be shut. Hence the *Droits de l'Homme* had no use of her powerful first-deck battery. At about 4.30 a.m., her foremast was shot away by the board, and the main and mizen-masts were left tottering. Her rigging and sails had all been cut to pieces, and her decks were strewn with the bodies, dead or disabled, of a large proportion of her numerous complement.

The British ships again claim our attention. At about 4.20 a.m., the moon, opening rather brighter than it had done, showed to Lieutenant George Bell, who was watchfully looking out on the *Indefatigable's* forecastle, a glimpse of the land; and, scarcely had he reached his captain with the report, when the breakers were visible to all. The *Indefatigable* was then close under the *Droits de l'Homme's* starboard, and the *Amazon* as near to her on the larboard bow. The *Indefatigable's* crew, with that calm, self-possession which characterises British seamen, hauled on board the

tacks, and the ship, in an instant, made sail to the southward. The land could not then be ascertained, but it was supposed to be Ushant; and, in that case, no particular fears were entertained. But, just before day, breakers were seen upon the lee-bow. The ship was instantly wore to the northward, and the lingering approach of daylight was by all anxiously expected. It came; and, the land appearing very close ahead, the ship was again wore to the southward in 20 fathoms' water. In the direction of the land lay the French 74, broadside uppermost, with a tremendous surf beating over her. The *Indefatigable*, the wind blowing dead on the shore now known to be that of Audierne Bay, passed at a distance of about a mile the wreck of her late opponent, without the possibility, unfortunately, of affording her any succour. Her own safety, indeed, depended upon her weathering the much dreaded Pennemarecks. This, at about 11 a.m., she accomplished, passing to windward of the rocks about half-a-mile.

At the time that the *Indefatigable*, on first discovering her danger, had wore to the southward, the *Amazon* wore to the northward. In about thirty minutes afterwards, every effort of her officers and crew to work the crippled ship off the shore having proved unavailing, the *Amazon* struck the ground. The ship's company, with the exception of six men that stole the cutter and were drowned, preserved themselves by making rafts. These conveyed the people in safety to the shore, but it was only to be made prisoners.

At almost at the same moment that the *Amazon* struck, which was a little past 5 a.m., the *Droits de l'Homme* met her fate. The instant the danger became evident to the crew, "*Pauvres Anglais! Pauvres Anglais! Montez bien vite, nous sommes tous perdus!*" resounded through the ship. The English prisoners, whose station during the battle had been the cable-tier, rushed on deck. Here was an awful sight. The decks slippery with human gore, the ship without a mast

standing, and the breakers all around. The *Indefatigable* was seen on the starboard-quarter, standing off in a most tremendous sea from the Pennemarck rocks, which threatened her with instant destruction. On the larboard-side, at the distance of about two miles, was seen the *Amazon*, whose fate had just been sealed. That of the *Droits de l'Homme* drew near. She struck! Shrieks issued from every portion of the ship, and all was horror and dismay. Many early victims were swept from the wreck by the merciless waves, which kept incessantly breaking over the ship. Daylight appeared, and the shore was seen lined with people; but who, so stormy was the weather, could render not the least assistance. At low water rafts were constructed, and the boats were got in readiness to be hoisted out. The day closed, and an awful night ensued. The dawn of the second day brought with it but an increase of misery. The people had been now nearly thirty hours without any food, and the wants of nature could by many scarcely be endured. At low water this day a small boat was hoisted out, and an English captain and eight seamen, part of the prisoners, succeeded in reaching the shore. Elated at the success of these daring fellows, all thought their deliverance at hand, and many of the Frenchmen launched out on their rafts. But, alas! death soon put an end to their hopes. Another night was lingered through. On the third day, larger rafts were constructed, and the largest boat was got over the side. The intention was to place in the boat the surviving wounded, the women, and helpless men, but the notion of equality prevailing over every other consideration, destroyed all subordination, and nearly 120 men, in defiance of their officers, jumped into the boat and sank it. A wave of enormous magnitude came at the instant, and, for nearly a quarter of an-hour, neither the boat nor its contents were visible. Too soon, however, were the bodies of the wretched sufferers seen

floating in all directions. Touched with the melancholy fate of so many of his brave comrades, a French adjutant-general, named Renier, resolved to gain succour from the shore, or perish in the attempt. He plunged into the sea, and was drowned.

Already nearly 900 souls had perished, when the fourth night came with renewed horrors. "Weak, distracted, and wanting everything," says one of the British officers in his narrative, "we envied the fate of those whose lifeless corpses no longer needed sustenance. The sense of hunger was already lost, but a parching thirst consumed our vitals. Recourse was had to wine and salt-water, which only increased the want. Half a hogshead of vinegar floated up, and each had half a wine-glass full. This gave a momentary relief, yet soon left us again in the same state of dreadful thirst. Almost at the last gasp, everyone was dying with misery, the ship, which was now one-third shattered away from the stern, scarcely afforded a grasp to hold by to the exhausted and helpless survivors. The fourth day brought with it a more serene sky, and the sea seemed to subside; but to behold from fore and aft the dying in all directions, was a sight too shocking for the feeling mind to endure. Almost lost to a sense of humanity, we no longer looked with pity on those who were the speedy forerunners of our own fate, and a consultation took place to sacrifice someone to be food for the remainder. The die was going to be cast, when the welcome sight of a man-of-war brig renewed our hopes. A cutter speedily followed, and both anchored at a short distance from the wreck. They then sent their boats to us, and, by means of large rafts, about 150, of nearly 400 who attempted it, were saved by the brig that evening; 380 were left to endure another night's misery, when, dreadful to relate, above one-half were found dead next morning."

The loss of the *Indefatigable* in this action amounted to none killed; but her first lieutenant and 18 men were

wounded, the greater part of them slightly. The *Amazon* lost, on the same occasion, 3 men killed and 15 badly wounded. The loss of the *Droits de l'Homme*, by the fire of her two opponents, cannot now be ascertained, but was, doubtless, very severe. The total number of Frenchmen on board of her when the action commenced was 1,750, as certified by some of the surviving officers at Paris, to enable Captain's Pellew and Reynolds to get their head-money for having destroyed the ship.

The powerless state of the *Droits de l'Homme's* first-deck battery during the greater part, if not the whole, of the action, would render unfair any statement that did not, upon the face of it, make allowance for that circumstance. Hence we have omitted the usual statement of comparative force. We need only remark that, in broadside weight of metal, the two frigates, chiefly on account of the *Indefatigable's* powerful battery, had rather the advantage. The action, upon the whole, did credit to all that were concerned in it; yet, had the ships had sea-room, the seventy-four been eased of her superfluous hands, and the weather been less boisterous, so as to have admitted the constant use of her 36-pounders, who is there can say which party would have been ultimately triumphant?

The French, it appears, had hopes that they should be able to save the seventy-four and frigate, but they were disappointed. Both ships went to pieces.

#### 1797.—February the 14th.

ADMIRAL SIR JOHN JERVIS'S VICTORY OVER THE SPANISH FLEET OFF ST. VINCENT.

THE morning of the 14th—that disastrous day to the Spaniards—broke dark and hazy upon the two fleets. That of the British was formed into two compact divisions, standing on the starboard tack, with the wind at west-and-by-south,

Cape St. Vincent at this time bearing east-and-by-north, distant eight leagues. At about 6.30 p.m., the *Culloden* made the signal for five sail in the south-west-and-by-south; and the *Lively* and *Niger*, frigates, presently confirmed the same, adding that the strangers were by the wind on the starboard tack. The *Bonne Citoyenne*, sloop, Captain Charles Lindsay, was directed to reconnoitre. At 8.15 a.m. the admiral made a signal for the fleet to form in close order, and, in a few minutes afterwards, to prepare for battle.

At about 9.30 a.m., the *Culloden*, *Blenheim*, and *Prince George* proceeded to chase, by signal, in the south-and-by-west quarter, and, upon the *Bonne Citoyenne* signalling that she saw eight sail in that direction, the *Irresistible*, *Colossus* and *Orion* were allowed to add themselves to the former. In less than half an-hour the chasing ships had advanced so far ahead as to be seen and made out for ships-of-the-line by the Spanish reconnoitring frigates *Santa Catalina* and *Preciosa*. It was then, and not till then, that the Spaniards recovered from their delusion as to the ships in sight being part of a convoy. But they fell into another. An American, who had passed through the British fleet on the 4th, when the *Culloden* was away in chase, afterwards spoke the Spanish admiral, and informed him that Sir John Jervis had with him but nine sail-of-the-line. The partial view obtained of the British fleet through the intervening fog tended to confirm the statement, and the Spaniards, one and all, were in high glee at the thought of the triumphant entry they should soon make into the harbour of Cadiz.

At a little past 10 a.m., the *Minerve* made the signal for twenty sail in the south-west, and presently afterwards, for eight in the south-and-by-west. In another half an-hour the *Bonne Citoyenne* announced that she could distinguish sixteen, and immediately after twenty-five, of the strange ships to be of the line. By this time, indeed, the fog had cleared away and left the two fleets at liberty to form an estimate, so far

as counting numbers could afford it, of their relative strength. What was the surprise of the Spaniards at seeing fifteen instead of nine sail-of-the-line, and those fifteen ships formed in two close lines, which steadily advanced to cut off the ships that, owing either to mismanagement or a blind confidence in their numerical strength, had been allowed to separate from the main body? The ships of the latter, formed in a square, were running before the wind under all sail, while the leewardmost ships, with their starboard tacks on board, were striving hard to effect a junction with the former in time to frustrate, if possible, the evident design of the British admiral.

As, besides the object of cutting off the six detached sail-of-the-line, it was now an equally important one to be ready to receive the nineteen sail-of-the-line bearing down from to-windward, the British admiral, soon after 11 a.m., ordered his fleet to form in line of battle ahead and astern as most convenient, and to steer south-south-west. The advanced position of the *Culloden* in the morning's chase conferred upon her the honour of being the leading ship in the line about to be formed, which line, when the ships had fallen into their stations, was composed of the following ships, standing close-hauled on the starboard tack, in the order in which they are named: *Culloden*, *Blenheim*, *Prince George*, *Orion*, *Irresistible*, *Colossus*, *Victory*, *Barfleur*, *Goliath*, *Egmont*, *Britannia*, *Namur*, *Captain*, *Diadem* and *Excellent*. Thus assorted, the British fleet steered direct for the opening, still wide, but gradually narrowing, between the two divisions of the fleet of the enemy.

At about 11 a.m., the advanced ships of the Spanish weather division began wearing and trimming on the larboard tack, and at about half-past, the *Culloden*, coming abreast of the leewardmost of those ships, opened upon them, in passing, her starboard broadside, then stood on, followed by the *Blenheim*, who also gave and received a distant fire. The

*Culloden*, as soon as she had reached the wake of the enemy's line, tacked and again stood towards it. The three rearmost Spanish ships, the *Conde de Regla*, *Principe d'Asturias* and *Oriente*, being some way astern of their companions, were in danger of being cut off by the leading British ships, they therefore bore up together athwart the hawse of the *Prince George*, who, being rather distant from her leader, had left a sufficient opening for the purpose. The three Spaniards then hauled up on the starboard-tack and joined four other line-of-battle ships that lay a little to-windward of the remaining three of the lee-division. Upon the *Prince George's* tacking after the *Blenheim*, which was at about 12.30 p.m., the enemy's lee-division, or, at least, the advanced portion of it, put about also, and thus both divisions of the Spanish fleet was brought on the larboard-tack.

The ships astern of the *Prince George*, as they increased the distance from the van, lessened it from the rear division, several of the ships of which opened, and received in return, a smart fire, evidently to the disadvantage of the latter, as they all, except one, wore round on the other tack. The *Egmont*, at this time, received a shot through the mainmast and another through the mizenmast; and the *Colossus* had the misfortune to have her fore-yard and fore topsail-yard shot away in the slings, and the topmast itself shot through just about the cap. This compelled her to wear out of the line and afforded an opportunity to a Spanish three-decker, who was to windward and astern of the others, to bear up, with the intention of raking the crippled British ship. The *Orion*, seeing this, backed her main-topsail and lay-by to cover the *Colossus*, whereupon the three-decker wore and stood away to the southward after her friends.

The Spanish ship that had not accompanied the lee-division in its retreat, appears to have been, the *Oriente*; she hauled up on the larboard-tack, and stretching along under the lee of the remainder of the British line, from which she

was partly concealed by the smoke, succeeded, after some ineffectual firing from the rearmost British ships, and from the *Lively* and other frigates to leeward, in regaining her own line to windward. This was an act of gallantry and seamanship, highly creditable to the Spanish captain and his crew.

At 1.15 p.m., just as the rearmost ship of that part of the British line, which was still on the starboard-tack, had advanced so far ahead as to leave an open sea to-leeward of the Spanish weather-division, then passing in the contrary direction, the ships of the latter, as the last effort to join their lee-division, bore up together. Scarcely was the movement made ere it caught the attention of one who was quick in foreseeing the consequences of its success as he was ready in devising the means for its failure. Commodore Nelson immediately directed Captain Miller to wear the *Captain*. The latter was soon round, and, passing between the *Diadem* and *Excellent*, ran athwart the bows of the Spanish ships as far as the ninth from the rear, which was the *Santisima Trinidad*. The *Captain* instantly opened her fire upon the latter, and the cluster of ships round her, with the rearmost of which, the *Culloden*, who had recommenced firing a few minutes before, was warmly engaged. In a little while the Spanish admiral and the ships about him, not liking to present their bows, even to so puny a force, hauled nearly to the wind, and soon opened very heavy fire upon the *Captain* and *Culloden*. At about 2 p.m., the latter had stretched so far ahead as to cover and afford a few minutes' respite to her consort. Of this the *Captain* took advantage, replenishing her decks with shot and splicing and repairing her running rigging; she then renewed the battle with increased animation. At about 2.30 p.m. the *Blenheim* came crowding up, and, passing to-windward of the *Captain*, afforded her a second respite, which was taken advantage of as before. The two more immediate opponents of the *Captain* and *Culloden* had been the *San Ysidro* and *Salvador del Mundo*, these,

being already with some of the topmasts gone and otherwise in a crippled state, the *Blenheim*, by a few of her heavy broadsides, sent staggering astern to be cannonaded afresh by the *Prince George* and other advancing ships.

The *Excellent* was now seen coming up. This ship had been ordered by the admiral to quit her station in the line, and had the weather-division, consisting of the *Victory*, *Barfleur*, *Namur*, *Egmont*, *Goliath*, and (at a great distance off, though under all sail) *Britannia*, in its intended passage to-windward of the Spanish line. At about 2.30 p.m., the *Excellent*, having by a press of sail arrived abreast of the *Salvador del Mundo*'s weather-quarter, brought-to and engaged her warmly, until the latter, ceasing to fire in return, and, as it appeared, striking her colours, the *Excellent* stood on to the next ship, the *San Ysidro*, whose three topmasts had already been shot away. This ship she engaged closely on the lee-side until a few minutes' past 3 p.m., when the *San Ysidro*, after a gallant defence in her already crippled state, hauled down the Spanish and hoisted the British flag. The *Excellent* then made sail ahead, and at about 3.20 p.m., came to close action with the *San Nicolas*, whose fore-topmast was gone, and who, as well as the ship abreast but rather a-head of her to windward, the *San-Josef*, had been occasionally firing at the *Captain*. The *Excellent*, passing within two feet of the *San Nicolas*'s starboard side, poured in a destructive fire and then stood on. The latter, in luffing-up to avoid Captain Collingwood's (of the *Excellent*) salute, ran foul of the *San Josef*, whose mizenmast had already been shot away, and who had received considerable other damage by the united fire of the *Captain*, *Culloden*, *Blenheim* and *Prince George*.

The *Captain*, as soon as the *Excellent* was sufficiently ahead of her to be clear, luffed-up as close to the wind as her shattered condition would admit, when her fore-topmast, which had already been severely shot through, fell over the side. In this unmanageable state, with her wheel shot away,

and all her sails, shrouds, and running rigging more or less cut, with the *Blenheim* far ahead, and the *Culloden* crippled astern, no alternative remained but to board. As a preparative, the *Captain* reopened, within less than twenty yards, her fire upon the *San Nicholas*, who returned it with spirit for some minutes, when the *Captain* suddenly put her helm a-starboard, and on coming to, hooked, with her larboard cathead, the *San Nicolas's* starboard gallery, and with her spritsail-yard the latter's mizen-rigging. To give what immediately ensued, in any other than the language of Nelson himself, would be the height of presumption. Here, then, are his words:—

“The soldiers of the 69th, with an alacrity which will ever do them credit, and Lieutenant Pearson of the same regiment, was almost the foremost on this service. The first man who jumped into the enemy's mizen-chains was Captain Berry, late my first lieutenant (Captain Miller was in the very act of going also, but I directed him to remain); he was supported from our spritsail-yard, which hooked in the mizen-rigging. A soldier of the 69th regiment having broke the upper quarter-galley window, I jumped in myself, and was followed by others as fast as possible. I found the cabin-doors fastened, and some Spanish officers fired their pistols, but having broken open the doors, the soldiers fired, and the Spanish brigadier (commodore, with a distinguishing pendant) fell, as retreating to the quarter-deck, where I found Captain Berry in possession of the poop, and the Spanish ensign hauling down. I passed with my people and Lieutenant Pearson on the larboard gangway to the forecastle, when I met two or three Spanish officers, prisoners to my seamen; they delivered me their swords. A fire of pistols or muskets, opening from the admiral's stern-gallery of the *San Josef*, I directing the soldiers to fire into her stern, and calling to Captain Miller, ordered him to send more men into the *San Nicolas*; and, directed my people to board the first-rate, which was done in an instant, Captain Berry assisting me in the main-chains.

At this moment, a Spaniard looked over the quarter-deck rail, and said they surrendered. From this most welcome intelligence, it was not long before I was on the quarter-deck, where the Spanish captain, with a bow, presented me his sword, and said the admiral was dying of his wounds. I asked him, on his honour, if the ship was surrendered. He then declared she was, on which I gave him my hand, and desired him to call on his officers and ship's company, and tell them of it, which he did. And, on the quarter-deck of a Spanish first-rate, extravagant as the story may seem, did I receive the swords of vanquished Spaniards, which, as I received, I gave to William Fearney, one of my bargemen, who put them, with the greatest *sang-froid*, under his arm. I was surrounded by Captain Berry, Lieutenant Pearson, of the 69th Regiment, John Sykes, John Thompson, Francis Cooke, all old *Agamemmons*, and several other brave men, seamen and soldiers. Thus fell these ships.”

The *Captain's* loss in boarding the *San Nicolas*, including the few minutes previous action, did not exceed 7 killed and 10 wounded; that of the latter ship, on the same occasion, was about 20. But the final conquest of the *San Josef*, the finest first-rate England owned, had been achieved with the loss to the *Captain* of a man; nor does it appear that the prize herself lost above one or two men, in the trifling discharge of small-arms that had preceded her surrender. The previous loss of the *San Josef*, however, had been tolerably severe.

During the performance of these brilliant deeds by the *Captain*, other ships had been contributing their share to perpetuate the recollection of Valentine's day. The *Victory*, as next astern of the *Excellent*, arrived up<sup>n</sup> in time to throw a most destructive fire into the lee-quarter of the *Salvador del Mundo*, whose colours, if they had been purposely lowered, were again flying at the mizen-peak; and the *Barfleur*, who was close astern of the *Victory*, seconded the blow, with nearly

equally good effect. Having already lost her fore and main-topmasts, and being seriously shattered in hull; observing, also, that her two antagonists were preparing to round upon her bow, and the third three-decker, the *Namur*, was not far off to-windward, the *Salvador-del-Mundo* hauled down her colours. The *Diadem*, who, as well as the *Irresistible*, had previously been ordered to suspend their fire at the *Salvador del Mundo* until the *Victory* and her second passed clear, was now directed, by signal, to take possession of the former.

Soon after this event took place, the *Excellent* succeeded in getting close under the lee of the *Santisima Trinidad* whom she engaged for nearly an hour, assisted by the *Orion*, *Irresistible*, and particularly the *Blenheim*; when this four-decked ship, whose fore and mizen-masts had been shot away, and whose damages in sails, rigging, and hull, were conspicuous to all her antagonists, dropped, we will not say hauled down, her colours. At this crisis two of the Spanish van-ships, having wore, were advancing to support the *Santisima Trinidad*, two fresh ships, under a crowd of sail, were coming down from the south-west, and the lee-division of nine-sail, well formed, and including among them the *Conde de Regla* and *Principe d'Asturias*, three-deckers, were approaching from the south-east. These thirteen ships, fast closing round their yielding, if not already surrendered, chief, saved him from further molestation.

The day had been evidently won, and, at this dark season of the year, nearly worn out also, when, at a few minutes' past 4 p.m., the British admiral made the signal for his fleet to bring-to on the starboard tack. This he did, chiefly to cover the prizes and disabled ships from the nine Spanish ships of the lee-division, which having made a good stretch to-windward on the starboard-tack, were now rapidly advancing on the opposite one. The determined front of the British, however, defeated their purpose; and the Spaniards, after firing

a few ineffectual broadsides, particularly at the *Britannia*, who lay nearest to them, stood on to accomplish, with the aid of their friends in the van, what they found a more easy task, the rescue of their chief.

Both fleets lay-to during the night, to repair their damages; and daybreak discovered them on opposite tacks, each in line-of-battle ahead. The Spaniards, although possessing, along with the weathergage, eighteen or twenty effective sail-of-the-line, made no attempt to renew the action; but, with the *Santisima Trinidad* and another crippled ship in tow, stood on to the northward. The British, who, including the *Colossus* and *Culloden*, neither of which was fit to be stationed in the line, could muster fourteen ships, then took their four prizes and the *Captain* in tow, and slowly beat their course to the southward.

The damages of the British ships, in a general point of view, were of very trifling amount. The only ship dismasted was the *Captain*, whose fore-topmast, as already related, had been carried away, her hull was also much hit. Captain Murray, having with his customary zeal and alacrity, got up a topsail-yard for a foreyard, and set upon it a treble-reefed fore-topsail, felt little inclined to have the *Colossus* considered as a disabled ship. The *Culloden* had had her fore and mainmasts, main-topmast, several other spars, and the chief of her rigging and sails shot through. Her boats had been cut to pieces, her hull was also pierced with shot, both above and below water, and the ship in consequence was very leaky. She had likewise one carronade and two first and two second-deck guns dismounted. If we add to all this the damage she had previously sustained, by running foul of the *Colossus*, the *Culloden's* state after the action may be pronounced to have been the worst of the fleet.

The loss sustained by the British was also comparatively trifling; and fell, except in the case of the *Egmont* and

*Colossus*, where the damages were the heaviest. The *Egmont* had not a man hurt; the *Britannia* had 1 seaman; the *Diadem*, 1 seaman and 1 soldier; the *Colossus*, 4 seamen and 1 marine; the *Barfleur*, 7 seamen; the *Goliath*, 4 seamen and 4 marines; and the *Orion*, 1 midshipman, 6 seamen, and 2 marines wounded; the *Victory* had 1 seaman killed and 2 seamen and 3 marines wounded; the *Namur*, 2 seamen killed and 5 seamen wounded; and the *Prince George*, 7 seamen and 1 marine killed and 7 seamen wounded; the *Irresistible* had 1 sergeant of marines and 4 seamen killed, 1 lieutenant, 1 midshipman, 1 master's mate, 10 seamen and 1 marine wounded; the *Excellent*, her boatswain, 8 seamen and 2 marines killed, 1 master's mate, 9 seamen and 2 marines wounded; the *Culloden*, 1 lieutenant of marines, 7 seamen and 2 marines killed, 39 seamen and 8 marines wounded; the *Blenheim*, 10 seamen and 2 soldiers killed, 1 lieutenant, her boatswain, 40 seamen and 7 soldiers wounded; the *Captain*, 1 major of marines, 1 midshipman, 19 seamen and 3 soldiers killed; the *Commodore* (by a bruise), her boatswain, 1 midshipman, 49 seamen, and 4 soldiers wounded, making a total of 73 killed and 227 wounded.

According to the Spanish accounts ten of their ships, exclusive of those captured, suffered materially in the action; but at its close, not above half the number presented any appearance of being crippled. The chief of these was the *Santisima Trinidad*, another was probably the *Soberano*. The *Conde de Regla*, *Principe d'Asturius*, and *Mexicano*, three-deckers, having been the nearest ships to the English line, were doubtless more or less damaged by the latter's unremitting fire. Of the prizes we are enabled to give a somewhat more particular account. The *Salvador del Mundo* and *San Ysidro* had each lost all three topmasts, the *San Josef* her mizenmast and main-topmast, and the *San Nicolas* her fore-topmast. All four ships had received innumerable

shot in their hulls, and were leaky in consequence. The *San Nicolas* caught fire twice after being taken possession of, but the *Captain's* firemen extinguished the flames before they had spread to any injurious extent.

The loss sustained by the *Santisima Trinidad*, according to the Spanish account, amounted to upwards of 200 in killed and wounded. The *Salvador del Mundo* lost 5 officers and 37 artillerymen, seamen and soldiers killed, 3 officers and 121 artillerymen, seamen and soldiers wounded; the *San Ysidro*, 4 officers and 25 men killed, 8 officers and 55 men wounded; the *San Nicolas*, 4 officers killed and 59 officers and men wounded; the *San Josef*, 46 killed and 96 wounded, making a total on board the four prizes alone 261 killed and 342 wounded, and, including the loss alleged to have been sustained by the *Santisima Trinidad*, of 803 in killed and wounded together. Some loss must undoubtedly have been sustained by three or four others of Don Cordova's ships, and when the whole was computed would probably fall little short of 1,000 men.

The detached and confused state of the Spanish fleet at the onset of the attack, and the consequent partial and irregular manner in which the ships came into action, would render unfair any statement of comparative force, drawn up in the usual manner, that is by confronting the totals on each side. We shall simply state that, as the British line consisted of fifteen, so the Spanish line (if line it could ever be called) consisted at first of twenty-five and afterwards of twenty-seven sail. The force of the Spanish ships of the three classes, 112's, 90's, and 74's respectively, may be taken as an average to have been the same as that of the captured ships, of which there were two belonging to the first and one to each of the other classes.

The most striking feature in this highly-important victory is the boldness that prompted the attack. Another commander might have paused ere he, with fifteen sail-of-the-

line, ran into the midst of twenty-five, and then the separated ships would have closed and the enemy's line been too compact to be attempted with any hope of success. But Sir John Jervis, relying upon the firmness of his band, and viewing with a tactical eye the loose and disordered state of the foe, resolved at once to profit by it; he rushed in and conquered. That, as usually asserted, he broke the enemy's line cannot be said, for there was no line to be broken. He chose the proper moment for advancing; he had a leader in Nelson who knew not how to flinch or hang back, and he had all about him who were emulous to follow so bright an example, as the hero of Trafalgar. On the other hand, the very front he put on was enough to sink the hearts of the Spaniards. Thus it was ever with high-minded valour, it daunts by its fearlessness and begins to subdue ere it begins to combat. If the Spaniards were in confusion at the commencement they were still more so during the progress of the action. Their ships were so huddled together that if a shot did not strike one it was almost sure to strike another, and many of the ships were utterly unable to fire at all, without firing, as was frequently the case, into their comrades. All this disorder infused additional confidence in the British, and they rattled through the business, more as if it were a sport, than an affair of life and death. At length the separated divisions got together, and the Spanish admiral formed his ships in line; instantly the British admiral assembled his scattered ships and soon formed them in equal, if not better, order. Each party then drew off, the one to lament, the other to exult, over the occurrences of the day. Upon the whole, the victory off Cape St. Vincent, although from its consequences, pre-eminently great from its merits, dispassionately considered, cannot be pronounced in an equal degree glorious.

1797.—*March the 9th.*

CAPTURE OF LA RÉSISTANCE AND LE CONSTANCE BY H.M.S. SAN-FIORENZO, CAPTAIN SIR HARRY NEALE, AND H.M.S. NYMPHE, CAPTAIN JOHN COOKE.

On the morning of the 9th of March, the British 36-gun frigate, *San Fiorenzo*, Captain Sir Harry Neale, and H.M.S. *Nymphe*, Captain John Cooke, while on their return to Admiral Lord Bridport's squadron, off Ushant, after having reconnoitred the port of Brest, then bearing from them east-and-by-north, three or four leagues, discovered two ships to the westward standing in towards it. The *San Fiorenzo* and *Nymphe* immediately backed and hauled close upon a wind, till, having gained the weather-gage, they bore down for the two strangers, who had by this time hoisted French colours, and the headmost of whom now fired at the British ships. The distance from Pointe Saint-Mathias being less than three leagues, the French fleet in sight from the tops, and the wind a leading-one out of Brest, that which was likely to be the most decisive, was deemed the best mode of attack. Accordingly the two British frigates stood for, and at the distance of about forty yards, soon engaged, the headmost and largest ship, which, after a slight defence, struck her colours, and proved to be the French 40-gun frigate *La Résistance*, Captain Jean Baptiste Montagnies Laroque. By the time this ship was taken possession of, the other, which was the 22-gun corvette, *La Constance*, Captain Desauney, had arrived up, and being attacked by both British frigates as warmly as her consort had been, in ten minutes surrendered also. The action, which was a running fight, did not last longer than half an-hour; but it is due to Captain Desauney to state, that he, though commanding by far the weaker ship, made a more creditable defence than his comodore. Just at the close of the action, the British 74-gun

ship, *Robust*, and 28-gun frigate, *Triton*, hove in sight; a circumstance that doubtless had its effect in facilitating the capture.

## EACH SHIP'S ARMAMENT.

	British.				French.			
	<i>San Fiorenzo.</i>		<i>Nymphé.</i>		<i>Résistance.</i>		<i>Constance.</i>	
	No.	Pdrs. No.	Pdrs. No.	No.	Pdrs. No.	Pdrs. No.	Pdrs.	
Main deck ... ..	26 l.guns	18	26 l.guns	12	26 l.guns	18	22 l.guns	8
Q.-deck and fore-castle	8	9	2	9	16	8	—	—
"	6 carr.	32	12 carr.	32	4 carr.	36	—	—
Carriage guns ... ..	42	...	40	...	48	...	28	...
Men and boys ... ..	271	...	257	...	345	...	189	...
Tons ... ..	1,032	...	938	...	1,182	...	532	...

Neither of the British ships suffered the slightest damage or loss. The *Résistance*, on the other hand, had 10 men killed, her first-lieutenant and 8 seamen wounded; the *Constance*, 8 men killed and 6 wounded: total, 18 killed and 15 wounded.

## COMPARATIVE FORCE OF THE COMBATANTS.

	British.	French.
Ships in number ... ..	2	2
Guns ... ..	82	70
Aggregate broadside weight } long guns ...	435	438
of metal in pounds ... } carronades ...	320	78
	—755	—516
Crews in number ... ..	528	534
Size in tons ... ..	1,970	1,714

There is little doubt that, had the odds, such as they appear on the face of this statement, been reversed, the British would have made an honourable, if not a successful, defence. Taking into account, however, that a British 74 and frigate, were present at the close, and must have been in sight during the continuance of the action, we must be content with stating, that the British gained, without the occurrence on their part of the slightest casualty, two remarkably fine ships. The larger ship, under the name of the *Fisgard*, continued, for a long time, at the head in the point of size of the 32-gun class, and the smaller ship retained her French name as a flush 22.

1797.—*March the 29th.*

THE CUTTING OUT OF THE MUTINE, BY THE BOATS OF H.M.S. LIVELY, AND H.M.S. MINERVE, UNDER LIEUTENANT THOMAS MASTERMAN HARDY.

ON the afternoon of the 28th of May, the British frigates *Minerve* and *Lively*, under the orders of Captain Benjamin Hallowell, of the latter, while standing into the bay of Santa-Cruz, in the Island of Teneriffe, discovered at anchor in the road an armed brig, which, as the frigates approached, hoisted French colours. The two commanders deeming it practicable to cut her out, the boats of the frigates, on the following days were manned, and placed under the orders of Lieutenant T. M. Hardy, of the *Minerve*, as the senior lieutenant. At about 2.30 p.m., Lieutenant Hardy, supported by Lieutenant's Bland, Hopkins and Bushby, and Lieutenant Bulkeley of the marines, in the *Lively's* boats, and by Lieutenants Gage and Maling, in the *Minerve's* boats, and their respective boat's crews, made a most resolute attack upon the brig, as she lay at anchor; and, in the face of a smart fire of musketry, boarded, and almost immediately carried her. This alarmed the town, and a heavy fire of artillery and musketry was opened upon the brig, as well from every part of the garrison, as from a large ship that lay in the road. The lightness of the wind retarded the weighing of the anchor, and thus made it necessary for the boats to take the brig in tow. During the space of nearly an hour, an unremitting fire was kept up from the shore and the ship. At length, at a little before 4 p.m., Lieutenant Hardy and his gallant comrades brought safe out of gun-shot the French national brig, *Mutine*, mounting 14 guns, twelve of them being 6-pounders, and the remaining two brass 36-pounder carronades. Her complement was 135, but she had on board, when the attack commenced, only 113 men;

a part of the remainder, with their commander, Citizen Xavier Paumier, described as capitaine de frégate, being on shore. In effecting this enterprise, fifteen of Lieutenant Hardy's party, including himself (not returned), were wounded, but none killed. The *Mutine*, being a remarkably fine brig, was put in commission by Earl St. Vincent; and the command of her given, very properly, to the officer who had led the party that so gallantly cut her out.

### 1797.—October the 11th.

#### ADMIRAL DUNCAN'S VICTORY OVER THE DUTCH FLEET OFF CAMPERDOWN.

EARLY on the morning of the 9th of October, the *Black Joke* hired armed-lugger, showed herself at the back of Yarmouth Sands, with the signal flying, for an enemy. Immediately all was bustle and preparation, and by a little before noon, Admiral Duncan, with eleven sail-of-the-line, weighed and put to sea; directing his course, with a fair wind, straight across to his old station off the Texel. On the following morning, the *Powerful*, *Agincourt* and *Isis*, joined company; and on the afternoon of the 11th, the advanced ships were near enough to count twenty-two sail of square-rigged vessels, chiefly merchantmen, at anchor in the Texel. The British admiral, having received from Captain Trollope information what course the enemy's fleet were steering, now stood along shore to the southward. At about 7 a.m. on the following morning, the *Russel*, *Adamant* and *Beaulieu*, were descried in the south-west, bearing at their mastheads the joyful signal of an enemy in sight to leeward; and at about 8.30 a.m., a strange fleet, consisting of twenty-one ships and four brigs, made its appearance in the quarter pointed out by the signal.

The Dutch fleet, consisting of four 74, seven 64, four 50 and two 44-gun ships, two 32-gun frigates, two corvettes,

four brig-sloops, and two advice-boats, under the command of Vice-Admiral de Winter, had quitted the Texel at 10 a.m. of the 10th, with a light breeze at east-and-by-north. On the night of the same day, the wind then at south-west, Captain Trollope's squadron was discovered to-windward, and immediately chased; but, the Dutch ships, owing to their indifferent sailing, were left without a chance. The fleet then stretched out towards the flat of the Meuse, when Vice-Admiral de Winter expected to be joined by a 64-gun ship. Not meeting her, he stood on to the westward, followed, or rather, as the wind was, preceded, by Captain Trollope's squadron.

The wind continuing westerly during the three succeeding days, prevented the Dutch fleet from getting abreast of Lowestoffe, until the evening of the 10th. The extreme darkness of that night induced Vice-Admiral de Winter to detach a few of his best-sailing ships, in the hope that they would be enabled, by daybreak, to get to-windward of, and capture or chase away the prying intruders; but, just as the chasers had crowded sail for the purpose, some friendly merchant ships came into the fleet and informed the vice-admiral that the English fleet was within eleven leagues of him, in the north-north-east, steering east-and-by-south. Instantly the detached ships were recalled; and the Dutch fleet, as soon as it was in compact order, edged away, with the wind at north-west towards Camperdown, the appointed place of rendezvous. At daylight on the 11th, the Dutch fleet was about nine leagues off the village of Schevvenningen, in loose order, speaking a friendly convoy, from whom additional information was obtained. At this time the persevering observers to-windward were seen with numerous signals flying, which convinced Vice-Admiral de Winter that the British fleet was in sight. He accordingly ordered his captains to their respective stations, and, to facilitate the speedier junction of the leewardmost ships, stood towards the land. On the Wykerden's bearing

east, distant about four leagues, the Dutch fleet hauled to the wind on the starboard tack, and shortly afterwards discovered Admiral Duncan's fleet in the north-north-west. The former then put about; and, as soon as a close line was formed in the direction of north-east and south-west, the Dutch ships, throwing their main-topsails aback, resolutely awaited the approach of the British.

Owing chiefly to the inequality in the point of sailing among the British ships, Admiral Duncan's fleet, when that of the Dutch appeared in sight, was in very loose order. To enable the dull sailers to take their allotted stations, the admiral, at about 11.10 a.m., brought-to on the starboard tack; but, observing soon afterwards that the Dutch ships were drawing fast in-shore, he successively made the signal for each ship to engage her opponent in the enemy's line, to bear up and sail large, and for the van to attack the enemy's rear. At about 11.30 a.m., the centre of the Dutch line then bearing about south-east, distant four or five miles, the British fleet bore down; but, owing to the still disunited state of the ships, in no regular order of battle, some were stretching across to get into their proper stations; others seemed in doubt where they were to place themselves; and others, again, were pushing, at all hazards, for the thickest of the foe. At a little before noon, Admiral Duncan signalled that he should pass through the enemy's line and engage him to-leeward. Unfortunately, the prevailing thick weather rendered this signal, for the short time it was up, not generally understood. It was replaced by one for close action, which was kept flying for an hour and a-half, till, indeed, it was shot away by the enemy.

At about 12.30 noon, Vice-Admiral Onslow, whose ship, the *Monarch*, was leading the advanced or larboard-division of the British fleet, cut through the Dutch line between the *Haerlem* and *Jupiter*, pouring into each, at passing, a well-directed broadside. The *Monarch*, then leaving the *Haerlem*

to the *Powerful*, luffed-up close alongside the *Jupiter*, and the two ships became warmly engaged. The rounding-to of the *Monarch* afforded to the *Monnikendam* (frigate) and *Atalanta* (brig), in the rear, the opportunity to bestow some raking broadsides on the former; and the *Atalanta*, in particular, did not retire until considerably damaged by the *Monarch's* shot. The remaining ships of the larboard-division, more especially the *Monmouth* and *Russel*, were soon in action with the Dutch rear ships; among the last of which to surrender was the first that had been engaged—the *Jupiter*.

It was a quarter of an-hour or twenty minutes after the *Monarch* had broken the Dutch line, that the *Venerable*, frustrated in her attempt to pass astern of the *Vryheid* by the promptness of the *States-General* in closing the interval, ran under the stern of the latter, and soon compelled her to bear up; and the *Triumph*, the *Venerable's* second astern, found immediate employment for the *Wassenaer*, the second astern to the *States-General*. Meanwhile, the *Venerable* had ranged up close on the lee-side of her first intended antagonist, the *Vryheid*; with whom, on the opposite side, the *Ardent* was also warmly engaged, and, in front, the *Bedford*, as she cut through the line astern of the *Gelykheid*. The *Brutus*, *Leyden* and *Mars*, not being pressed upon by opponents, advanced to the succour of their admiral, and did considerable damage to the *Venerable*, as well as to the *Ardent* and others of the British van-ships. Just at this time the *Hercules*, which ship, having caught fire on the poop, had bore up out of the line, came drifting very near the *Venerable* to leeward. Although the Dutch crew contrived, in a surprising manner, to extinguish the flames; yet, having thrown overboard all their powder, they had no alternative but to surrender their ship (whose mizenmast had been already shot away) to the nearest opponent. The serious damages which the *Venerable* had sustained, obliged her to haul off, and wear round on the starboard tack. Seeing this, the *Triumph*, who had

compelled the *Wassenaer* to strike, approached to give the *coup de grace* to the *Vryheid*. That gallant ship, however, still persisted in defending herself. At length, from the united fire of the *Venerable*, *Triumph*, *Ardent* and *Director*, her three masts fell over the side and disabled her starboard guns; the *Vryheid* then dropped out of the line, an ungovernable hulk, and struck her colours.

With the surrender of Vice-Admiral de Winter's ship, the action ceased; and the British found themselves in possession of the *Vryheid* and *Jupiter*, 74's; *Devries*, *Gelykheid*, *Haerlem*, *Hercules* and *Wassenaer*, 64's; *Alkmaar* and *Delft*, 50's; and the frigates *Monnikendam* and *Ambuscade*. The first of these frigates had been engaged by the *Monmouth*, and was finally taken possession of by the *Beaulieu*. The Dutch van-ship, the *Beschermer*, dreading, naturally enough, too strong an opponent in the *Lancaster*, had, very early, wore out of the line. Her example was followed, with much less reason, by several of the other Dutch ships, who, although seen making off, could not be pursued on account of the nearness of the land and the shallowness of the water. The British ships then hastened to secure their prizes, that they might, before nightfall, get clear of the shore.

The appearance of the British ships at the close of the action, was very unlike what it generally is when the French and Spaniards have been the opponents of the former. Not a single lower mast, not even a topmast, was shot away; nor were the rigging and sails of the ships in their usual tattered state. It was at the hulls of their adversaries that the Dutchmen had directed their shot; and, this not until the former were so near that no aim could well miss. Scarcely a ship in the fleet but had several shots sticking in her sides; many were pierced by them in all directions; and a few of the ships had received some dangerous ones between wind and water, that kept their pumps in constant employment. The *Ardent* had received no fewer than ninety-eight round-shot in her hull; the

*Belliqueux*, *Bedford*, *Venerable* and *Monarch*, had likewise their share. As to the last-named ship, such was the entire state of her masts, rigging, and sails, that, were the topsails-sheets, that had been shot away, hauled home, no one, viewing her from a little distance, would have believed she had been in action.

With hulls so shattered, the loss of men could not be otherwise than severe. The *Venerable* had 13 seamen and 2 marines killed; 2 sea-lieutenants, 1 lieutenant of marines, 1 midshipman, 2 other officers, 52 seamen, and 4 marines wounded. The *Monarch*, 2 midshipmen and 34 seamen killed; 1 sea-lieutenant, 1 lieutenant of marines, 4 midshipmen, 1 master's mate, 2 other officers, 79 seamen and 12 marines wounded. The *Bedford*, 2 midshipmen, 26 seamen, and 2 marines killed; 1 lieutenant, 37 seamen, and 3 marines wounded. The *Powerful*, 8 seamen and 2 marines killed; 1 lieutenant, 1 midshipman, the boatswain, 1 lieutenant of marines, 74 seamen and marines wounded. The *Isis*, 1 seaman and 1 marine killed; 1 lieutenant of marines, 2 midshipmen and 18 seamen wounded. The *Ardent*, her captain, master, 33 seamen and 6 marines killed; 2 lieutenants, 1 captain of marines, 2 master's-mates, 2 midshipmen, 1 captain's clerk, 85 seamen, 11 marines and 3 boys wounded. The *Belliqueux*, 1 lieutenant, 1 master's mate, 20 seamen and 3 marines killed; 1 lieutenant, 1 captain of marines, 1 midshipman, 63 seamen and 12 marines wounded. The *Lancaster*, 3 seamen killed; 1 sea-lieutenant, 1 lieutenant of marines, 13 seamen and 3 marines wounded. The *Triumph*, 25 seamen, 3 marines and 1 boy killed; her captain, first and third lieutenants, master, 1 midshipman and 50 seamen and marines wounded. The *Monmouth*, 1 officer, 1 seaman 2 marines and 1 boy killed; 16 seamen, 2 marines and 4 boys wounded. The *Director*, 6 seamen and 1 marine wounded. The *Montague*, 3 seamen killed; 1 lieutenant, 1 midshipman, 2 seamen and 1 marine wounded. The *Veteran*, 1

lieutenant and 3 seamen killed; 21 seamen wounded. The *Russel*, 1 lieutenant, her master, 1 master's mate, her boatswain, 2 pilots and 1 sergeant of marines wounded; making a total of 203 killed, and 622 wounded.

The captured ships were all, either dismasted outright, or so injured in their masts that most of the latter fell, as soon as the wind and sea, in the passage home, began to act powerfully upon them. As to their hulls, the ships were like sieves, and only worth bringing into port to be exhibited as trophies. The loss on board was proportionately severe. The Dutch vice-admiral and two rear-admirals were all wounded, more or less. Captain Holland, of the *Wassenaer*, was mortally wounded early in the action; and Admiral de Winter's captain, Van Rossem, had his thigh shot off, of which wound he afterwards died. Many other officers suffered; and the total of killed and wounded in the Dutch fleet, including the loss on board the *Monnikendam* (frigate), amounted, according to the Dutch returns, to 540 killed and 620 wounded.

Our next business is to show the force of the rival fleets, in this their sanguinary engagement. The long-gun force, as established upon British ships in general, has already been so often adverted to, that we have only to point out any exception that may exist in the particular individuals composing Admiral Duncan's fleet. Although early in the present year an order had been issued establishing carronades very extensively upon line-of-battle ships, yet, as it was restricted to ships coming forward to be fitted, the order of November, 1794, must still be our guide. The only ships out of the sixteen that appeared to have been armed differently from the November establishment, are the *Venerable* and *Ardent*; the latter had been ordered, in July, 1795, four instead of two 24-pounder carronades for her fore-castle; the former, in June, 1794, two 68-pounders for her fore-castle, and two 32-pounders in lieu of two of her quarter-deck 9's. We have reason to think that the two 50-gun ships did not mount any

poop carronades, and shall assign them, therefore, none. To allow, also, for such of the other ships as may have taken on board less than their established number, or, as was often the case, had not been fitted with any carronades for their poop, we will fix the total number of 18-pounders at half what it otherwise would be, that is 42 instead of 84. After this explanation, we may tender the following account of the carriage-guns, mounted on board the sixteen British ships:—

Long Guns.		Carronades.	
Nature.	No.	Nature.	No.
32-pounders	... 196	68-pounders	... 2
24 "	... 226	32 "	... 14
18 "	... 380	24 "	... 28
12 "	... 44	18 "	... 42
9 "	... 206		... 86
6 "	... 12	Long guns	... 1,064
	1,064	Total	... 1,150

In stating the crew of each British ship at her full establishment, we are satisfied that this amount is rather over, than underrated. We know, for instance, that the *Ardent* was seventy, and the *Lancaster* seventy-two men short of their proper number, and it is probable, from circumstances to which we need not recur, that few, if any, of the ships had their complement on board.

The force of the Dutch ships may be stated without much difficulty. Of the seven that escaped from the British this time, five were subsequently captured; hence, there remain but two of the sixteen, the *States-General* and the *Brutus*, whose armament have not been obtained by actual inspection. None of the ships, as it appears, mounted carronades. Their long guns were as follows:—

Nature.	No.
32-pounders, Dutch...	... 216
24 "	... 104
18 "	... 408
12 "	... 168
8 "	... 138
Carriage guns	... 1,034

The complements may be stated as they were returned by the Dutch officers. From being expressed in round numbers, they were probably the full establishment of each ship; but any deficiency in that respect is more than counterbalanced by the liberal allowance made on the other side. Having thus analysed the armaments of the different ships engaged, we can, with more confidence, proceed to our next task, that of exhibiting in one view, the

## COMPARATIVE FORCE OF THE TWO FLEETS.

	British.	Dutch.
Ships in number ... ..	16	16
Guns... ..	1,150	1,034
Aggregate broadside weight of metal, in pounds ... }	long guns 10,495 carronades 1,006	9,857
	11,501	9,857
Crews in number ... ..	8,221	7,175
Size in tons ... ..	23,601	20,937

When it is considered that the Dutch had placed their frigates and brigs (the latter carrying long 12 and 13-pounders) abreast of the intervals in their line, and that many of the British ships, in the van, centre and rear, were much annoyed as they luffed-up to leeward of their opponents, by the raking fire of these vessels; the above statement, which excludes the whole of them, must appear, if favouring any party, to favour the Dutch. It was, undoubtedly, a fortunate circumstance for Admiral Duncan that his superiority of force, to this slight extent, made apparent in this statement, was not increased by the junction of one 98 and two 74-gun ships, that had been detached to reinforce him.

Vice-Admiral de Winter, in the account he transmitted to the Batavian Government, attributed his failure to four causes: first, the numerical superiority of the British as to ships-of-the-line; secondly, they having been at sea together for nineteen weeks, and hence become known to each other; thirdly, the advantage of the attack; and fourthly, the early retreat of six of his ships, and the bad sailing of four of those that remained. And he concludes with expressing a belief,

that, had his signals been obeyed and executed with the same promptitude that Admiral Duncan's were, some of the British fleet would have realised the Texel, "as a memento of Batavian prowess, and a monument to the memory of the 11th of October, 1797."

Really, if the Dutch admiral wished to afford an additional cause of triumph to his adversary, he could not have succeeded better than by inviting a discussion on the very points on which he seems so confidently to rely for producing a quite opposite result. If Vice-Admiral de Winter withdraws the *Mars* from his line, because she passed for a frigate, why may not Admiral Duncan leave out the *Adamant* and *Isis*, which also were not strictly line-of-battle ships, and neither of which equalled by a third the *Mars* in force? The numbers then would be fourteen English and fifteen Dutch. So far from the British ships having been "nineteen weeks together," many of them had but recently joined; and some were actually unknown to others of them in the fleet. Was it any "advantage" to be, while bearing down to the attack, exposed to the raking fire of the Dutch line; or to be unexpectedly assailed by a second line, formed of nine frigates, heavy corvettes and brigs, drawn up in the rear? Although none of the British ships "retreated," some of them, without doubt, were backward in advancing; or, a part, if not the whole, of those six ships, of whose misbehaviour Vice-Admiral de Winter complains, might have been stopped in their flight.

## 1797.—December the 21st.

CAPTURE OF THE FRENCH FRIGATE, NÉRÉIDE, BY H.M.S. PHOEBE, CAPTAIN ROBERT BARLOW.

ON the 20th of December, at 10 a.m., the British 36-gun frigate, *Phœbe*, Captain Robert Barlow, being in the lat. 48° 58' north, and long. 8° 4' west, observed a strange ship standing towards her. At 11.30 a.m., the stranger, which ultimately proved to be the French 32-gun frigate, *Néréide*, Captain

Canon, hoisted a Dutch Jack, and hauled to the wind. The *Phæbe* immediately tacked and stood after the enemy, the latter then bearing on the *Phæbe's* weather-bow. The chase continued during the day, with very little advantage on either side. At 4 p.m., the *Néréide* bore west-south-west about five miles. At 6 p.m., both ships were taken aback and bore up. At 8 p.m., the *Phæbe* was drawing up fast with the enemy, who, at 9 p.m., burnt two blue lights, and commenced firing her stern-chasers, which did considerable damage to the *Phæbe's* masts, sails and rigging. At 9.10 p.m., just as the *Phæbe* was in a situation to commence the attack, the *Néréide* put in stays, and owing to the crowd of sail carried by the *Phæbe*, and the extreme darkness of the night, the preparations for tacking on board the *Néréide* were unperceived by Captain Barlow, so as to enable him to make the necessary dispositions for adopting, with promptitude, his adversary's manœuvre. The delay this occasioned exposed the sails and rigging of the *Phæbe* to additional injury from the *Néréide's* fire, but, in a few minutes, the former came round; and the two frigates, in passing on opposite tacks, exchanged broadsides. By 10 p.m., the *Phæbe* got fairly alongside her opponent. Both ships then backed their main-topsails, and commenced the action in earnest, the *Néréide* placing herself at about four ships' length to-windward of the *Phæbe*. In a short time the former, having received considerable injury in her masts, rigging and sails, fell on board the latter a little ahead of the main-chains. The *Phæbe* immediately bore up, and got clear of her; then hauled to the wind, and again approached, when at 10.45 a.m., just as the *Phæbe* was preparing to renew the attack, the *Néréide* hauled down the light she had been carrying, and hailed that she surrendered. Neither ship appears to have had any masts shot away; but both had suffered much, particularly the *Néréide*, in their rigging and sails. The hull of the latter was a good deal shattered, and her stern windows were entirely beaten in.

## ARMAMENT OF EACH VESSEL.

	<i>Phæbe.</i>		<i>Néréide.</i>	
	No.	Pdrs.	No.	Pdrs.
Main deck ... ..	20 long guns	18	26 long guns	12
Q.-deck and fore-castle	10 "	9	8 "	6
"	8 carronades	32	2 carronades	36
Carriage guns ... ..	44		36	
Men and boys ... ..	261		330	

The *Phæbe* sustained a loss of 3 men killed, and 10 wounded. That of the *Néréide* was much greater; she lost 20 men killed, and 55 wounded.

## COMPARATIVE FORCE OF THE COMBATANTS.

	British.	French.
Guns ... ..	44	36
Broadside weight of } long guns	279	110
metal in pounds } carronades	128	78
	—407	—268
Crew in number... ..	261	330
Size in tons ... ..	926	892

Here, as in many other cases we have recorded, is a nominally equal match shown to have been decidedly otherwise. A third of superiority in weight of metal is far from counterpoised by a fifth of inferiority in number. The relative proportion of loss proves, however, that, had more been required of, more could have been performed by Captain Barlow, his officers and ship's company. Captain Canon, on the other hand, made a highly creditable defence. The *Néréide* was purchased for the British Navy, and registered as a 12-pounder 36.

1798.—*April the 21st.*

CAPTURE OF THE FRENCH SEVENTY-FOUR L'HERCULE, BY  
H.M.S. MARS, CAPTAIN ALEXANDER HOOD.

ON the 21st of April, at about 10 a.m., while the British fleet, under Admiral Lord Bridport, was cruising off Brest, the 74-gun ship, *Mars*, Captain Alexander Hood, and *Ramillies*, Captain Henry Inman, accompanied by two or three frigates, being on the look-out to windward, discovered,

and, along with the fleet, gave chase to two strange sail, distant about four leagues in the east, or windward-quarter. At about 2 p.m., as the British advanced ships were getting abreast of the two strangers, then ascertained to be enemy's ships, a third and a much larger sail made her appearance about five leagues off, working up along shore towards Brest. The latter became the preferable object of pursuit, and was therefore chased, under all sail, by the *Mars*, *Ramillies*, and *Jason* (frigate), the only three ships of Lord Bridport's squadron who were near enough to have a sight of the stranger. In a little while the *Ramillies*, carrying away her fore-topmast, dropped astern, and the chase was continued by the *Mars* and *Jason*. At 6 p.m., the body of the British fleet bore from the *Mars*, west, ten or eleven miles, and the Pennermarks east-south-east, about nine miles. Every effort was used to accelerate the sailing of the *Mars*; and she evidently gained, as well upon the *Jason* as upon the enemy, now plainly seen to be a ship-of-the-line. At 7.30 p.m., the Pennermarks, bearing south-east-half-east seven or eight miles, the latter evinced an intention to escape through the passage Du-Raz. Soon afterwards, the *Mars* tacked; and at about 8.30 p.m., the Bec-du-Raz bearing north-and-by-east two or three miles, the French 74-gunship *Hercule*, Captain Pierre l'Heritier, finding herself unable to work up against a strong current, dropped anchor, and furled her sails. This was just at the mouth of the passage, and at a distance from Brest, the port she had been trying to reach, of about nine leagues. The *Hercule* then carried a spring out abaft, and put herself in the best possible state to give a warm reception to the *Mars*, now fast coming up.

At 8.45 p.m., the latter, who had by this time run the *Jason* nearly out of sight, hauled up her course. At 9.15 p.m., the *Hercule* opened her broadside upon the *Mars*, and received an almost immediate return. Captain Hood,

finding, however, that the strength of the current would not allow him while under weigh to take up a proper fighting position, resolved to anchor. Accordingly, at 9.25 p.m., the *Mars* ranged ahead of the *Hercule*, and, having passed her a short distance, dropped anchor. As the former drifted astern, the anchor on her larboard-bow caught the anchor on the starboard bow of the *Hercule*; and thus entangled, with their sides rubbing together, did the two ships engage, until 10.30 p.m., at which time the *Hercule*, having failed in two attempts to board, and being dreadfully shattered in her hull, particularly on the starboard side, hailed that she struck.

So close had the ships fought, that the guns on the lower deck of each could not, as usual, be run out, but were obliged to be fired within-board. With the exception of the jibboom of the *Mars*, neither ship lost a spar. During the first ten minutes of the action, however, while the latter was obstructed in her manœuvres by the wind and tide, her bowsprit, foremast, and foreyard received several of the *Hercule's* shot. In other respects the damage to both ships was confined to the hulls. The *Mars* had her hammocks, boats and spare spars shot through, and three or four of her first-deck ports unhinged in the collision of the ships; her hull, also, was hit in several places. The *Hercule's* starboard side was riddled from end to end. Several of the ports were unhinged, and, in some instances, the spaces between the ports entirely laid open. The contrast between the two sides of the ship was, indeed, most remarkable. The larboard-side, which had been very slightly injured, was of a bright yellow; while the starboard side, or what remained of it, was burned as black as a cinder. The five aftermast-starboard first-deck guns of the *Hercule* were dismantled, and several of the others much damaged.

The loss sustained by the *Mars* in this long and close-fought action, was necessarily severe. She had her commander (a nephew of Lord's Bridport and Hood), captain of

marines, 1 midshipman, 15 seamen, and 4 private marines killed; 3 seamen and 5 private marines missing, and her third and fifth lieutenants, 1 midshipman, 36 seamen, 2 sergeants of marines, and 1 drummer wounded; total, 30 killed and missing, and 60 wounded. No accurate account has been given of the loss on board the French ship. Some accounts reckoned the killed and wounded at 400; but the *Hercule's* officers, who were the best judges, did not consider the number to exceed 290, an amount that still was greater than two-fifths of her complement.

## EACH SHIP'S ARMAMENT.

	<i>Mars.</i>		<i>Hercule.</i>	
	No.	Pdrs.	No.	Pdrs.
First deck ...	28	long guns 32	28	long guns 36
Second deck ...	30	" 24	30	" 18
Q.-deck and fore-castle	16	" 9	16	" 8
" "	2	carronades 9		
Poop ...	6	" 24	4	carronades 36
Carriage guns ...	82		78	
Men and boys ...	634		680	

## COMPARATIVE FORCE OF THE COMBATANTS.

	British.		French.	
Guns ...	82	...	78	
Broadside weight of metal in pounds {	long guns	880	...	907
	carronades	104	...	78
	—	984	...	— 985
Crew in number ...	634	...	680	
Size in tons ...	1,853	...	1,876	

A fairer match one seldom sees on paper. But there were some qualifying circumstances, the absence of which, in the estimation, perhaps, of those who view the affair as a mere struggle for glory, would have rendered the prize a yet more honourable trophy. The *Hercule* had been out of port but twenty-four hours, and that for the first time since

she had been launched; while the *Mars*, in the words of Earl St. Vincent, was "an old-commissioned, well-practised ship." Moreover, an English 18-pounder frigate was not far off; and even Lord Bridport's fleet could see the flashes of the guns. Upon the whole, the action of the *Mars* and the *Hercule* was one that, in the conduct of it throughout, reflected a great share of credit upon both the contending parties.

The *Mars* was the only ship in Lord Bridport's fleet that mounted 24-pounders on her second deck; and had she, instead of the *Ramillies*, lost a fore-topmast, the *Hercule*, in the latter, would have found a weaker, although there is no reason to think, a less successful antagonist. The *Jason*, who was about two miles off when the surrender took place, arrived on the spot in about twenty minutes afterwards, and was then of great service in exchanging the prisoners, and getting the prize out of the passage. The *Hercule* had been launched at Lorient about ten months, and when fallen in with was on her way to join the Brest fleet. She had on board a complete set of rigging for a 74-gun ship at the latter port. The holes in the *Hercule's* starboard side were so large and numerous, particularly under the counter, and just above the water-line, that, had the weather been at all boisterous, her arrival in a British port would have been very doubtful. As it was the *Hercule* reached Plymouth in safety on the morning of the 27th, and was added to the British Navy under the same name. The cost of simply making good the damage she had sustained by the shot of the *Mars* was computed at £12,500. Lieutenant Wm. Butterfield, who so ably fought the ship after Captain Hood had received his mortal wound, was—no more than his due—promoted to the rank of commander.

1798.—*May the 6th.*

THE ISLANDS OF MACOA DEFENDED BY THE BADGER, LIEUTENANT CHARLES P. PRICE, AND THE SANDFLY, LIEUTENANT RICHARD BOURNE.

THE Islands of Macoa, situated about four miles from the coast of Normandy, which were in the possession of England, being of no other use than as a reconnoitring station, to facilitate the operations of the French royalists, after being garrisoned with about 500 seamen and marines, including a great proportion of invalids, were placed under the command of Lieutenant Charles P. Price, of the *Badger*, Dutch Bay. To be prepared for an attempt of recapture, several pieces of cannon were mounted both on the principal, or western, and and on the eastern island; and, as an additional security, some small armed vessels were appointed to cruise near the spot.

Things remained in perfect quietness until the 6th of May this year, when Lieutenant Price received information that an attack from La Hogue was meditated in the course of the night. A boat was instantly despatched to reconnoitre the enemy, and every preparation made to receive him. By 10 p.m., the small naval force on the station, consisting of the 50-gun ship, *Adamant*, Captain Wm. Hotham, 24-gun ship *Eurydice*, Captain John Talbot, and sloop *Orentes*, Captain Wm. Haggitt, had not been able, owing to the prevailing calm, to advance nearer to the islands than six miles, consequently the defence of the port was likely to rest on the sole exertions of the garrison.

At midnight, the reconnoitring boat signalled the approach of the enemy, and the garrison, at the same time, heard the officers giving orders to the men, but the darkness was so

great that none of the French boats were visible. The attacking force consisted of fifty-two gun-brigs and flat-bottomed boats, having on board about 6,000 men, composed chiefly of a detachment from the Boulogne marine battalion. At daybreak, the flotilla was seen drawn up in line opposite to the south-west front of the western redoubt, and, instantly, seventeen pieces of cannon, consisting of four 4, two 6, and six 24-pounder long guns, and three 24 and two 32-pounder carronades, being all the guns that would bear, opened upon the brigs and flats composing it. The brigs remained at a distance of from three to four hundred yards in order to batter the redoubt with their heavy long guns, while the boats, with great resolution, rowed up until within musket-shot of the battery. But the guns of the latter, loaded with round, grape and canister, soon poured destruction among them, cutting several of the boats "into chips," and compelling all that could keep afloat to seek their safety in flight. Six or seven boats were seen to go down, and one small flat, No. 13, was afterwards towed in, bottom upwards. She appeared, by some pieces of paper found in her, to have had 144 persons on board, including 129 of the second company of the Boulogne battalion.

The loss sustained by the British garrison in this highly-creditable affair, amounted to 1 private marine killed, and 2 seamen and 2 private marines wounded—a loss much less in amount than was to be expected from upwards of eighty bow guns, many of which were long 36's, and none of them, it is believed, below 18-pounders. Lieutenant Richard Bourne, of the *Sandfly* (gun-vessel), who commanded the fort on the eastern island, was unable at the commencement of the action to effect much, but towards the close of it the enemy's boats got within shell-range, when two 68-pound carronades, which were part of his guns, began to open, and, from their heavy and destructive charge, must have been of great service in repelling the assailants. Fortunately, no one of

Lieutenant Bourne's party was hurt. According to one French account the invaders lost about 900 men in killed or drowned, and between 300 and 400 wounded; according to another, their loss was very trifling. The three British ships got up just as the French were retreating, but, owing to the calm state of the weather, were unable to intercept any of the boats on their way to La Hogue. As a reward for their conduct on this occasion, Lieutenant's Price and Bourne were each promoted to the rank of commander.

1798.—*July the 15th.*

ACTION WITH FOUR SPANISH FRIGATES AND CAPTURE OF ONE, THE SANTA DOROTEA, BY H.M.S. LION, CAPTAIN MANLY DIXON.

At 9 a.m., of the 15th of July, Carthagena bearing north 79° west, distant twenty-nine leagues, the British 64-gun ship *Lion*, Captain Manly Dixon, steering east, with a crowd of sail, the wind moderate at west-south-west, descried, in the south-east quarter, standing towards her, four strange frigates. The *Lion* immediately shortened sail and hauled up so as to secure the weathergage, and then bore down on the enemy, now discovered to consist of four Spanish frigates, of forty guns each, in close order of battle on the larboard line of bearing, the third frigate from the van, the *Santa Dorotea*, with her fore-topmast gone. In order to secure a general action, Captain Dixon meditated his first attack on this ship, which, being left astern by her comrades, the *Lion* was not long in cutting off. The three remaining frigates tacked in succession and passed the *Lion* very gallantly within musket-shot; but as their line after tacking was by no means a close one, they each received a well-directed broadside, the effect of which was evident by their standing a long time on the same tack. Captain Dixon still kept in chase of the

*Santa Dorotea*, who, sailing nearly as well as the *Lion*, galled her considerably in the rigging by her stern-chasers.

The three frigates, having at last tacked, made a second attempt, but not so close as the former, to succour their friend, and were each repaid by a broadside in return. At length the *Lion* closed with the *Santa Dorotea* and poured in a destructive fire, the yard-arms of the two ships passing just clear of each other. Still the latter held out. Her consorts made a third, but a distant and feeble effort to cover her, and then hauled close by the wind and stood to the north-west. The *Lion*, whose rigging and sails were much cut, succeeded with difficulty in wearing round on the same tack as the *Santa Dorotea*, who, having lost her mizen-mast (her fore-topmast already gone), had her mainmast and rudder damaged, and her rigging and sails cut to pieces, and being, besides, abandoned by her three comrades, very wisely substituted the British for the Spanish ensign. As an additional proof that Captain Gerraro had maintained the action with becoming bravery, the loss on board his ship amounted to 20 men killed and 32 wounded. The loss sustained by the *Lion* was very trifling, amounting to no more than 1 mortally and 1 slightly wounded. It took Captain Dixon during the remainder of the day to repair the rigging and sails of the *Lion*, and to place the prize in a state to be conveyed in safety to her new destination. The *Santa Dorotea* was afterwards added to the British Navy as a 12-pounder 36-gun frigate.

1798.—*August the 1st.*

REAR-ADMIRAL SIR HORATIO NELSON'S VICTORY OVER THE FRENCH FLEET ON THE NILE.

At about 10 a.m. on the 1st of August, the towers of Alexandria, the Pharos and Pompey's Pillar, made their welcome appearance to the British fleet under Sir Horatio Nelson; and soon the two ports, which, when last seen, had

been unpeopled and solitary, displayed to the view a wood of masts; as an unerring sign, too, of who were now the occupants of the city, the French flag waved upon the walls. The two British look-out ships, the *Alexander* and *Swiftsure*, as they drew nearer, caused a general disappointment to their friends in the offing in the signal their duty obliged them to make, that the enemy's fleet did not form part of the vessels at anchor; that there appeared to be but six ships of war of various sizes, and that the remainder were transports and merchantmen. The disappointment to the fleet was, however, of short duration, as the *Zealous* soon after noon, just as the Pharos towers bore south-south-west, distant four or five leagues, signalled that sixteen ships of war lay at anchor in line of battle in a bay upon her larboard-bow. Instantly the British fleet hauled up steering to the eastward under top-gallant sails, with a fine breeze from north-and-by-west to north-north-west.

At about 2.15 p.m., the *Alexander* and *Swiftsure*, having been recalled by signal, stood under all sail towards the body of the fleet, then distant about four leagues, and pressing to the eastward. Soon afterwards each ship of the fleet got a cable out of the gun-room port and bent it to an anchor and prepared herself with springs to give the requisite bearing to her broadside. This had been ordered to be done, that the ships might anchor by the stern in the best position for annoying the enemy and for supporting each other. As the British were approaching the bay, two French brigs, the *Railleen* and *Alert*, stood out to reconnoitre. As soon as they got nearly within gunshot of the headmost ships, the *Alert*, by directions from her admiral, stretched on towards the shoal that lies off the east-north-east end of Aboukir Island, in the hope that one of the 74's would follow her and get on shore. But the *ruse* did not take, and the British van continued to steer a safe course for the enemy.

At 5.30 p.m., after some other necessary signals had been made, one was hoisted to form in line of battle ahead and astern of the admiral as most convenient from the then accidental position of the ships, without regard to the succession denoted in the established form delivered. The appearance of this signal usually causes at first some slight confusion on account of the eagerness of the ships to get advanced stations. By a little before 6 p.m., however, the line was tolerably formed, as far at least as the eleventh ship, all of which had rounded or were rounding the shoal at the western extremity of the bay; and with the wind on the starboard-quarter, were rapidly approaching the enemy in the following order:—*Goliath*, *Zealous*, *Vanguard*, *Minotaur*, *Theseus*, *Bellerophon*, *Defence*, *Orion*, *Audacious*, *Majestic*, *Leander*; then followed the *Culloden*, still on a wind, and somewhat astern, from having till three o'clock had her prize in tow; and far astern of the *Culloden* were the *Alexander* and *Swiftsure*, using every effort to get to the scene of action.

At about 6.20 p.m., the French hoisted their colours, and their two van-ships, the *Guerrier* and *Conquérant* opened a fire upon the two leading British ships, the *Goliath* and *Zealous*. The guns on Aboukir Island also fired at them, and continued to do so at the other ships as they rounded the shoal, but ceased to fire at the ships that became closely engaged for fear probably of doing an injury to the French van. In a very few minutes after the latter had commenced firing, the *Goliath*, who had been obliged to set her top gallant sails to prevent the *Zealous* from heading her steering as if intending to haul to-windward of the French line, but instead of doing so crossed the bows of the *Guerrier* and, ranging past the latter, let go her stern-anchor, so as to bring up abreast of the small opening between the *Conquérant* and *Spartiate*. As she passed to her station, the *Goliath* kept up a spirited fire on the two van ships, and also

threw a few distant shots at the *Sérieuse* (frigate), which along with the *Hercule* (mortar-brig), had been stationed abreast of them. The *Zealous*, who was close astern of the *Goliath*, made a similar feint in her approach; and then, dropping her anchor, placed herself abreast of the inner, or larboard bow, of the *Guerrier*.

The next ship to the *Zealous* would have been the *Vanguard* and then the *Minotaur*, but these two, making for the starboard-side of the enemy's line, left the *Theseus* to follow the *Zealous*. This she did immediately; and, passing between the latter and her opponent, and along the larboard-side of the *Goliath*, anchored in a direct line ahead of the latter, and within two cables' length of the *Spartiate's* larboard-side. The *Orion*, having passed on the starboard-side of the *Zealous* and *Goliath* successively, found herself unexpectedly assailed by the *Sérieuse*. As soon as the 74's starboard-guns would bear, the masts of the frigate were brought down and her hull was so struck that she sank shortly afterwards in shoal water with her upper works dry. Running on, the *Orion* passed the *Theseus*, and on dropping her best bower anchor swung with her head towards that ship; she then veered away until abreast of the opening between the *Peuple Souverain* and *Franklin*, firing into the larboard-bow of the latter and the larboard-quarter of the former. The *Audacious*, having from the outside cut through the opening between the *Guerrier* and *Conquérant*, came-to at about 6.20 p.m. with the small bower and opened her larboard-guns upon the *Conquérant* at about forty yards distance. In a few minutes more, the *Audacious* swung round the *Conquérant's* bows and then brought up head to wind within thirty yards of her on the larboard side.

The rear-admiral had wisely resolved to complete the capture or destruction of the French van ships, ere he made any serious attempt upon those in the rear, which, from their leeward situation were, he knew, unable to afford any

immediate support to the former. As the first step in the execution of this plan the *Vanguard*, at about 6.30 p.m., anchored abreast of the *Spartiate*, within half pistol-shot on the starboard side. The *Minotaur*, anchoring soon afterwards next ahead of the *Vanguard*, found herself opposed to the *Aquilon*, and the *Defence* still preserving the outer line, brought up, at about 7 p.m., abreast of the *Peuple Souverain*, while the *Bellerophon* and *Majestic* passed on with the intention of closing with the enemy's centre and rear.

Having placed at anchor and in hot action eight British and five French ships, we will now, to save confusion in the narrative, show how much, at 9.30 p.m. or thereabouts, had been effected by both the engaged parties. The *Guerrier*, receiving a raking broadside from every ship that passed her bows, and a succession of raking broadsides from the *Zealous*, who had stationed herself so judiciously, lost, in less than a quarter of an-hour all three masts and bowsprit, without being able to bring guns enough to bear, to fall even a top-gallant mast of the ship that was so annoying her. The safe position of the *Zealous* was partly the cause of this, but another cause existed in the unprepared state of the French ships on the larboard side. It was the knowledge of the fleet, that the French, like the Spaniards, seldom clear for action on more than one side of their ships which had induced Captain Foley to pass between them and the shore. The knowledge also that the French ships must have allowed themselves room to swing, in the event of the winds blowing directly from the shore, and that the British ships drew less water by some feet, dispelled all fears about getting aground. The *Guerrier* having been as well as dismasted dreadfully shattered in her hull, and proportionately thinned in her crew, had no alternative but to strike her colours.

The *Conquérant*, besides receiving a portion of the fire from the ships that ran by her and a very warm fire from the quarter-guns of the *Theseus*, found two steady opponents in

the *Goliath* and *Audacious*, the latter, for a while, in a raking position. At the end of ten or twelve minutes, after having, by the united fire of two ships, on whom, from the position they had taken, she was unable to bestow a suitable return, had her fore and mizen-masts shot away and her mainmast left in the act of falling, the *Conquérant* hauled down her flag. This ship appears to have been the first that struck, but still, being entirely disabled, she could have resisted no longer. Of the *Conquérant's* two principal opponents, the *Goliath* had suffered the most, having had nearly the whole of her main and mizen-rigging shot away and all her masts badly wounded. The fore and main-masts and main-topmast of the *Audacious* were also considerably injured.

The *Spartiate*, after sustaining for some time the direct fire of the *Theseus*, found herself assailed on the starboard-side by the whole broadside force of the *Vanguard*, and by an occasional fire on the bow from the quarter-guns of the *Audacious*, and, on the quarter, from those of the *Minotaur*. Thus surrounded by foes, the *Spartiate's* masts did not long remain standing, and her colours came down nearly at the same time as the *Guerrier's*. The *Spartiate* had found, at the onset of the attack, an able second astern in the *Acquilon*, who, from her slanting position in the line, had succeeded in raking the *Vanguard* with dreadful effect, until the *Minotaur* crippled her means of annoyance. With two such opponents as the *Spartiate* and the *Acquilon* upon her, the *Vanguard's* damage and loss might well have been severe, and, although none of her masts fell over the side, they were all badly wounded.

The powerful broadsides of the *Minotaur*, aided by the occasional fire of the *Theseus* from within the line, soon reduced the *Acquilon* to the dismasted state of her companions ahead, and compelled her at length to surrender. Nor could the *Peuple-Souverain* withstand longer than she did the close and animated fire of the *Defence*, particularly when aided by

a succession of raking broadsides from the *Orion* as the latter lay on the *Peuple-Souverain's* inner quarter. This ship, having had her fore and mainmasts shot away, and being in other respects greatly disabled, cut or slipped her cable and dropped out of the line, anchoring again abreast of the *Orient* at about two cables' length distance.

The fore-topmast of the *Defence* fell over the side just as the *Peuple-Souverain* had ceased firing and quitted the line. The *Defence* then veered away her sheet-cable and brought up on the outer, or starboard-bow, of the *Franklin*. All three of the lower masts, as well as bowsprit of the former ship, were much injured, and so were both the hull and the masts of the *Minotaur* from the *Aquilon's* fire. But, of the eight British ships whose performance we have been detailing, the *Defence* was the only one that had had any spar shot away.

In order to lessen the confusion of a night attack and prevent the British vessels from firing into each other, every ship had been directed to hoist at her mizen-peak four lights horizontally, and the fleet, also, went into action with the white or St. George's ensign, the red cross in the centre of which rendered it easily distinguishable, in the darkest night at sea, from the tri-coloured flag of the enemy. At about 7 p.m., or soon afterwards, the lights made their appearance throughout the fleet, and it was nearly at the same time that the *Bellerophon* dropped her stern anchor so as to bring up abreast, instead of on the bow, of the French three-decker. In a very few minutes afterwards the *Majestic* brought up abreast of the *Tonnant*, and soon lost her captain by that ship's heavy fire. Subsequently, when the *Tonnant* cut her cable to keep clear of the *Orient*, the *Majestic* slipped, to prevent falling athwart the hawse of the *Heureux*. She then let go her best bower and again brought up, head to wind, having the *Tonnant* on her larboard-bow and the *Heureux* on her starboard-quarter.

The *Swiftsure*, having passed the *Alexander* when the

latter tacked to avoid the Aboukir shoal, now came crowding up. At about 8 p.m., she anchored by the stern, judiciously placing herself on the starboard-bow of the *Orient*, and on the same quarter of the *Franklin*; while into the larboard-bow of the latter ship, the *Leander*, having taken an admirable position in the vacant space left by the *Peuple-Souverain*, poured several unrequited broadsides. Almost immediately afterwards the *Alexander* passed through the wide opening which the driving of the *Tonnant* had left, and dropped her bow-anchor so as to bring her starboard-broadside to bear on the larboard-quarter of the *Orient*.

Until the *Leander* took up a position inside of the *Orion*, the latter had been firing into the *Franklin*, and the *Minotaur* had also occasional opportunities of bestowing a few shots on her. But, since the *Peuple-Souverain* had left the line, the *Franklin* had found a more unengaged opponent in the *Defence*, when, suddenly, an event happened that struck both sides with awe, and suspended for awhile the hostile operations of the two fleets. From the moment that the *Bellerophon* had stationed herself with so much more gallantry than judgment alongside the *Orient*, a heavy cannonade had been kept up between the two ships, so decidedly to the disadvantage of the former as to cut away first her mizen and then her mainmast, the latter falling along the booms, on the starboard side of the forecastle. At about 9 p.m., a fire was observed on board the *Orient*. To the *Bellerophon* it appeared to be on the second deck, and to the *Swiftsure* in the mizen-chains. As many of the latter ship's guns as could be brought to bear were immediately directed to the inflamed spot, with, as was soon evident, dreadful precision. While the *Bellerophon*, having now an additional reason for withdrawing from an antagonist of so overwhelming a force, cut her stern-cable, and, loosing her spritsail, wore clear of the *Orient's* guns, which, from the first deck, particularly, continued an unabated fire, even after the upper part of the

ship was on fire. Scarcely had the *Bellerophon* effected her escape, when her foremast fell over the larboard-bow, killing in its fall a lieutenant and several men.

At about 10 p.m., the *Orient* blew up with a tremendous explosion. Any description of the awful scene would fall far short. We shall, therefore, confine ourselves to the effect it produced upon the adjacent ships. The *Alexander*, *Swiftsure* and *Orion*, as the three nearest, had made every preparation for the event, such as closing their ports and hatchways, removing from the decks all combustible materials, and having ready, with their buckets, a numerous body of firemen. The shock shook the ships to their keelsons, opened their seams, and in other respects did them considerable injury. The flaming mass flew over the *Swiftsure*, as was wisely conjectured by her commander, when urged to attempt moving further off; but a part of it fell on the *Alexander*, who lay at a somewhat greater distance from the *Orient*, on her lee-quarter. A port-fire set the *Alexander's* main-royal in flames, and some pieces of the burning wreck set fire to the jib. In both quarters the crew extinguished the flames, but not without cutting away the jib-boom and spritsail-yard. The *Alexander*, with the little air of wind that the cannonade, and the more mighty concussion that interrupted it had left, then dropped to a safer distance. Among the French ships, the *Franklin* received the greatest share of the *Orient's* wreck. Her decks were covered with red-hot seams, pieces of timber, and burning ropes; and she caught fire, but succeeded in extinguishing it. The *Tonnant* had, just before the explosion, cut or slipped her cable, and dropped clear of the burning wreck. The *Heureux* and *Mercure*, although too far off to be injured, had done the same.

Either amazement at what had happened, or a strong feeling towards self-preservation, or both causes united, made it full ten minutes ere a gun was again fired on either

side. By this time, too, the wind, as if just recovering from the trance with which all Nature had been hushed by the catastrophe, freshened up; and, as it ruffled the surface of the water, and clattered among the rigging of the ships, re-animated the half-benumbed faculties of the combatants. The French ship, *Franklin*, though disabled in most of her guns, was the first to recommence hostilities. She opened a fire from her lower battery upon the *Defence* and *Swiftsure*, who, as they close on her starboard-bow and quarter, returned it, particularly the former ship, with full effect. Being without a second ahead or astern, and having, besides these two determined opponents, one or two other ships in commanding positions on her opposite bow and quarter, the *Franklin* waited till her main and mizen-masts came down by the board; and then, having scarcely a gun to cannonade with, and being reduced by loss in the action to less than half her complement, struck her colours.

It was now midnight, and the *Tonnant* was the only French ship whose guns continued in active play. Her shot gave great annoyance to the *Swiftsure*; particularly as the latter, owing to the position of the *Alexander*, could make little or no return. But the *Majestic* had been the principal opponent of that formidable French ship. At about 3 a.m., the heavy and unremitting fire of the latter brought down by the board the former's main and mizen-masts; but, shortly afterwards, the *Tonnant* herself had her three masts shot away, equally close to the deck. The wreck of these compelled her to cease firing, but failed in inducing her to strike. She had, indeed, by veering her cable, driven so far to leeward of her second position as to have now no opponent near enough to put her resolution to a trial. The *Heureux* and *Mercure*, also having, as already stated, withdrawn from the line, had left ample room for the *Tonnant* to take up a station ahead of the *Guillaume Tell* and the two ships in her rear. This she did, and a second interval of silence ensued.

At 4 a.m., just as the day broke, the firing recommenced between the *Tonnant*, *Guillaume Tell*, *Genereux*, and *Timoleon* on the one side, and the *Alexander* and the crippled *Majestic* on the other. This soon brought to the spot the *Theseus* and *Goliath*. Soon after these ships had dropped their anchors, the French frigate *Artemise* fired a broadside at the *Theseus* and then struck her colours. A boat from the latter proceeded to take possession, but the frigate was discovered to be on fire, and soon afterwards blew up. In the meantime, the four French line-of-battle ships and the two frigates inside of them, kept dropping to leeward, so as presently to be almost out of gun-shot of the British ships that had anchored to attack them.

At about 6 a.m. the *Goliath* and *Theseus* got under weigh, and, accompanied by the *Alexander* and *Leander*, stood towards the *Heureux* and *Mercure*, who, on quitting the line, had first anchored considerably within it, and themselves on shore to the southward of the bay. These ships, after the interchange of a few distant shots, struck their colours. At about 11 a.m., the absence of the *Goliath*, *Theseus*, and *Alexander* afforded to the *Genereux* and *Guillaume Tell*, and the two frigates *Justice* and *Diane*, an opportunity to get under weigh and make sail to the north-east. The *Timoleon* being too far to leeward to fetch clear, had run herself on shore, losing her foremast by the shock. The four other ships now hauled close on the larboard-tack, and immediately the *Zealous*, who, having gone down to assist the *Bellerophon*, was the nearest ship in condition to make sail, stood towards them. After a reciprocal firing, that was too distant to effect much, the French ships stretched on and escaped.

Of the thirteen French ships-of-the-line one had perished, eight had surrendered, and two had got clear; and of the remaining two, one, the *Timoleon*, was on shore with her colours flying, the other, the *Tonnant*, having had her second cable cut by the fire of the *Alexander*, lay about two miles

from the *Timoleon* a mere wreck, but also with her colours up, which were flying on the stump of her mainmast. Things remained in this state until the following morning, the 3rd, when the *Theseus* and *Leander* approached and stationed themselves near the *Tonnant*. All further resistance being utterly hopeless, the latter hauled down her ensign, and, on replacing it with a flag of truce, was taken possession of by a boat from the *Theseus*. The principal part of the crew of the *Timoleon* had, during the preceding night, escaped on shore; the remainder, at about noon, set fire to their ship, which, exploding soon afterwards, made the eleventh line-of-battle ship lost to the French by the battle of Aboukir Road, or, as since called, battle of the Nile, a mouth of that river flowing into the bay.

The damages sustained by the British ships were chiefly confined to the masts and rigging. The *Bellerophon* was the only ship entirely dismasted, and the *Majestic* the only one besides her that had lost any lower masts. The *Alexander* had lost her mizen-topmast and her fore and main top-gallant masts, and, at 6 p.m. of the 3rd, her main-topmast, from the wounds it had received, fell over the top, as, on the same morning, had the main-topmast of the *Goliath*. The lower masts, yards, and bowsprits of all the ships that had been engaged were more or less damaged by shot. The *Bellerophon's* hull was in a very shattered state; one of the carronades on the poop was broken to pieces; seven of the quarter-deck guns were entirely disabled, as also were six of the second, and two of the first-deck guns; and the greater part of the hammocks were cut. The *Vanguard* had been struck very heavily on her starboard-bow, and the *Swiftsure*, as she was bearing down to engage, received in her larboard-bow, several feet below the water-mark, a shot from the *Tonnant* that, in spite of the constant use of the chain-pumps, kept four feet of water in the hold from the commencement to the end of the

action. The *Theseus* was also hulled in more than seventy places, and the *Majestic* was nearly in as shattered a state as the *Bellerophon*.

The loss of the British was, in the aggregate, tolerably severe. The *Minotaur* had her first master, 1 master's mate, 18 seamen, 3 marines killed; 1 sea lieutenant, 1 lieutenant of marines, her second master, 1 midshipman, 54 seamen, 6 marines wounded. The *Alexander*, 1 lieutenant, 13 seamen, killed; her captain, captain of marines, master, 2 midshipmen, 48 seamen, 5 marines wounded. The *Audacious*, 1 seaman killed; 1 lieutenant, her gunner, 31 seamen, 2 marines wounded. The *Bellerophon*, 3 lieutenants, 1 master's mate, 32 seamen, 13 marines killed; her captain, master, captain of marines, boatswain, 1 midshipman, 126 seamen, 17 marines wounded. The *Defence*, 3 seamen, 1 marine killed; 9 seamen, 2 marines wounded. The *Goliath*, 1 master's mate, 1 midshipman, 12 seamen, 7 marines killed; 1 lieutenant, 2 midshipmen, her schoolmaster, 28 seamen, 9 marines wounded. The *Majestic*, her captain, 1 midshipman, boatswain, 33 seamen, 14 marines killed; 2 midshipmen, her captain's clerk, 124 seamen, 16 marines wounded. The *Orion*, 1 captain's clerk, 11 seamen, 1 marine killed; her captain, boatswain, 3 midshipmen, 9 seamen, 2 marines wounded. The *Swiftsure*, 7 seamen killed; 1 midshipman, 19 seamen, 2 marines wounded. The *Theseus*, 5 seamen killed; 1 lieutenant, 24 seamen, 5 marines wounded. The *Vanguard*, her captain of marines, 2 midshipmen, 20 seamen, 7 marines killed; the rear-admiral (by a contusion in the head, but not reported), 2 lieutenants, the admiral's secretary, the boatswain, 2 midshipmen, 60 seamen, 8 marines wounded. The *Zealous*, 1 seaman killed; 7 seamen wounded. The *Leander*, 14 seamen wounded; making a total of 218 killed and 678 wounded.

Of the damages sustained by the captured French ships, more details, scanty as they are, have already been given,

than are contained in any published account. They may now be summed up by stating that the *Guerrier*, *Conquerant*, *Spartiate*, *Aquilon* and *Tonnant* were entirely dismasted, and, in the present state of their hulls, not seaworthy, especially the two former; and that the *Peuple-Souverain* retained but her mizen-mast, and the *Franklin* her foremast, with their hulls in not much better plight than that of their captive companions. As to the *Mercure* and *Heureux*, their principal damages were not from shots but from running on shore; they still lay with top-gallant yards across, and, to all appearance, were as perfect as when the action commenced.

It was owing, probably, to the severe wound which Rear-Admiral Nelson had received at the onset of the battle, that no account was taken of the loss sustained by the different captured ships. This is, perhaps, the only general action in which so important an omission is to be complained of in the official despatch. The London newspapers, although they sometimes clear up points of this nature, afforded, in the present instance, but little information, merely stating that, according to one account, the loss amounted to 2,000, and, according to another, to 5,000 men. The latter number, being within 225 of a sweeping balance of "taken, drowned, burnt and missing" at the foot of a loose statement of the complements of nineteen French ships, including the thirteen engaged, subjoined to the official letter, may be traced to that as its probable source. The origin of the former number is uncertain, but 2,000 appears no unreasonable amount for the killed and wounded on board nine ships, eight of which were so dreadfully shattered as those in question. The French Commander-in-Chief, Admiral Brueys, while standing on the *Orient's* poop, received three wounds, one of which was on the head. Soon afterwards, on descending to the quarter-deck a shot almost cut him in two. This brave officer then desired not to be carried below, but to be left to die upon deck; he

survived only a quarter of an-hour. The admiral's captain, Casa-Bianca, is represented in one account to have fallen by his side, but according to another account, he and his son, a boy only ten years old, perished on one of the *Orient's* masts at the time of the explosion. Captain Thévenard of the *Aquilon*, and Du-Petit-Thonars, of the *Tonnant* (who had both his legs shot off) was killed in the action, and six other captains and principal officers dangerously wounded.

Our next business is to exhibit, as far as we are able, the relative force of the two parties in this memorable battle. But before we enter upon that we must show how completely *hors de combat* the *Culloden* was placed by the accident that had befallen her. At about 6.40 p.m., on the evening of the action, the ship, having just before hauled up to clear the *Leander*, and sounded in eleven fathoms, struck on a ridge of rocks, about two miles east-north-east of the Island of Aboukir. At that very moment, the three masts of the *Guerrier*, then about one and three-quarter miles off in the south-west, were seen to come down. Instantly a stream anchor and cable were placed in the launch, and dropped at about a cable's length from the stern, in eleven fathoms of water. The *Mutine*, brig, now came and anchored within three cables' length of the *Culloden*, in order to afford every assistance in her power. The 74-guns were immediately sent to her; and the water and wine were started from the casks. But, unfortunately, the swell, which had greatly increased, made the ship strike so hard, that the rudder was knocked off, and sank alongside; the ship, too, made three feet water an hour. By midnight the leak had increased to five feet an hour. At 2 a.m. in the morning, the ship's head swung to the north-east, and the cable parted. The *Culloden*, after striking several times very heavily, got off the rock into five fathoms of water, and then made seven feet of water an hour. A sail was now thrummed, and put under the ship's bottom; and on the

morning of the 3rd, a spare topmast was converted into and hung as a temporary rudder.

Having thus made it clear that, for any part she took in the action of the 1st and 2nd of August, the *Culloden* might as well been at anchor in Naples Bay as on shore at one extremity of Aboukir Bay, we shall now proceed to state the force of the remaining thirteen ships. Of these one was not only no line-of-battle ship, but a ship decidedly unable to lay alongside of any ship in the opposite line. Yet, as it would be paying a very poor compliment to the *Leander's* meritorious exertions to consider that they were wholly without effect, we shall readily include her as one of the contending British ships.

The chief difficulty that attends a calculation of the force on the British side is what has hitherto been the usual one, that of fixing the exact number and nature of carronades mounted by each ship. The whole twelve 74's, except the *Minotaur*, were of one class; and none of the eleven, except the *Vanguard*, appeared to have been fitted subsequently to the date of the Admiralty order establishing carronades upon the quarter-decks and forecastles of line-of-battle ships in general. The *Minotaur*, at her first outfit, had been armed with eighteen 32-pounder carronades, instead of 18 long 9's; and as late as June, 1797, she was officially declared to be the only 74 in the British Navy so fitted.

The *Vanguard*, having been equipped in great haste, does not appear to have undergone the alterations in her ports, which carronades would have rendered necessary. Nor does any ship of this fleet, except the *Goliath*, appear to have been specially ordered to mount quarter-deck or forecastle carronades. The *Goliath's* carronades, if she still retained them on board, were two 68-pounders. Inclusive, then, of those just enumerated, the only carronades for the twelve 74's will be six 18-pounder carronades for each ship's poop. The *Leander* appears to have mounted on the

whole sixty guns; namely, her established fifty long guns and six 26 and four 12-pounder carronades for her quarter-deck, forecastle and poop. The guns on the English side will, therefore, be as follows:—

Long Guns.			Carronades.		
Nature.		No.	Nature.		No.
32-pounders	...	336	68-pounders	...	2
24	"	22	32	"	18
18	"	338	24	"	6
12	"	22	18	"	72
9	"	214	12	"	4
6	"	6			102
		938	Long guns		938
			Carriage guns		1,040

With respect to the complements of the ships, they may be fixed at the full establishment, deducting, as usual, the nominal, or widow's men, and adding five men for the whole of the supernumeraries that were on board the *Vanguard*. The tonnages are obtained in the customary manner, that is, from official documents, and cannot fail to be correct.

Extraordinary as the fact may seem, yet the guns mounted by the French ships can be stated with greater certainty, both as to numbers and nature, than the guns mounted by the English ships. This arises from the employment of but one number and nature of carronade throughout the 74-gun class, and from the long guns of the French ships, with one slight and easily-defined exception, being the same as are directed to be used by the ordinance of 1786. If we required any further proof that the calibres of the *Orient* on every deck were precisely those of the establishment, we should find it in Rear-Admiral Ganteaume's "Abstract of the Engagement," wherein the "36-pounders," the "24-pounders," and the "12-pounders" are specifically referred

to as forming the ship's three principal batteries. With respect to the three 80-gun ships, two of them were captured on this occasion, and the third subsequently, hence their force can readily be obtained. They each mounted, along with six brass 36-pounder poop carronades, the same long guns, except that they all had 12, instead of 8-pounders on the quarter-deck and fore-castle, and except that the *Franklin* had two additional brass guns on her first, second, and quarter-decks, making her numerical force ninety-two, and that of each of her classmates eighty-six guns. The 74's were similar in point of armament to those captured on the 1st of June. It is doubtful whether or not the *Orient* mounted any poop-carronades; at all events none will be reckoned. Hence the account may be stated thus:—

Long Guns.		No.
Nature.		
French, 36-pounders	... ..	376
” 24 ”	... ..	132
” 18 ”	... ..	270
” 12 ”	... ..	90
” 8 ”	... ..	164
Carronades.		
French, 36-pounders, brass	... ..	54
Carriage guns	... ..	1,086

The complements of the French ships next claim our attention. These, according to a statement subjoined to the official letter, purporting to be grounded on certificates from the French commissioners and other officers, were 1,010 men for the 120-gun ship, 800 for each of the 80's, and 700 for each of the 74's; but the numbers for which head money was subsequently paid was 1,011, 868, and 707. The occurrence of one number for the complement of each of the two 80's, and

700 for each of the seven 74's, prevails in both accounts, and certainly throws a doubt upon their accuracy. It would appear that an average was taken, in lieu of the actual complements, owing, perhaps, to the difficulty of obtaining the true amount of the latter. The complements of the thirteen French ships, according to the ordinance of 1786, and the augmentation in the 74's complement, would be 9,915 men; the same, according to the rate at which the head-money was paid, 9,978; and, according to the statement at the foot of the official account, 9,710. The last, as being the smallest, and as agreeing best with the statements of the French, that their ships were short in their complements, will be the number we shall make use of. Nor, when it is known that the four frigates had, by order of the admiral, as mentioned in the French accounts, sent parts of their crews to the line-of-battle ships, and that, on board of most, if not all of the latter, were found several masters, pilots and others, belonging to the numerous fleet of transports lying at Rosetta and Alexandria, will the number so fixed upon be considered as overrated.

The capture of nine out of the thirteen ships on this occasion, and of two others in a year or two afterwards, enables us to go far in giving the tonnages with correctness. The *Guerrier*, *Heureux* and *Mercure*, however, were not surveyed. The first, agreeing in age with the *Conquerant* and *Peuple-Souverain*, we shall consider to have measured about the same; and, to each of the two last, they appearing to have been built at a much later period, shall assign the same tonnage as the smallest of the 74's, the *Achille*, captured by Lord Howe. The same tonnage will suffice for the only remaining 74, the *Timoléon*. The tonnage of the *Orient*, the *Ci-devant*, and *Sans-Culottes* was 2,600. Having been thus minute, in order that the materials out of which we build our statement in the gross may, in so important an action, be fully made known and

appreciated, we can with greater confidence present the following as the

## COMPARATIVE FORCE OF THE TWO FLEETS.

	British.	French.
Ships in number ... ..	13	13
Guns ... ..	1,040	1,086
Aggregate broadside weight } of metal in pounds ... }	9,795 1,100	12,976 1,053
Aggregate crews in number } of men ... .. }	10,895 7,401	14,029 9,710
Aggregate size in tons ...	20,660	25,560

Upon the face of this statement, the presence of the *Culloden* would have still left a preponderance, if not in number of ships and guns, in broadside weight of metal, crews and size. Sufficient reasons, however, have, we trust, been offered to warrant the total exclusion of that ship; and in that case, the superiority of force was every way more than requisite to rank the victory of the Nile among those brilliant achievements so familiar to the British Navy. If any allowance is called for because the French ships were conquered in detail, and that by a decided superiority of force, we may answer that that is mostly the case in all general actions; that, in the present instance, the danger of a cross-fire, as well as of grounding on the inner shoal, were more than equivalent to the advantage of doubling the van of the line; and that had the six French rear ships, the moment they saw the manœuvre that was about to be practised on their friends in the van, got under weigh and stood out, they would have found full employment for the five or six British ships that had not yet got into action, they would undoubtedly have captured the *Culloden*, and prevented the *Alexander* and *Swiftsure* from entering the bay. No notice has been taken of the four frigates (two of them heavy 18-pounder ones), four mortar vessels, gunboats, and battery on Aboukir Island, nor of the powerful army on

shore ready to co-operate should any accident befall the British ships. Let all these be thrown into the account, and surely they will more than compensate for the disadvantages, if any, under which the attack was sustained.

Undoubtedly the sad accident that befel the three-decker gave a decided turn to the action, but it should be recollected that the *Orient* before she exploded had, according to the French accounts, sustained a very severe loss in officers and men; that five French ships had already struck, and that two others, the *Franklin* and the *Tonnant*, were nearly in a defenceless state. It has been stated, we are aware, that the *Orient* herself hauled down her colours before she blew up, but no such thing occurred. The *Orient's* flag at the main was by several of the British ships seen in its place when the masts were thrown into the air, and, until that flag was struck, there could have been no surrender. Moreover, the men fired from her first deck battery until they were driven from their quarters by the flames, and until some time after the *Swiftsure* and *Alexander* had ceased firing to prepare for the explosion that ensued.

With respect to the behaviour of the French, nothing could be more gallant than the defence made by each of the six van ships, by the *Orient* in the centre, and by the *Tonnant* in the rear. The *Heureux* and *Mercur*e appeared to have been rather precipitate in running themselves on shore, but the flaming body that lay ready to explode ahead and to windward of them, justified them in quitting the line. Nor was it the least happy circumstance attending the battle of the Nile that no complaint of individual misconduct issued from either side. The French commentators, as usual, multiplied the English ships in number and force, but the sober-minded part of the community knew well the near equality of both the fleets, and appreciated the victory as fairly as could be expected where so many fine ships and so much national glory had been lost.

Leaving to heads better versed in state affairs to discuss the political consequences, far and near, that attended the decisive victory which Rear-Admiral Nelson and his fleet had gained, we shall merely transcribe a translated passage, purporting to be part of a letter from a very intelligent French officer of some celebrity, Citizen E. Poussielgue, comptroller of the expenses of the army, and administrator-general of the finances in Egypt. "But," says M. Poussielgue, "the fatal engagement of Aboukir ruined all our hopes; it prevented us from receiving the remainder of the forces which were destined for us; it left the field free for the English to persuade the Porte to declare war against us; it rekindled that which was hardly extinguished with the Emperor of Germany; it opened the Mediterranean to the Russians and planted them on our frontiers; it occasioned the loss of Italy and the invaluable possessions in the Adriatic which we owed to the successful campaigns of Buonaparte; and finally, it at once rendered abortive all our projects since it was no longer possible for us to dream of giving the English any uneasiness in India. Add to this, that the people of Egypt, whom we wished to consider as friends and allies, instantaneously became our enemies, and, entirely surrounded as we were by the Turks, we found ourselves engaged in a most difficult, defensive war, without a glimpse of the slightest future advantage to be derived from it."

1798.—*August the 7th.*

ACTION WITH AND CAPTURE OF THE GENOESE PIRATE, LA LIGURIA, BY H.M.S. ESPOIR, CAPTAIN LOFTUS OTWAY BLAND.

On the 7th of August, at 5 p.m., Cape Windmill, near Gibraltar, bearing north-east-and-by-north four or five leagues, the British 14-gun brig-sloop, *Espoir*, Captain Loftus Otway Bland, having in charge a part of the Oran

convoy, discovered a large ship, seemingly steering to cut off some of the vessels. The *Espoir* immediately hauled out from the convoy, and made all sail to meet the stranger, who, evidently a man-of-war, at a little before 7 p.m., hove-to for the former. The *Espoir*, as soon as she arrived within musket-shot, hoisted her colours; but the *Liguria* (for that was the ship's name), instead of displaying hers, waited till the *Espoir* reached her weather-quarter, and then hailed. On the hail's being answered, an officer on board the *Liguria* desired the commander of the *Espoir*, in very good English, to go to leeward and strike, or he would sink him, enforcing his threat by one shot, and instantly afterwards by his whole broadside.

This compliment, the *Espoir*, notwithstanding her inferiority of force, was not slow in returning; and the two vessels continued a very heavy fire of great guns and musketry until 10.34 p.m., when the *Liguria* hailed the *Espoir*, begging her not to fire any more, as he was a Genoese. Captain Bland replied that the *Espoir* was a British man-of-war, and ordered him to lower all his sails, and come on board. No attention being paid to this mandate, and the *Liguria* shooting ahead, as if to gain a raking position, the *Espoir* again brought her broadside to bear; and Captain Bland, thinking his opponent's force not to be trifled with, gave it to her with full effect. The *Liguria* again returned the fire; but, on the *Espoir* shooting ahead and tacking to fire her opposite broadside, the *Liguria's* captain once more hailed, begging the *Espoir* not to fire again, and saying that he was badly wounded, but would obey Captain Bland's order immediately. This was about 11 p.m.; and instantly the *Liguria* lowered down her sails, and all firing ceased.

The *Liguria* mounted twenty-six carriage-guns of various calibres, namely, twelve long 18-pounders, four long 12-pounders, and ten long 6 pounders. She also mounted twelve

long wall-pieces and four swivels. Her crew consisted of 120 men of all nations. Of these she lost her boatswain and 6 men killed; her commander (dangerously) and 13 men wounded. The *Espoir*, whose guns were long 6-pounders, and whose complement was 80 men, lost her master, killed, and 6 men wounded, 2 of them badly. The *Liguria* had been sold to the Genoese by the Dutch. Being in some doubts, however, about the calibres of the guns, we shall make no additions to the nominal weight.

## COMPARATIVE FORCE OF THE COMBATANTS.

	British.	Genoese.
Guns ... ..	14	26
Broadside weight of metal in pounds	42	162
Crew in number ... ..	80	120
Size in tons ... ..	251	580

It was fortunate for the *Espoir* that the Genoese were not in these days practical men-of-wars'-men, or her temerity in seeking a combat with an opponent so formidable in point of numerical strength might have ended in her discomfiture. The promptitude, bravery, and seamanship displayed throughout this long and harrassing engagement reflects great honour on Captain Bland, his officers, and brig's company. On the other hand, some allowance must be made for the indifferent crew, as well as the inconvenient variety of calibres among the guns of the Genoese vessel. Few actions have been made more of by the painter than that of the *Espoir* and *Liguria*, notably an engraving from the pencil of Pocock.

## 1798.— October the 12th.

SIR J. B. WARREN'S ACTION WITH A FRENCH SQUADRON, AND CAPTURE OF LA HOUCHE, SEVENTY-FOUR GUNS, AND TWO FRIGATES. No sooner was it known that a French squadron with troops on board had sailed from Brest on the 17th of September, in order to attempt a descent on Ireland, than,

among other precautionary measures, Commodore Sir John Borlase Warren, in the 74-gun ship, *Canada*, with the 80-gun ship, *Foudroyant*, Captain Sir Thomas Byard; 74-gun ship, *Robust*, Captain Edward Thornborough; and 44-gun frigate, *Magnanime*, Captain the Hon. Michael de Courcy, was despatched from Cawsand Bay. On the 10th of October, when lying off Ackil Head, Sir John was joined by the 36-gun frigate, *Melampus*, Captain Graham Moore, and *Doris*, Captain Lord Ranelagh, the latter of which he immediately despatched to look out off Tory Island and the Rosses. On the same evening, the 38-gun frigate, *Amelia*, Captain the Hon. Charles Herbert, joined; and on the following morning, the 11th, the 44-gun frigate, *Anson*, Captain Peter Charles Durham, and 38-gun frigate, *Ethalion*, Captain George Countess.

At noon, the enemy's squadron, consisting of one 74-gun ship, eight frigates, a brig and a schooner, was discovered by the *Amelia*, at a great distance to windward, bearing from her about north-east. Chase was given, but a hollow sea, with boisterous weather, kept the ships from closing, and greatly retarded their progress. At about 10 p.m., the *Anson* carried away her mizen-mast and main, and main-top-sail yards, besides sustaining other damage. At 5 a.m., the 13th, by which time the weather had moderated, the French squadron was again seen in the north-east, the line-of-battle ship appearing without her main-topmast, which had probably been carried away during the squally weather of the preceding night. The French squadron bore down, and formed a line, in close order, upon the starboard-tack. The British ships, which were now on the larboard, were signalled to come on the other tack, and form in succession; and the *Robust*, who, with the *Magnanime* and *Amelia*, was to windward of the rest of the squadron, was ordered to lead the attack. At about 7.30 a.m., the Rosses being south-south-west five leagues, the *Robust*, followed closely by the

*Magnanime*, bore down upon the enemy; and, running by and to-leeward of five French frigates, passed on to the *Hoche*, between whom and the two British ships, at about 8.30 a.m., a warm cannonade commenced.

The *Amelia* in the meanwhile had got up, and, passing under the *Hoche's* stern, poured in a raking fire. She then took a capital position on the latter's larboard-quarter. At about 9.15 a.m., the five French frigates in the rear, which had been chiefly engaging the *Magnanime*, whom they raked considerably, bore up, and were passed to windward by the *Canada*, who presently took a distant part in the action with the *Hoche*. The *Melampus*, as she was beating to windward, opened her fire also upon that ship, and then stood on to the attack of the French frigate, *Ambuscade*, who, with the *Coquille* and *Bellone*, remained in line along with the *Hoche*, nobly supporting their commodore. At about 10.30 a.m., after a most gallant defence, in which she had her masts, sails, rigging, and hull terribly shattered, with five feet water in the hold, the French 74-gun ship, *Hoche*, Captain Desiré-Marie Mastral, hauled down her colours, and was taken possession of by the *Robust*, the state of whose rigging and sails showed clearly that she had greatly contributed towards the former's surrender. At about 11.30 a.m., the *Ambuscade*, after having, in addition to the injuries she had already sustained, received a fire from the bow-guns of the *Foudroyant*, as that ship was working up, surrendered, and, dropping astern, was taken possession of by the *Magnanime*. The *Coquille* then made sail after her companions in the west-south-west quarter, all of whom were immediately pursued by the *Canada*, *Foudroyant*, *Ethalion*, *Amelia*, and *Melampus*, particularly by the three last.

The *Magnanime*, on account of the shattered state of her rigging and sails, was detained, with the prize-frigate, *Ambuscade*, in the rear; and the *Robust*, whose condition was even worse, remained to attend the *Hoche*. The *Anson*

lay far to-leeward, without a mizen-mast, vainly striving to approach the scene of action. At about 12.30 noon, the *Melampus* commenced firing at the *Bellone*, who had hauled to the wind, and was endeavouring to escape in that direction. Presently the *Ethalion* overtook the *Melampus*, and, passing to windward of the latter, was ordered by signal to continue in chase of the *Bellone*; while the rest of the squadron, including the *Melampus*, pursued, but at a considerable distance from all, except one, the six frigates to leewards. After an hour's chase, and a brave resistance, the *Coquille* struck, and was left in the rear to be taken in possession of by the *Magnanime*. The five remaining French frigates crowded all sail, and escaped in the darkness of the night. In this affair the *Anson* had her fore and mizen-masts, foreyard, fore-topmasts, and bowsprit shot through in several places.

Thus ended (with the exception of what betel the *Bellone*, which we shall relate presently) the proceedings of the day, and it is now time to show, as far as may be useful, the force of the rival squadrons, and particularly what loss of men they respectively sustained.

As to the force. On the one side were an 80-gun ship, two 74-gunships, five frigates, two of these carrying long 24's, another long 18's, and remainder long 12-pounders. The brunt of the action was, as already seen, borne by the *Robust* and the *Magnanime*; they and the *Amelia* having been, accidentally, the nearest ships to the enemy. The rest of the affair was of too detached and skirmishing a character to be at all illustrated by confronting, in our usual manner, the aggregate force of the rival squadrons. We may here remark that rather more consequence was attached to this action than it really merited, on account, chiefly, of some slight mis-statements in the accounts respecting the force of the French squadron. The *Hoche*, for instance, was styled an 84-gunship, which was assigning her eight more guns than, without her poop, she had ports to fit them to. The

remaining ships were denominated "heavy frigates," whereas six out of eight mounted 12-pounders, a less calibre than was carried by any one of the British frigates.

With respect to the loss on board the ships, it was on the part of the British comparatively trifling. The *Canada* had 1 seaman mortally wounded; the *Foudroyant*, 9 seamen wounded; the *Robust*, 10 seamen killed, her first lieutenant, a lieutenant of marines, and 38 seamen and marines wounded; the *Magnanime*, 7 men wounded; the *Anson*, 2 seamen killed, 2 petty-officers, 8 seamen, and 3 marines, wounded; the *Ethalion*, 1 seaman wounded; the *Melampus*, 1 seaman wounded. The two captured frigates appear to have lost as follows:—the *Ambuscade*, out of a crew, including soldiers, of 486 men, 15 killed, and 26 wounded; the *Coquille*, out of a crew, including soldiers, of 507 men, 18 killed, and 31 wounded. The loss of the *Hoche*, severe as it must have been, nowhere appears. We may safely conjecture that out of the 1,237 men, with whom she was crowded, the *Hoche* lost, in killed and wounded, 200 at the least. The *Hoche*, on being brought into the service, was named the *Donegal*.

Returning, as we promised we would do, to the chase of the *Bellone*, that ship was pursued by the *Ethalion*, under a constant fire, during an hour and a-half, of the stern chase-guns of the *Bellone*, the chief of whose shot, however, passed over the *Ethalion's* masts. At about 2 p.m., the latter got abreast of the *Bellone*, but to leeward, and at a greater distance than was desirable. A smart action now ensued; yet not till she had sustained the *Ethalion's* heavy fire for one hour and fifty-four minutes, had the principal part of her mast, rigging and sails shot away, and had five-feet of water in her hold, did the *Bellone* haul down the Republican ensign. The *Ethalion* had her main-topmast shot through, spritsail-yard knocked away, her sails and rigging masts cut, and the boat on her quarter shot to pieces. She had also received one shot between wind and water.

	EACH SHIP'S ARMAMENT.			
	<i>Ethalion.</i>		<i>Bellone.</i>	
	No.	Pdrs.	No.	Pdrs.
Main deck ...	28	long guns 18	26	long guns 12
Q.-deck and fore-castle	10	" 9	10	" 6
"	8	carronades 32		
Carriage guns ...	46		36	
Men and boys ...	281		280	
Soldiers ...	—		239	

The loss sustained by the *Ethalion* was only 1 killed and 3 wounded; the loss on board the *Bellone*, 20 killed, and 45 wounded—an amount partly the effect of the crowded state of her decks. It seems probable, also, that a proportion of this loss accrued in the general action; but it is not so stated.

## COMPARATIVE FORCE OF THE COMBATANTS.

	British.	French.
Guns ...	46	36
Broadside weight of long guns	297	201
metal in pounds { carronades	128	—
	— 425	— 201
Crew in number ...	281	280
Size in tons ...	992	888

Had these ships met wholly by themselves, and had the French ship been disencumbered of the troops and their baggage, a very decided disparity of force would still have existed between them—sufficient to have justified Captain Jacob in surrendering, even had he made a less gallant defence than he did. The *Bellone* was added to the British Navy as a receiving ship.

## 1798.—October the 20th.

## CAPTURE OF THE FRENCH FRIGATE L'IMMORTALITÉ, BY H.M.S. FIGSARD, CAPTAIN T. B. MARTIN.

At 8 a.m. of the 20th of October, in latitude 48° 23' north, and longitude 7° west; the British 38-gun frigate, Captain Thomas Byam Martin, while standing on the larboard-tack, with the wind at west-south-west, saw a strange sail due west, on the opposite tack, steering free. At 8.45 a.m., the *Figsard*

tacked in chase, and gained on the stranger, which was the *L'Immortalité*, Captain Legrand, pursuing her course to Brest. At 11 a.m., the latter hoisted French colours, and commenced firing her stern-chasers. At 11.30 a.m., the *Fisgard* showed her colours, and opened a return-fire with her bow guns, still with a fine moderate breeze on the quarter coming up with the chase.

At 12.30 a.m., the *Fisgard* closed up with her opponent, and a spirited action commenced. So effectual was the *Immortalité's* fire, that, in twenty-five minutes, the *Fisgard* was rendered quite ungovernable, having her bowlines, braces, topsail-tyes, back-stays, and the whole of her running rigging cut to pieces. The latter, in consequence, dropped astern; and the *Immortalité*, profiting by the occasion, crowded sail to escape. At 1.30 p.m., however, by the active exertions of her crew, the *Fisgard* was again alongside of her opponent, and a cannonade now ensued, more furious than the first. In half an-hour the former had received some shots so low in the hull that she had six feet water in the hold. Still her resolute crew persevered; and at 3 p.m., after nearly an hour-and-a-half's close engagement, the *Immortalité*, then nearly in a sinking state from the *Fisgard's* shot, and having her mizen-mast gone close to the deck, and her fore and mainmasts and all her other spars, as well as rigging and sails much cut, and having, besides, lost her captain and first-lieutenant, struck her colours. The *Fisgard's* masts, rigging, and sails were a good deal injured, and she and her prize continued to make a great deal of water.

EACH SHIP'S ARMAMENT.

	<i>Fisgard</i> .		<i>Immortalité</i> .	
	No.	Pdrs.	No.	Pdrs.
Main deck ..	28	long guns 18	24	long guns 24
Q.-deck and fore-castle	10	" 9	14	" 8
"		8 carronades 32	4	carronades 36
Carriage guns "	46		42	
Men and boys	281		330	
Soldiers	—		250	

The *Fisgard*, whose ship's company was quite new and inexperienced, had 10 seamen killed; a lieutenant of marines, 23 seamen, and 2 marines wounded; total, 10 killed and 26 wounded. The *Immortalité* lost, besides her brave commander and his first lieutenant, a general of the army (Monge), 7 other officers, and 44 seamen and soldiers killed, and 61 officers, seamen, and soldiers wounded.

COMPARATIVE FORCE OF THE COMBATANTS.

	British.	French.
Guns ... ..	46	42
Broadside weight of } long guns 297	...	372
metal in pounds } carronades 128	...	78
	— 425	— 450
Crew in number ... ..	284	330
Size in tons ... ..	1,182	1,010

Here we have another well-matched pair of combatants; an action, ably contested on both sides, doing credit to the vanquished as well as to the victor. No obtrusive vessel became a spectator of, much less a participator in, the long and arduous struggle. Considering the numerous cruisers, British in particular, that are usually roaming about the chops of the Channel, a fair single combat, from first to last, is rare, and, therefore, deserves to be prized.

The *Fisgard* made so much water after the action that she was obliged to keep one pump constantly going. She, however, as well as her prize, made Plymouth in safety. The *Immortalité*, being a fine new frigate, was readily purchased into the service. She was established with, as being deemed better able to carry them, twenty-six 18's, instead of twenty-four 24-pounders, and became a real acquisition to the 36-gun class of frigates.

1799.—February 28th.

CAPTURE OF THE FRENCH FRIGATE LA FORTE BY H.M.S.  
SYBILLE, CAPTAIN EDWARD COOKE.

On the 19th of February, the British 38-gun frigate, *Sybille*, Captain Edwark Cooke, sailed from Madras roads in quest of the French 44-gun frigate, *Forte*, Captain Beaulieu, bearing the flag of Rear-Admiral Sercey, a ship that for a considerable time past had been committing sad depredations on East Indian commerce, and which was reported to be still cruising in the Bay of Bengal. On the 23rd, the *Sybille* fell in with a cartel, bound to Madras, having on board some English prisoners that had belonged to the *Forte's* prizes; on the 26th, dropped ashore in Balasore road, and Captain Cooke despatched his boats for information to some country ships lying there, but without success. The *Sybille* then weighed, and cruised off the Synd heads until the evening of the 28th, when, at about 9 p.m., the night very dark, the flashes of some guns were seen at a distance in the west or windward quarter. Captain Cooke, not doubting that the firing proceeded from the enemy he was in search of, set the flashes by compass, extinguished all lights on board the *Sybille*, lest they should betray her approach, and tacked to the westward in chase.

At about 10.45 p.m., three ships hove in sight, lying all in a cluster; and one of them, from her superior size, her top and poop-lights, and her general warlike appearance, was at once ascertained to be the long-looked for French frigate. The two other vessels were the *Endeavour* and the *Lord Mornington*, country ships, richly laden, from China; and the flashes seen had been but the preparative to their capture by the *La Forte*. The *Sybille*, as soon as she had stretched far

enough to weather the enemy, put about on the starboard tack, and continued standing on, under topsails and top-gallant sails, with every preparation for boarding. But the *Forte*, when nearly within hail on the *Sybille's* larboard bow, hove in stays, and fired a broadside; and, on filling on the other tack, did the same, but with little or no effect, her guns being too much elevated. At this instant, which was about 1 a.m., the *Sybille*, putting her helm up, were so close under the *La Forte's* stern, that the latter's spanker-boom was scarcely cleared; the former then uncovered her quarter-lights, and luffing-up round her opponent's lee-quarter, just so as to prevent the yard-arms from touching, commenced a close and well-directed cannonade.

Comparatively feeble was the return, in a general point of view; but a single grape-shot, at almost the commencement of the action, deprived the *Sybille* of her captain, and the British Navy of a most valuable officer. At about 1.45 a.m. the *La Forte's* mizen-mast and bowsprit were shot away; the latter close to the figure-head. The former within about twelve feet of the poop-deck. The *La Forte*, unable to withstand the *Sybille's* incessant broadsides, bore up as if intending to board; but observing that her opponent was fully prepared, she luffed-up when nearly in contact, and resumed her fire. At the end of forty minutes more the *La Forte* ceased firing, and the *Sybille* hailed to know if she surrendered. Receiving no reply the British frigate reopened her fire, and, in a minute or two after shot away the *La Forte's* fore and mainmasts; the latter within fourteen feet of the quarter-deck, the former close to the fore-castle. The wreck of the mast encumbering the guns, the *La Forte* had no longer the power to resist. Shortly after this some English prisoners that were on board hailed the *Sybille*, acquainting her with the ship's name, and requesting that boats might be immediately sent for them as the *La Forte* was sinking. At about 3 a.m., the latter was taken possession

of, and a more complete wreck from shot was scarcely to be seen; while the heaviest damages sustained by the *Sybillie* were wounded masts and yards.

## EACH SHIP'S ARMAMENT.

	<i>Sybillie</i> .		<i>La Forte</i> .	
	No.	Pdrs.	No.	Pdrs.
Main deck ... ..	28	long guns 18	30	long guns 24
Q.-deck and fore-castle	6	" 9	14	" 8
		14 carronades 32		8 carronades 36
Carriage guns ... ..	48		52	
Men and boys ... ..	300		360	

The *Sybillie*, while, in the preceding year, she lay under repair at Calcutta, lost several of her best men by sickness. To remedy the evil in part, the governor-general had permitted a company of the King's Scotch Brigade to embark as marines, and she had also on board two or three military officers as passengers. The *Sybillie* lost in the action, Captain Davis, of Lord Mornington's staff (one of the passengers), two soldiers, and two seamen killed; her gallant commander (mortally) and 16 seamen and soldiers wounded. The loss of the *La Forte* is represented to have amounted to 100 killed and 80 wounded. But if the number, 360, deposed to by the French officers, as the amount of the *La Forte's* complement when the action commenced, be correct; then, as 340 prisoners were all that were landed from her at Fort William, Calcutta, 20 would comprise the whole number of killed. This is a point not now to be cleared up; nor is it, indeed, of much importance. Among the killed were Admiral Sercey and his captain; the former of whom fell early in the action. The original crew of the *La Forte*, including a company of artillery, was said to amount to 600 men; and the 240 absentees were represented to be on board the different prizes which she had captured; but it is probable that from 480 to 500 were as many men as the *La Forte* ever had on board as a crew.

## COMPARATIVE FORCE OF THE COMBATANTS.

	British.		French.
Guns ... ..	48	...	52
Broadside weight of } long guns 279	...	...	450
metal in pounds } carronades 224	...	...	156
	503	...	606
Crew in number ... ..	300	...	360
Size in tons ... ..	1,091	...	1,401

Here is undoubtedly a disparity of force; but still the issue of the combat is far less surprising than that, after a close engagement of one hour and three-quarters, the conqueror should have escaped with so trifling a loss. This is partly attributable to the unprepared state of the French frigate, when the *Sybillie* opened her tremendous fire. The crew of the latter had been in readiness ever since they quitted Madras Road; whereas the crew of the former were intoxicated with their success in making prizes, and expected to meet a feeble adversary—another rich Indiaman perhaps—who would have shrunk, if not at the first gun, at the first broadside at least. How were they mistaken! Such, indeed, was the confusion on board the *La Forte*, that she frequently fired her guns on the side opposite to that presented to her opponent. No doubt, the destructive effect of the *Sybillie's* first and second broadsides greatly disconcerted the French crew; especially when, among the early killed, was their veteran leader, the gallant, the humane Rear-Admiral Sercey. Nor was the *La Forte* given up at last, until her three masts and bowsprit had gone by the board, and the ship herself had been reduced to a state scarcely seaworthy.

1799.—*March the 18th.*

CAPTURE OF L'HIRONDELLE, BY H.M. BRIG, TELEGRAPH,  
LIEUTENANT J. A. WORTH.

ON the 18th of March, at daylight, the Isle of Bas bearing south-east, distant nine leagues, the British hired armed-brig, *Telegraph*, of fourteen 18-pounder carronades, and two long

6's, with 60 men, commanded by Lieut. James A. Worth, discovered, about two miles on her lee-bow, the French privateer brig, *Hirondelle*, of sixteen guns, 8 and 6-pounders, and 72 men on board, out of a complement of 89. The latter immediately tacked, and stood towards the *Telegraph*. At 7.30 a.m., the two brigs, having got close alongside each other, commenced a spirited cannonade. During the progress of the action, each vessel vainly tried several times to board the other. At length, after a struggle of three hours and a half, and when the *Hirondelle*, having had all her rigging shot away, was in an unmanageable state, the latter struck her colours.

The *Telegraph* had 5 men wounded; the *Hirondelle* 5 men killed and 14 wounded.

In this close engagement the *Telegraph's* carronades produced their full effect; and the *Hirondelle* made a defence that did credit to her officers and crew.

### 1799.—May the 30th.

SUCCESSFUL DEFENCE OF ACRE, BY H.M.S. TIGRE, COMMODORE SIR SIDNEY SMITH.

ON the 3rd of March, the British 74-gun ship, *Tigre*, Commodore Sir Sidney Smith, arrived off Alexandria. Sir Sidney had been invested with the rank of minister plenipotentiary to the Sublime Porte, and had since been at Constantinople, arranging a plan of active co-operation on the part of the Turks against the French in Egypt. Having received intelligence from Dgezzar Pasha, governor of Syria, of the incursion of General Buonaparte's army into that province, and of its approach towards the capital, St. Jean d'Acre, Sir Sidney, taking with him, besides his own ship, the *Theseus*, and some smaller vessels, set sail for that coast, and, on the 15th,

anchored in the Bay of Acre. Immediately Captain Miller, of the *Theseus*, and Colonel Philippeau, of the Engineers, commenced putting the town of Acre, with its rotten and ruined walls, in the best possible state for resisting the French army; and the Pasha and his troops, encouraged by the presence of a British naval force, seemed determined to make a vigorous defence.

On the night of the 17th, the *Tigre's* guard-boats discovered General Buonaparte's advanced division at the foot of Mount Carmel. The troops of the latter, not expecting a naval force of any description in Syria, had taken up their ground close to the water-side, and thereby became exposed to a fire of grape-shot from the carronades in the British boats—a fire so galling that it obliged the French to retire precipitately up the side of the mount. The main body, finding the road between the sea and Mount Carmel thus exposed, came in by the Nazareth Road, and invested the town of Acre to the east, but not without being much harassed by the Samaritan Arabs, who were more inimical to the French than even the Egyptians, and were better armed. The non-employment of cannon against the boats persuaded Sir Sidney that the French expected their artillery by sea; and, on the very next morning, at 5 a.m., a French flotilla, consisting of a corvette and nine sailing gun-vessels, hove in sight of the *Tigre*. After a three hours' chase, seven of the gun-vessels were captured, and were found to be laden with battering cannon, ammunition, and every kind of siege-equipage, brought from Jaffa, for Buonaparte's army. These, though intended for the attack, were presently landed for the defence of Acre; and the prizes themselves were manned and sent to co-operate with the boats in harassing the enemy's posts, impeding his approaches, and cutting off his supplies of provision by the coasters. For five days and nights in succession the gun-vessels and boats were occupied in this laborious duty, to the annoyance of the French, and the

encouragement of the Turks, but not without loss to the British. Between the 17th and 23rd of March, the latter had 4 midshipmen and 8 seamen killed, and 1 midshipman and 26 seamen wounded.

Owing to a violent gale of wind and the unsheltered state of the anchorage, the *Tigre* and *Theseus* were compelled to weigh and stand off until the weather moderated, which was not until the 6th of April. In the meantime the French had pushed their approaches to the counterscarp, and even into the ditch of the north-east angle of the town, and were employed in mining the tower, so as to increase the breach, which, by their field-pieces, they had already made in it. Although the fire from the prize-guns, which had been admirably mounted under the direction of Colonel Philippeau, appeared to slacken that of the French, yet much danger was to be apprehended from the mine. A sortie was, therefore, determined upon, in which a detachment of seamen and marines from the British ships were to force their way into the mine, while the Turkish troops attacked the enemy's trenches on the right and left. Just before daylight on the morning of the 7th, the sally took place. The impetuosity and noise of the Turks rendered abortive the attempt to surprise the besiegers; but, in other respects, the former did their part well. Lieut. John Wright, of the *Tigre*, who commanded the seamen pioneers, notwithstanding he had received two shots in his right arm as he advanced, entered the mine with the pikemen, and proceeded to the bottom of it, where he verified its direction, and, by pulling down the supporters, destroyed all that could be destroyed in its present state. Major Douglas, of the Marines, ably supported the seamen in this desperate service, bringing off the wounded, and among them Lieutenant Wright, who had scarcely strength left to get out of the enemy's trench. The loss sustained by the British was 1 major of marines (Oldfield) and 2 private marines killed, 1 sea-lieutenant, 1 lieutenant of marines, 2

midshipmen, 1 sergeant, 6 private marines, and 12 seamen wounded. The return of the detachment to the garrison was well covered by the fire of the *Theseus*, who had taken an excellent position for that purpose. The Turks, as proofs of their prowess, brought in sixty Frenchmen's heads, a great number of muskets, and some intrenching tools, of which the besieged were greatly in want.

The garrison continued to make occasional sorties, under the protection of field-pieces in the boats of the ships, until the evening of the 1st of May, when the French, after many hours heavy cannonade from twenty-three pieces of artillery, including nine battering 24 and 18-pounders, which they had, on the 27th of April, got overland from Jaffa, made a fourth desperate attempt to mount the breach, now much widened. The *Tigre* had by this time moored herself on the one, and the *Theseus* on the other, side of the town, so as to flank the walls of it, and the gun-vessels, launches, and other rowing-boats had stationed themselves in the best manner for flanking the enemy's trenches. Opposed to so destructive a cross-fire, the French troops, in spite of their bravery, were repulsed with a heavy loss. Nor did the British escape with impunity; the latter had 1 captain (Wilmot, of the *Alliance*), 1 midshipman and 4 seamen killed; and 1 lieutenant, 1 boat-swain's-mate, 6 seamen, and 1 marine wounded. The Turks, to their credit, brought the gabions, fascines, and all such materials as the garrison could not supply, from the face of the enemy's works, setting fire to what they could not carry away. The French, on the other hand, usually repaired in the night all the mischief that the combined forces had done to them in the day; and, in spite of the unremitting fire kept up by Lieutenant William Knight, of the *Tigre*, from the ramparts, remained within half-pistol shot of the walls.

The French continued to batter in breach with progressive effect; and, up to the night of the 6th of May, had been repulsed with great slaughter, in seven or eight attempts to

storm. A similar succession of failures had attended their attacks on the two ravelins, which the persevering Sir Sidney had caused to be erected, in order to flank the nearest approaches of the besiegers, from which the ravelins were only ten yards' distant. The best mode of defence was found to be frequent sorties, which impeded the French in their covering works, and were only interrupted during the short intervals caused by the excessive fatigue of every individual on both sides. At length, on the 7th of May, the fifty-first of the siege, the long-expected reinforcements from Rhodas, consisting of some Turkish corvettes, and between twenty and thirty transports with troops, made its appearance in the offing.

The approach of this additional strength was the signal to Buonaparte for a most vigorous assault, in the hopes to get possession of the town before the reinforcement could disembark. Accordingly, the fire from the French suddenly increased tenfold, and the flanking fire from the British was plied to the utmost, but with less than usual effect, the besiegers having thrown up epaulments and traverses, of a sufficient thickness to protect them from it. The guns that could be worked to the greatest advantage were a French brass 18-pounder in the Lighthouse Castle, under the direction of Mr. Scroder, master's-mate, and the last mounted 24-pounder in the north ravelin, manned from the *Tigre*, under the direction of Mr. Jones, midshipman. These guns, being within grape-distance of the head of the attacking column added to the Turkish musketry, did great execution. The *Tigre's* two 66-pounder carronades, mounted in two barques lying in the mole, and worked under the able direction of Mr. Bray, carpenter of the *Tiger*, threw shells into the centre of the column with evident effect, and checked it considerably. Still, however, the besiegers gained ground, and made a lodgment in the second storey of the north-east tower, the upper part being entirely battered down, and the

ruins in the ditch forming the ascent by which they mounted. Daylight, on the 8th, discovered to the besieged the French standard hoisted on the outer angle of the tower. The fire from the former had comparatively slackened, and even the flanking fire was become of less effect, the French having covered themselves in this lodgment, and the approach to it by two traverses across the ditch. These the French had constructed under the fire of the whole preceding night. They were composed of sand bags and the bodies of the dead built in with them, and were so high that their bayonets only were visible.

Hassan Bey's troops were in the boats, although as yet only half way to the shore. This was a most critical point of the contest, and an effort was necessary to preserve the place for a short time until the former could take their station at the walls. Accordingly, Sir Sidney himself landed with the ship's boats at the mole, and led the crews, armed with pikes, to the breach. Many fugitives accompanied the British, and the latter found the breach defended by a few Turks, whose most destructive missiles were heavy stones, which, striking the assailants on the head, overthrew the foremost down the slope, and impeded the progress of the rest. Fresh parties of French, however, ascended to the assault, the heap of ruins between the two parties serving as a breastwork for both; here the muzzles of their muskets touched, and the spear-heads of their standards locked. Dgezzar Pasha, according to the ancient Turkish custom, had been sitting in his palace, rewarding such as brought him the heads of his enemies, and distributing musket-cartridges with his own hands. Hearing that Sir Sidney and his brave shipmates were on the breach, the old man hastily quitted his station, and, coming behind the British, pulled them down with violence, saying that, if any harm happened to his English friends, all would be lost. This amicable contest as to who should defend the breach

occasioned a rush of Turks to the spot, and thus time was gained for the arrival of the first body of Hassan Bey's troops.

Sir Sidney's next difficulty was to overcome the Pasha's repugnance to the admission of any troops but his Albanians into the gardens of his seraglio, which had now become a very important post, as occupying the terre-pléon of the rampart. Of these Albanians, originally 1,000, not above 200 were left alive. This was no time for debate, and Sir Sidney overruled the Pasha's objections by introducing the Chiffic regiment of 1,000 men, armed with bayonets, disciplined after the European method, under Sultan Selim's own eye, and placed by the commander of the latter at the disposal of the British commodore. The garrison, animated by the appearance of such a reinforcement, were now all on foot, and soon formed in sufficient numbers to defend the breach. This being the case, Sir Sidney proposed to the Pasha to let the Chiffic regiment make a sally, and take the assailants in flank. The gates were accordingly opened and the Turks rushed out; but, not being equal to such a movement, they were driven back with loss. The *Tigre's* 68-pounders, however, protected the town gate, as hitherto, efficaciously. The sortie produced this good effect, it obliged the besiegers to expose themselves on their parapet, so that the flanking fire of the British brought down numbers of them, and drew their forces from the breach; the small number remaining on the lodgment were then killed or dispersed by some hand-grenades thrown by a midshipman of the *Theseus*. After this the French began a new breach by an incessant fire directed to the southward of the lodgment, every shot knocking down whole sheets of a wall, much less solid than that of the tower on which they had expended so much time and ammunition.

The group of French generals and aide-de-camps, which the shells from the two 68-pounders had so frequently dispersed, were now assembled on Richard Cœur de Lion's mount.

Bonaparte was distinguishable in the centre of a semi-circle. His gesticulations indicated a renewal of the attack, and his dispatching an aide-de-camp to the camp showed that he waited only for a reinforcement. Sir Sidney immediately ordered Hassan Bey's ships to take their station in the shoal water to the southward, and made the *Tigre's* signal to weigh, and join the *Theseus* to the northward. A little before sunset a massive column appeared advancing to the breach, with a solemn step. The Pasha's idea was not to defend the breach this time, but rather to let a certain number of the besiegers enter, and then close with them according to the Turkish mode of war. The column thus mounted the breach unmolested, and descended from the rampart into the Pasha's garden. Here in a few moments the bravest and most advanced of the Frenchmen lay headless corpses; the sabre, with the addition of a dagger in the other hand, proving more than a match for the bayonet. The rest of the besiegers retreated precipitately, and the French commanding officer, Lannes, who was seen manfully encouraging his men to mount the breach, was carried off wounded by a musket-shot. General Rambaud was killed.

Much confusion had arisen in the town from the actual entry of the French, it having been impossible—nay, impolitic—to make fully known the mode of defence intended to be adopted, lest the besiegers, by means of their numerous emissaries, should come to a knowledge of it. The English uniform, which had hitherto, wherever it appeared, served as a rallying point for the old garrison, became, in the dusk, mistaken for French, the newly-arrived Turks not distinguishing in the crowd, between one hat and another. In consequence of this many a serious sabre-blow was parried by the British officers, and Major Douglas and Midshipmen Ives and Jones, as they were forcing their way through a torrent of fugitives, nearly lost their lives. Calm was at last restored, chiefly by the Pasha's exertions; and, both parties

being so fatigued as to be unable to move, an end was put to the twenty-five hours' contest. In this very splendid affair the British had 1 seaman killed, 7 seamen wounded, and 1 midshipman and 3 seamen drowned.

Sir Sidney, conceiving that the ideas of the Syrians as to the alleged irresistible powers of their invaders must be changed, since they had witnessed the checks which the besieging army daily experienced in their operations before the town of Acre, wrote a circular to the princes and chiefs of the Christians of Mount Lebanon, and also to the Shieks of the Druses, recalling them to a sense of duty, and exhorting them to cut off the supplies from the French camp. The Syrians immediately sent two ambassadors to Sir Sidney, and commenced active operations against Buonaparte's overland supplies. The latter's career further northward was thus effectually stopped by a warlike people inhabiting an impenetrable country. General Kleber's division, which had just been recalled from the fords of Jordan, was intended to be the next to take a turn in the daily efforts to mount the breach of Acre. To frustrate this, if possible, another sortie was resolved on. Accordingly, on the night of the 19th, the Turkish Chifflic regiment, led by its Lieutenant-Colonel, Soliman Aga, rushed out of the gate, and gained the third parallel of the besiegers; but the impetuosity of the men carried them to the second trench, where they lost some of their standards; yet, previously to their retreat, they spiked four of the French guns. Kleber's division, instead of mounting the breach, as had been General Buonaparte's intention, had thus been obliged to spend its time and its strength in recovering these works, which it had taken the former a three hours' conflict and a heavy loss to recover. The loss of the British in the action is, in Sir Sidney's letter, mixed up with the heavy loss sustained on board the *Theseus* by the bursting of some shells that had been placed on the deck for immediate use. A little

diligence has enabled us to separate the loss occasioned by the fire of the enemy. That amounted to only 1 seaman killed, and 1 sergeant and 1 private of marines wounded—all belonging to the *Tigre*. This makes a total loss, in the different attacks made on Acre, to the British of 22 killed, 66 wounded, 4 drowned, and 82 captured.

After this failure, the French grenadiers refused the breach any more over the putrid bodies of their unburied companions, sacrificed in former attacks by their general's impatience and precipitation, which led him to commit such palpable errors as even seamen could take advantage of. Two attempts to assassinate Sir Sidney in the town having failed, a flag of truce was sent in by the hands of an Arab dervise, with a letter to the Pasha, proposing a cessation of arms for the purpose of burying the dead bodies, the stench of which had become intolerable, and threatened the existence of every person on both sides; many, indeed, in the garrison had died delirious, within a few hours after having been seized with the first symptoms of infection. It was, therefore, natural that the besieged should take to the proposition, and be off their guard during the conference. While the answer was under consideration, a volley of shot and shells announced an assault, which, however, the garrison was ready to receive; and the assailants only contributed to increase the number of dead bodies. Sir Sidney rescued the Arab from the indignation of the Turks, by conveying him on board the *Tigre*; whence he was sent back to the French general with a message that must have made the army ashamed of having exposed itself to so well-merited a reproof.

All hopes of success having vanished, the French army raised the siege and made a precipitate retreat, leaving twenty-three pieces of battering cannon in the hands of the besieged.

After affording to the Turks such further assistance as was in his power, Sir Sidney, on the 12th of June, set sail from the Bay of Acre.

1799.—August the 9th.

SPIRITED ACTION WITH SPANISH VESSELS, BY H.M.S. SPEEDY,  
CAPTAIN JAHLEEL BRENTON.

On the 9th of August, the British 14-gun brig-sloop, *Speedy*, Captain Jahleel Brenton, and 14-gun brig-privateer, *Defender*, of Gibraltar, gave chase to three Spanish armed vessels; one of four, another of six, and the third of ten guns, all of which, ran for shelter into a small sandy bay about five leagues to the eastward of Cape de Gatte. There they moored in a close line, within a boat's length of the shore. The two brigs soon opened their fire, and engaged the Spaniards for an hour and three-quarters, under sail, being unable to get soundings, although not more than a cable's length distant from the rocks. Finding that to keep under sail and in motion was giving an advantage to the enemy, the *Speedy* pushed for and obtained an anchorage within pistol-shot of the centre vessel. The *Defender*, meantime, having but twenty-two men of her crew on board, had stood out to meet one of her boats in the offing. After three quarters of an-hour's cannonading by the *Speedy*, the Spanish crews took to their boats, having first cut the cables of two of their vessels, which, in consequence drove on shore. These and the vessel still afloat were, however, brought off by the *Speedy's* boats, and that, under a constant fire of musketry from the hills. In this well-conducted little enterprise, the *Speedy* had 2 seamen wounded, and the *Defender* 1, but neither dangerously. On board the Spanish vessels two dead men were found; the wounded, if any, must have been carried on shore.

1799.—August the 11th and 12th.

ATTACK ON SCHIERMONIKOOG AND CAPTURE OF THE CRASH,  
TWELVE-GUN BRIG, BY H.M.S. PYLADES, CAPTAIN A.  
MACKENZIE; H.M.S. ESPIÈGLE, CAPTAIN J. BOORDER;  
H.M. CUTTER, COURIER, LIEUTENANT SEARLE, AND THE  
BOATS OF H.M.S. LATONA AND JUNO.

On the 11th of August, the British 16-gun ship-sloop, *Pylades*, Captain Alexander Mackenzie; 16-gun brig-sloop, *Espiègle*, Captain James Boorder, and 10-gun hired-cutter, *Courier*, Lieutenant Thomas Searle, part of a light squadron, under Captain Frank Sotheron, of the 38-gun frigate, *Latona*, cruising off the coast of Holland, proceeded to attack the late British gun-brig, *Crash*, which lay moored in a narrow passage between the Island of Schiermonikoog, and the main. The *Courier*, working faster to windward, was sent ahead, and commenced engaging the *Crash*, whose force was twelve carronades (eight 18, two 24, and two 32-pounders) with sixty men, in a very gallant manner. Having frequently not two feet more of water than they drew, with the wind right down the channel, and only room for either to go twice her length, the *Pylades* and *Espiègle* found a very difficult navigation. At length, they arrived within pistol-shot of the *Crash*, and opened, in conjunction with the *Courier*, a heavy fire upon her. It was not, however, till she had sustained that fire for fifty minutes, that the *Crash* struck her colours.

The *Pylades* and *Espiègle* were greatly damaged in their rigging and yards. The latter, as well as the *Courier*, escaped without any loss, but the *Pylades* had 1 seaman killed, and 2 wounded. Although Captain's Mackenzie and Boorder each wrote an official letter on the subject of this action, and concur in representing the long and obstinate

defence made by the *Crash*, they neither mention her loss, which must have been severe, nor the name of the officer who fought so bravely against a force so decidedly superior.

Previously to the attack of the *Crash*, the boats of Captain Sotheron's two frigates, the *Latona* and *Juno*, and of the *Pylades* and *Espiègle* had been sent to cut out an armed schooner that lay to the eastward of a sand, and could not be otherwise approached. The schooner ran herself ashore, and opened a heavy fire upon the boats, by which 1 man was killed. The boats then returned to their ships.

On the next day at 3 p.m., Captain Mackenzie, having fitted out the *Crash*, and armed a schayt which the boats had recently cut out with two 12-pounder carronades, also the *Latona's* and *Pylades'* launches each with one, despatched them, accompanied by all the other boats of the ships, some armed with swivels, others only with small arms, under the orders of Lieutenant James Slade, first of the *Latona*, to attack the Dutch schooner, *Vengeance*, of six guns (two of them long 24-pounders), and a large row-boat, both moored under a battery of four long 12 and two brass 4-pounders, on the Island of Schiermonikoog. The *Courier* was to have covered the boats in their advance, but grounded, and was with difficulty saved. The *Crash*, *Undaunted* (the schayt's new name), and the boats then went on till the latter grounded within half pistol-shot of, and under a heavy fire from, the schooner and battery. The British, having placed their small craft as advantageously as they could, immediately opened a smart fire in return. This soon drove the people from the battery; and the crew of the schooner, just as some of the boats were about to board her, ran on shore, having previously set fire to their vessel so effectually that it could not be extinguished. Some of the British then landed; and, of the six guns on the battery, spiked the four iron 24-pounders, and brought off the two brass 4-pounder field-pieces. They afterwards took possession of the row-boat and of the twelve

schayts that were lying near her. The whole service was executed without the loss of a man on the British side; nor could it be discovered that any loss of lives had been sustained by the Dutchmen.

### 1799.—September the 13th.

ACTION AND CAPTURE OF THE DRAAK AND GIER, BY H.M.S. ARROW, CAPTAIN N. PORTLOCK; AND H.M.S. WOLVERINE, CAPTAIN WILLIAM BOLTON.

On the 9th of September, the British sloops, *Arrow*, Captain Nathaniel Portlock, and *Wolverine*, Captain William Bolton, parted company from Vice-Admiral Mitchell's squadron, stationed near the Vlieter in quest of a Batavian Republican ship and brig, of which intelligence had just been received. On the same evening, as soon as the ebb-tide commenced, the two sloops anchored abreast of the Texel; and on the following afternoon, when the tide again ebbed, they anchored on the edge of the flack, or flat, abreast of Wieringen. Here it became necessary to lighten the *Arrow* from 12 feet 8 inches to 12 feet. That done, the two sloops on the following day stood over the flack, carrying shoal-water from one side to the other. On the morning of the 12th, they again weighed, and as they approached the Vlier Island, saw a ship and brig at anchor in the narrow passage leading from that island to Harlingen. The latter, as the British ships advanced, displayed Batavian Republican colours, and were evidently vessels of force. The *Arrow* and *Wolverine*, having the British and the ancient Dutch colours flying together, stood direct for the enemy; and, within half gun-shot of the brig, which was the nearest vessel, the Dutch colours were hauled down, and Captain Portlock made the signal to engage, intending the *Wolverine* to close with the brig, while the *Arrow* passed on to the ship.

The *Wolverine* anchored in a very masterly manner, at the distance of about a quarter of a cable's-length on the weather-quarter of the brig. Having hove on the spring until her broadside could be brought to bear, the former fired one shot to try the disposition of her opponent; whereupon the Batavian Republican brig, *Gier*, of fourteen long 12-pounders, and eighty men, fired three guns to leeward and hauled down her colours. Captain Bolton immediately took possession of his prize, and, agreeably to his orders, sent her pilot to conduct the *Arrow* to the ship, Captain Portlock's Dutch pilot having declined to take charge of the vessel.

The *Arrow* now pushed on towards her opponent, and had to work to windward against a strong tide, which greatly retarded her progress. Meanwhile, the enemy's ship, which was the *Draak*, Captain-Lieutenant Van-Esch, lay with springs on her cables, so that her broadside was directly opposed to the *Arrow*; who, from the moment the *Draak* opened her fire, had to sustain it for twenty minutes before she could bring a gun to bear in return, and became, in consequence, much cut up in hull, rigging and sails. At length the *Arrow* got within a quarter of a cable's length of her opponent, and after taking a proper position, opened her broadside. The contest was maintained with mutual spirit for about fifteen minutes, when the *Wolverine* being nearly up to co-operate with the *Arrow*, the *Draak* struck her colours.

## EACH SHIP'S ARMAMENT.

	<i>Arrow</i> .		<i>Draak</i> .	
	No.	Pdrs.	No.	Pdrs.
Main deck ...	24	carronades 32	2	long guns 32
			16	" 18
Q.-deck and fore-castle	4	" "	6	br. howitzers 50
Carriage guns ...	28		24	
Men and boys ...	120		180	

The *Arrow* had 1 seaman killed, her commander (slightly), 1 master's mate, and 7 seamen wounded from the howitzer's

language that had probably been fired, as, after the action had ceased, several pieces of iron were picked up on the *Arrow's* decks. The *Draak's* loss could not be ascertained with any certainty. Two men killed and 3 badly wounded were found on board; but great quantities of blood, attempted to be concealed from view by tarpaulings, were discovered by Captain Bolton. Some of the prisoners also acknowledged that, immediately as the ship struck, several of her killed and wounded were put into a boat and sent on shore at Harlingen, close off which place the action had been fought. Moreover, the number of prisoners added to the 5 killed and wounded by no means agreed with the established complement as testified by the papers.

There were also ready to join the two Batavian vessels in the attack, two schooners and four schayts, mounting between them sixteen long 8-pounders, and manned altogether by 120 men. But it does not appear that the latter did engage, any more than the *Gier* brig. Accordingly, we shall confine the comparative estimate to the *Arrow* and *Draak*.

## COMPARATIVE FORCE OF THE COMBATANTS.

	English.	French.
Guns ... ..	28	24
Broadside weight of } long guns	0	192
metal in pounds } carronades	448	78
	— 448	— 270
Crew in number ... ..	120	180
Size in tons ... ..	386	450

The *Draak's* heavy long guns were employed with full effect during the twenty minutes that the *Arrow*, having a strong contrary tide to stem, slowly worked her way up to a fighting position. That gained the still heavier carronades of the latter, coupled with the near approach of her consort, brought the battle to an early termination; earlier, no doubt, than if the captain of the *Gier*, instead of surrendering his vessel without resistance, had done his duty, and with his twelve long 12's found, as he well might have found, half an hour's employment for the *Wolverine*.

The *Draak*, having been built for a sheer-hulk, and being extremely old, was set on fire and destroyed. The *Gier*, on the other hand, being a fine new sea-going 324-ton vessel, was carried to England and fitted out as a cruiser.

1799.—October the 25th.

BOARDING AND CAPTURING OF L'HERMIONE, BY H.M.S. SURPRISE,  
CAPTAIN EDWARD HAMILTON.

ON the 24th of October, the British 28-gun frigate, *Surprise*, Captain Edward Hamilton, having during the two preceding days well observed the situation of the Spanish (late British) frigate, *L'Hermione*, Captain don Raimond de Chalas, as she lay at anchor in Puerto-Cavallo, on the Spanish main, resolved, notwithstanding that batteries were mounted with about 200 pieces of cannon, to attempt cutting her out. As soon as the captain made known his intentions to the officers and ship's company, the latter gave three cheers, and evinced an eagerness to be led on. In the evening, Captain Hamilton, with the boats containing 100 men, officers included, quitted the *Surprise* and pulled for the harbour. At 12.30 a.m., on the morning of the 25th, after having beaten off *L'Hermione's* launch, which carried a 24-pounder, and received a smart fire from the great guns and musketry of the frigate, the boats impetuously boarded the latter. The fore-castle was taken possession of without much resistance; the quarter-deck disputed the point for a quarter of an-hour, and was the scene of a dreadful carnage; and the main-deck held out much longer, with equal slaughter. Nor was it until both cables had been cut, sail made on the ship and boats ahead to tow, that the main-deck was subdued. The Spanish crew then retired to the lower deck; and continued firing musketry until their ammunition was expended; then, and not till then, did they cry for quarter. At 2 p.m. the

*L'Hermione*, being out of gun-shot of the fort, which had been keeping a smart fire at her, was in complete possession of her gallant captors.

The *L'Hermione* is represented to have mounted forty-four guns, and to have had for a complement 321 officers and sailors, 56 soldiers and 15 artillerymen; total, 392 men, of whom all but 20 that were in the launch, and 7 on shore on leave, were on board the ship when the 100 British rushed upon her decks. Of their 365 in crew, the Spaniards had 119 men killed, and 97 wounded, the chief of them dangerously; while the British escaped without any killed, and with only 12 wounded, including the captain (by several contusions) and gunner; the latter dangerously.

The recovery of a frigate so infamously acquired by the Spaniards as the *L'Hermione* had been, did not fail to be gratifying to the re-captors; how much more so must it have been, when the achievement was effected under circumstances so transcendently glorious to the British name and character. Undoubtedly the cutting out of the *L'Hermione* by Captain Hamilton and his brave shipmates, stands at the head of that desperate class of services; and on no occasion was the honour of knighthood more deservedly bestowed, than on him who had planned, conducted, and bled in the attack.

The *L'Hermione* was restored to her former rank in the British Navy, under the very appropriate name of the *Retribution*.

1799.—November the 22nd.

ACTION WITH AND CAPTURE OF THE GUERRIER, BY THE  
COURIER, LIEUTENANT THOMAS SEARLE.

ON the 22nd of November, at 5 p.m., the British hired cutter, *Courier*, of twelve guns, Lieutenant Thomas Searle, cruising off Flushing, observed a suspicious sail bringing to a

barque. The cutter immediately hauled her wind in chase; and, as she passed the barque, learnt from her that the other vessel was a French privateer. The *Courier* thereupon crowded sail in pursuit; and at 9 a.m. the next morning, Lowestoffe bearing north-west-and-by-west, ten or twelve leagues, succeeded in overtaking the French cutter-privateer, *Guerrier*, of fourteen guns (4-pounders) and 44 men, commanded by Citizen Felix L. Lallemand. A warm and close action ensued, and lasted fifty minutes, when the *Guerrier* struck her colours.

The *Courier* had her master (Mr. Stephen Marsh) killed at the commencement of the action, and two seamen wounded. The *Guerrier* had 4 killed, and 6 wounded.

There, as is evident without the aid of a tabular statement, were a very well matched pair of combatants; and the action was manfully sustained on both sides.

#### 1799.—December the 26th.

CAPTURE OF THE FRENCH BRIG FURET, BY H.M. CUTTER VIPER, LIEUTENANT PENGELLY.

On the 26th of December, at 10.15 a.m., the *Dodman* bearing northseven oreight leagues, the British cutter, *Viper*, of fourteen 4-pounders and 48 men, Lt. John Pengelly, perceiving a suspicious-looking vessel to windward, tacked, and stood after her. At 10.15 p.m., the *Viper* brought the stranger to close action, which continued for three-quarters of an hour, when the latter sheered off. The *Viper* immediately gave chase; and after a running fight of an hour and a-half, had the good fortune to lay her opponent on board. Two well-directed broadsides then compelled the French privateer *Furet*, of fourteen 4-pounders, and 57 out of a complement of 64 men, commanded by Citizen Louis Bouvet, to strike her colours.

The *Viper* had her mainmast rendered unserviceable by the privateer's shot, and her rigging and sails very much cut;

but she escaped with only her commander (slightly) and one seaman wounded. The *Furet's* rigging and sails were in as bad a condition as the *Viper's*, and her loss much greater; amounting to 4 seamen killed and 6 seamen (4 dangerously) wounded.

This was a very spirited little affair, and ranks with the last case as to the near equality of the match.

#### 1800.—February the 5th.

ACTION WITH THE FRENCH FRIGATE PALLAS, AND HER CONSEQUENT CAPTURE BY THE FAIRY, CAPTAIN JOHN S. HORTON, AND THE HARPY, CAPTAIN HENRY BAZELEY.

On the 5th of February, at 6 a.m., the British 14-gun sloop, *Fairy*, Captain John Sydney Horton, and 18-gun sloop, *Harpy*, Captain Henry Bazeley, set sail from St. Aubin's Bay, in the Island of Jersey, with the wind a fresh breeze at north-west, to reconnoitre St. Malo's and discover if the French 40-gun frigate, *Pallas*, Captain Jaques Epron, was still lying in that port. At 11.30 a.m., Cape Frehel bearing south-east five or six miles, a large ship was discovered in the south-south-west quarter, running down close along-shore to the westward, with a light breeze nearly aft. The stranger was soon made out to be the frigate, of which the sloops had received information. At 12.20 p.m., Captain Horton, seeing no chance of bringing the *Pallas* to action, while she remained so close under the land, tacked and stood off in the hopes that the latter would follow the two sloops to an offing. This she immediately did, and at 1 p.m. an action, within pistol-shot, commenced between the *Pallas*, the *Fairy*, and *Harpy*, the latter close astern of her companion. The firing continued until 2.45 p.m., when the French frigate, discovering from her masthead three strange sails approaching from seaward, crowded sail to the north, having the wind at the same time from the southward and eastward.

So great were the damages which the *Fairy* and *Harpy* had received in the rigging and sails that it was not until 3.45 p.m. that the sloops were in a condition to make sail in chase. Soon afterwards, the *Pallas* hauled to the northward and westward, and at 3.45 p.m., the *Harpy*, as ordered by signal from the *Fairy*, hauled up also, in order to keep the wind of the enemy. At 4 p.m. the two sloops first saw the three strange sails working up to the northward, and which, from previous information, Captains Horton and Bazeley. knew were the British 18-gun frigate, *Loire*, Captain John Newman, the 26-gun ship, *Dance*, Captain Lord Proby, and 14-gun sloop, *Railleur*, Captain W. J. Turquand. To these ships the signal for an enemy were made and repeated with a gun every five minutes. At 4.15 p.m. the *Pallas*, discovering a strange ship, the *Railleur*, ahead of her, bore up with English colours flying. At this time Roche-Douvre, bore from the *Fairy* north-north-east six or seven miles. At 5.30 p.m. the *Pallas* bore from her due west, and the *Harpy*, whose superiority of sailing had carried her far ahead of the *Fairy*, bore from the latter west-and-by-south; the wind now at south-east-and-by-south. At 9 p.m. the *Fairy* spoke the *Loire* and pointed out the chase to Captain Newman, who afterwards, with the assistance of the *Dance* and *Railleur*, made easy capture of her.

And now it becomes our duty to do justice to the gallant exertions of the two British sloops, to which exertions the subsequent capture of the *Pallas* was owing.

## EACH SHIP'S ARMAMENT.

	<i>Fairy</i> .		<i>Harpy</i> .		<i>Pallas</i> .	
	No.	Pdrs.	No.	Pdrs.	No.	Pdrs.
Main deck	... 16 l.guns	6	16 carron.	32	26 l.guns	18
"			2 l.guns	9		
Q.-dk. & forecastle	6 carron.	12			12 l.guns	8
"					4 carr.	36
Carriage guns	22		18		42	
Men and boys	...120		120		362	
Size in tons	...301		316		1,028	

The *Fairy* had 4 seamen killed, her commander (slightly), purser (broken arm), and 6 seamen wounded. The *Harpy* had 1 seaman killed, and 3 seamen wounded. There is no getting at the loss sustained by the *Pallas* in her action with these sloops; it was probably, however, 12 men killed and 20 wounded.

## COMPARATIVE FORCE OF THE COMBATANTS.

	British.	French.
Ships in number	2	1
Guns	40	42
Aggregate broadside weight	54	305
of metal in pounds	292	78
	346	383
Crew in number	240	362
Size in tons	617	1,028

Here we see the effect, on paper, of a full battery of 32-pounder carronades, and, doubtless, the effect of the *Harpy's* heavy balls, owing to the pistol-shot proximity of her opponent, was felt on board the latter. Had the *Pallas* maintained a distance beyond carronade-range her long 18-pounders would have displayed their superiority over the *Fairy's* 6's; and the two sloops, who had conducted themselves throughout so bravely, might have been captured or destroyed long before succour could have reached them.

1800.—*March the 21st.*

## CAPTURE OF LA LIGURIENNE, BY H.M.S. PETEREL, COMMANDER F. W. AUSTEN.

On the afternoon of the 21st of March the British 16-gun ship-sloop, *Peterel*, Captain Frederick William Austen, being near Cape Couronne, in the Bay of Marseilles, discovered in-shore, and immediately chased, a French national ship, brig, and zebec. After a short action, and observing, probably, the British 32-gun frigate, *Mermaid*, Captain Robert Dudley Oliver, at a great distance, beating up from to-leeward, the three French vessels made sail to get

away. The ship and zebec, one, the *Cerf*, of fourteen 6-pounders and about 90 men; the other, the *Joliette*, of six 6-pounders and about 50 men, effected their escape by running on shore. The brig, which was *La Ligurienne*, of 16-guns (fourteen 6's, and two 36-pounder carronades, all brass) and 104 men, Captain Francis Auguste Palabon, Lieutenant de Vaisseau, after sustaining the fire of the *Peterel*, in a running fight of an hour and a-half's duration, struck her colours, and was then six miles of the town of Marseilles. The *Peterel*, during the greater part of the time, lay within point-blank shot of two batteries; and, in the midst of the cannonade, struck on a rock, where she remained for some minutes.

The *Peterel's* damages were confined to a few shot-holes in her sails, and to the upsetting of four of her carronades. She had her first lieutenant, gunner, and thirty men absent in prizes; but, of the remaining eighty-nine, did not have a man hurt. The *La Ligurienne* had her captain and 1 seaman killed, 1 seaman and 1 marine wounded. Admitting the active interference of the two batteries on shore to be only a fair set-off to the mere appearance of the *Mermaid* to leeward, this affair was very creditable to the officers and crew of the *Peterel*. Captain Palabon, had he lived, would doubtless have expressed his sentiments on the premature flight of his two consorts.

The *La Ligurienne* was a fine vessel of her class, well equipped with stores of all kinds, in excellent repair, and not two years old. She was built in a very peculiar manner, being fastened throughout with screw-bolts, so that she might be taken to pieces and set up again with ease, and was intended, according to the account given by the prisoners, to follow Buonaparte to Egypt. These, however, were not qualifications requisite in a British cruiser; and therefore the *La Ligurienne*, being found unadapted in other respects, was not purchased into the service.

### 1800.—March the 30th.

NIGHT ACTION WITH THE GUILLAUME TELL (AND HER CONSEQUENT CAPTURE BY THE LION AND FOUDROYANT) BY H.M.S. PENELOPE, CAPTAIN THE HON. H. BLACKWOOD.

DURING the early part of this year a British squadron, composed of the 80-gun ship *Foudroyant*, Captain Sir Edward Berry, bearing the flag of Rear-Admiral Lord Nelson, 74-gun ship, *Alexander*, Captain Alex. John Ball, 64-gun ship, *Lion*, Captain Manley Dixon, and 36-gun frigate, *Penelope*, Captain the Hon. Henry Blackwood, accompanied by two or three sloops and smaller vessels, was stationed off Malta in order to prevent succour from being thrown into the island, and to watch the movements of the French ships, and, among them, of the 80-gun ship, *Guillaume Tell*, Rear-Admiral Denis Decrés, Captain Saunier, lying at anchor in the Port of Valetta.

At 11 p.m. on the 30th of March, the *Guillaume Tell*, taking advantage of a strong southerly gale and the darkness that had succeeded the setting of the moon, weighed and put to sea. At 11.55 p.m., the *Penelope*, whose commander had been ordered to keep under weigh between where the *Lion* lay at anchor and the harbour's mouth, discovered the *Guillaume Tell* on her larboard or weather-bow, under a press of sail, steering with the wind on her starboard-quarter. The *Penelope* immediately made the necessary signals to the other ships of the squadron, and, as soon as the *Guillaume Tell* had passed on, tacked and stood after her. At 12.30 a.m., having arrived close up with the chase, the *Penelope* luffed under her stern, and gave her the larboard-broadsides. She then bore up under the *Guillaume Tell's* larboard-quarter, and gave her the starboard-broadside, receiving in return, only the latter's stern-chasers. The *Guillaume Tell*, aware that if she brought-to, the ships then visible on the verge of the horizon would soon take part in the fight, continued her course to the northward and eastward. The *Penelope*, whose rate of sailing exceeded that of her adversary, and whose movements were

directed by a practised seaman, continued pouring in her raking broadsides with such effect that, just before the dawn of day, the *Guillaume Tell's* main and mizen-topmasts and main-yard came down. The latter was then reduced, with the exception of her mizen, to her head-sails, and these were greatly damaged by the *Penelope's* shot. The *Guillaume Tell* also, from such a succession of raking fires, had no doubt sustained a considerable loss of men. The *Penelope*, whose object was to avoid exposing herself to a single broadside from so powerful an adversary, had the good fortune to escape with only a slight damage to her rigging and sails. Her loss, though not numerically great, included among the killed, her master; she having besides, 1 midshipman, 1 seaman and 1 marine wounded.

At 5 a.m., or a little after, the *Lion*, who, at 1 a.m. had slipped her cable and chased in the direction of the firing (showing a rocket and a blue light every half-hour as a signal to the ship astern), arrived up, steering between the *Penelope* and the crippled *Guillaume Tell*, and so near to the latter, that the yard-arms of the two ships barely passed clear. The *Lion* ranged up on the larboard-side of her opponent, and poured in a destructive broadside of three round shots to a gun. The *Lion* then luffed-up across the bow of the *Guillaume Tell*, the latter's jib-boom passing between the former's main and mizen-shrouds. In a few minutes, to the advantage of the *Lion*, whose object, with so comparatively small a complement, was neither to board nor be boarded, the enemy's jib-boom was carried away; and the former gained a capital position across the *Guillaume Tell's* bow. Here the *Lion*, aided occasionally by the *Penelope*, kept up a steady cannonade until about 5.30 a.m. when the *Guillaume Tell's* shot had so damaged the former, that she became unmanageable and dropped astern, still firing, however, as did also the frigate, whenever an opportunity offered.

At 6 a.m. the *Foudroyant*, who at 12 p.m. the preceding night had slipped, and made sail from her anchorage (about three

miles north-east of Valetta lighthouse), came up, and ranging by, with a crowd of sail (so close that the former's spare anchor just passed clear of the latter's mizen-chains) called upon her to strike, following up the demand with a treble-shotted broadside. To this the *Guillaume Tell* made no other than a similar reply, which cut away a good deal of the *Foudroyant's* rigging. The latter, having arrived up with so much sail set, necessarily shot ahead, and was not for several minutes again alongside her opponent. The firing between the two ships then recommenced and the *Guillaume Tell's* second broadside brought down the fore-topmast, main topsail-yard, jib-boom and spritsail yard of the *Foudroyant*, who then, having also had her fore-sail, main-sail, and stay-sails cut in tatters, dropped from alongside, still firing occasionally; as did the *Lion* on the *Guillaume Tell's* larboard side, and the *Penelope* on the same quarter. At 6.30 a.m. the French ship's main and mizen-masts came down; and the *Foudroyant*, who, having cleared away the wreck of her fallen spars, and in some degree refitted, had again staid her opponent, was, after the exchange of a few broadsides, nearly on board of her. At 8 a.m. the *Guillaume Tell's* foremast was shot away. At 8.20 a.m., when the *Foudroyant* and *Lion* were, one on the starboard, the other on the larboard quarter, and the *Penelope* close ahead, the brave enemy, rolling an unmanageable bulk on the water, with the wreck of her masts disabling most of the guns on the larboard side, and the violent motion of the ship, from her dismasted state, requiring the lower-deck ports to be shut on both sides, struck her colours. The spot at which this took place was about seven leagues south-half-west of Cape Passaro.

Both the *Foudroyant* and the *Lion* were in too disabled a state to take possession of the *Guillaume Tell*. That ceremony, therefore, devolved on the *Penelope*. The damages of the *Foudroyant* were very severe. Her mainmast, mizen-

mast, fore-topmast, and bowsprit, were wounded in several places; the mizen-mast, indeed, was so much injured, that in four hours after the action, it came down, wounding in its fall, 5 men. The *Foudroyant* had received, also, several of the *Guillaume Tell's* shots in her hull. The *Lion's* masts were likewise wounded, and her hull hit; but not to so great an extent as the *Foudroyant's*. The *Penelope's* damages were confined to her rigging and sails. Some other ships were confined to her rigging and sails. Some other ships witnessed, but appear to have taken no part in the combat. They were the brig-sloops, *Vincejo*, Captain George Long, and *Monarch*, Captain George Miller, and the bomb-vessel, *Strombolo*, Captain John Broughton. The *Alexander* was not present.

The loss sustained by the *Foudroyant* amounted to 8 seamen and marines killed; her commander (slightly), 1 of her lieutenants, her boatswain, 3 midshipmen, and 58 seamen and marines, exclusive of the five, suffered by the fall of the mizen-mast wounded. The *Lion* had 1 midshipman and 7 seamen and marines killed; and 1 midshipman, and 37 seamen and marines wounded. The *Penelope's* loss, of 1 killed and 3 (including 1 mortally) wounded, has already appeared. The only account that has been published respecting the loss of the *Guillaume Tell*, represents it to have amounted to upwards of 200 in killed and wounded.

The separate manner in which the British ships came into action, renders unnecessary the usual comparative statement. It may suffice to say, that a more heroic defence than that of the *Guillaume Tell*, is not to be found in the records of naval actions. Its only compeer, in modern times at least, was fought in the same seas, and within less than a degree of the same latitude. If the British have their *Leander* and *Genérent*, the French have their *Guillaume Tell* and a British squadron; and the defeat, in either case, was more honourable than half the single ship victories that have been so loudly celebrated. Nor, when the *Guillaume Tell's* case is mentioned,

must the conduct of the *Penelope* frigate be forgotten. Without Captain Blackwood's promptitude, gallantry, and perseverance; without those repeated raking fires, of the effects of which Admiral Deérés so justly complained, the *Guillaume Tell* would most probably have escaped. The decided inferiority of a 64-gun ship rendered the bold approach of the *Lion* creditable to Captain Dixon, his officers, and crew. It was the *Foudroyant's* arrival that so turned the scale. Had that ship single-handed met the *Guillaume Tell*, the combat would have been between two of the most powerful ships that had ever so met; and, although the *Foudroyant's* slight inferiority of force was not that of which a British vessel would complain, still the chances were equal, that the *Guillaume Tell*, so gallantly manned, and so ably commanded, came off the conqueror.

The *Penelope*, as soon as the three crippled ships had put themselves a little to rights, took the prize in tow, and proceeded with her to Syracuse. Subsequently, the *Guillaume Tell* arrived at Portsmouth, and, under the name of the *Malta*, remained for a long time one of the largest two-decker ships in the British Navy.

1800.—*July the 8th.*

BOARDING AND CAPTURING THE FRENCH FRIGATE, DESIRÉE  
AND OTHER VESSELS, BY THE SQUADRON, UNDER CAPTAIN  
PATRICK CAMPBELL.

ON the 27th of June a British squadron, composed of two small frigates, one 20-gun ship, two sloops, one bomb, and eleven fire-ships, gun-brigs, hired cutters, and luggers, assembled off Dunkirk to attempt the destruction of four French frigates, which had long been blockaded in that part. Contrary winds, and a succession of unfavourable tides, afforded no opportunity of making the attack until the 7th of

July. On that evening, the *Dart*, under Captain Patrick Campbell, followed by the *Biter* and *Boxer* gun-brigs, and the four fire-ships, with the cutters and small craft attending them, entered Dunkirk roads. At about midnight, the *Dart* and her companions got sight of the French ships. Soon afterwards the latter hailed the *Dart*, and asked her whence she came. The answer was, "De Bordeaux." The Frenchmen then desired to know what convoy that was astern, meaning the gun-brigs and fire-ships. The reply was, "Je ne sais pas." While this conversation was holding, the *Dart* kept passing on unmolested, until she came alongside of the innermost frigate but one, when the frigate opened upon her a heavy fire. This the *Dart* was enabled to return with fifteen double-shotted 32-pounders, fired in much quicker repetition than common, owing to her carronades being mounted on the non-recoil principle. The *Dart* then ranged on, and boarded the innermost frigate, the *Desirée*, by running her bowsprit between the latter's fore-mast and forestay, having previously let go a stern-anchor to check her own way. The first lieutenant, James M'Dermot, at the head of a division of seamen and marines, immediately boarded one French frigate on the forecastle, carrying all before him, but not without being badly wounded in the arm. He then hailed the *Dart* to say he had possession of the ship; but that he feared the crew would rally, and therefore requested that an officer might be sent to take charge. The *Dart*, having cut her stern-cable, had by this time swung alongside the *Desirée*, on whose quarter Lieutenant Robert Pierce instantly leapt with a second division of men. This officer completely repulsed the French crew, who were rallying at the after hatchway; he then cut the frigate's cables, got her under sail, and steered her over banks that could not have been passed half-an-hour later in the tide.

The *Dart*, in this dashing enterprise, which was concluded in about fifteen minutes, had only 1 seaman killed, her first

lieutenant, 1 master's-mate, and 9 seamen and marines wounded, while the loss sustained by the *Desirée*, a fine new frigate of 1,015 tons, was supposed to have amounted to full 100 in killed and wounded; including among them nearly the whole of the officers on board. The established complement of the *Desirée* was from 300 to 350 men; but it does not appear that she had the whole of her crew on board. No head-money was allowed in this case.

For his skill and gallantry in capturing the *Desirée*, Commander Campbell was advanced to post rank, and immediately appointed to a command. The *Desirée* was afterwards added to the British Navy as a large-class 36-gun frigate, and from her size and sailing qualifications, became a valuable acquisition in the service.

### 1800.—July the 29th.

THE CAPTURE OF THE CERBÈRE, BY THE BOATS OF THE VIPER, IMPETUEUX, AND AMETHYST, UNDER LIEUTENANT J. COGHLAN.

In the latter end of July, while the 14-gun cutter, *Viper*, commanded by Acting-Lieutenant Jeremiah Coghlan, and attached to the squadron under Sir Edward Pellew in the *Impetueux* 74, was watching Port Louis, it occurred to the former young officer that he might succeed in boarding some of the cutters or gun vessels that were constantly moving about the entrance of the harbour. His first step was to request of Sir Edward Pellew a ten-oared cutter, with 12 volunteers. Having obtained the boat and men, Mr. Coghlan, on the night of the 29th, placed in her a midshipman of the *Viper*, Mr. Silas H. Paddon and six of her men, making, with himself, a total of twenty, and, accompanied by the *Viper's* boat and one from the *Amethyst* frigate, determined to board a gun-brig, mounting three long 24's,

and four 6-pounders, full of men, moored with springs on her cables, lying in a naval port of difficult access, within pistol-shot of three batteries, surrounded by several armed craft, and not a mile from a French 74 and two frigates.

Undismayed by such formidable appearances, regardless of the early discovery of his approach, as evinced by the gun-brig's crew being at quarters, or even of the lost aid of the other two boats, which, in spite of all the endeavours of their respective crews, could not keep pace with the cutter—in the very teeth of all these obstacles, Mr. Coghlan and his handful of men boarded the gun-brig on the quarter. Unhappily, in the dark, the former jumped into a trawl-net hung up to dry. In this helpless condition he was pierced through the left thigh by a pike. Several of his men also were hurt; and all knocked back into the boat. Unchecked in ardour, the British hauled their boat further ahead, and, again boarding the gun-brig, maintained against eighty-seven men, sixteen of whom were soldiers, an obstinate conflict, during which many of the British were knocked overboard, and the whole, a second time, beat back to their boat. Notwithstanding this, however, they returned to the charge with unabated courage, and, after killing 6 men, and wounding 20, among whom was every officer belonging to her, Mr. Coghlan and his truly gallant comrades carried the *Cerbère*. His own loss on this splendid occasion was 1 man killed and 8 wounded; himself in two places, and Mr. Paddon in six. With the aid of the two other boats the British towed out their prize, under a heavy but ineffectual fire from the batteries.

The language of Sir Edward Pellew, in his letters to Earl St. Vincent describing the affair, is so very energetic and appropriate, that we cannot do better than transcribe his words:—"I trust I shall stand excused by your lordship for so minute a description produced by my admiration of that courage, which, hand to hand, gave victory to a handful

of brave fellows over four times their number, and of that skill which formed, conducted, and effected so daring an enterprise." The officers and men of Sir Edward's squadron, to mark their sense of such distinguished bravery, gave up the *Cerbère* as a prize to the conquerors; and Earl St. Vincent was so much pleased with Mr. Coghlan's intrepidity, that he presented him with a handsome sword. Moreover, the young man obtained, what his aspiring mind valued above all other gifts, a confirmation of his rank of lieutenant; and that, although he had not quite served the time, which the regulations of the Navy required, and in no other case had dispensed with.

#### 1800.—August the 20th.

THE CAPTURE OF THE FRENCH FRIGATE, VENGEANCE, BY  
H.M.S. SEINE, CAPTAIN DAVID MILNE.

ON the 20th of August, at 8.30 a.m., the British 38-gun frigate, *Seine*, Captain David Milne, cruising in the Mona Passage, with the wind easterly and very light, saw, right ahead, standing to the northward, on the starboard-tack, a ship, which we shall at once introduce as the French 40-gun frigate, *Vengeance*; Captain, Sebastien Louis Marie Pichot, not many days from Curoçoa, bound to France. The *Seine* immediately made all sail in chase. At 10 a.m., the wind having come more northerly, so as to prevent the *Vengeance* from weathering Cape Raphaél, on the St. Domingo shore, the latter tacked, and steered south-south-east, with all sail. At noon, or soon after, the wind shifted back to the eastward, but was still very light; and both ships continued under a crowd of canvas. At 4 p.m., the *Vengeance* commenced firing her stern-chasers. At 11.30 p.m., the *Seine*, having gained so in the chase as to be close on her opponent's quarter, fired several

broad-sides at her; but the *Vengeance* still stood on, firing, in return, all the guns she could bring to bear. This greatly damaged the rigging and sails of the *Seine*, and compelled her at about midnight, to drop astern.

The remainder of the night was occupied in reeving new rigging, and preparing to renew the combat; each ship, all the while, every sail she could set. At 7.30 a.m. on the 21st the *Seine* got again within gunshot, and at 8 a.m., close alongside of the *Vengeance*. The action now commenced as it should, and continued with unabated fury until 10.30 a.m., when the *Vengeance*, having lost her foremast, mizen-mast, and main-topmast, all of which had fallen on-board, and being terribly shattered in her hull, surrendered to the *Seine*. This was made known by an officer's hailing the latter from the end of the French ship's bowsprit. The *Seine* had lost none of her masts, but had her mainmast badly wounded, and received several shots in her remaining masts and hull.

## EACH SHIP'S ARMAMENT.

	<i>Seine</i> .		<i>Vengeance</i> .	
	No.	Pdrs.	No.	Pdrs.
Main deck ... ..	28 long guns	18	28 long guns	18
Q.-deck and fore-castle	12 "	9	16 "	8
" "	8 carronades	32	8 "	36
Carriage guns...	48		52	
Men and boys...	281		326	

The loss sustained by the *Seine* in the chase and action, amounted to her second lieutenant (George Milne) and 12 seamen killed, and 1 lieutenant of marines, her master, captain's clerk, 22 seamen, 3 marines, and 1 boy wounded. The loss of the *Vengeance*, Captain Milne merely says, "has been very great." As 291 were the number of prisoners received out of her, and 326 the number of persons on board when the action commenced, we may fairly set down the killed at 35, and the wounded, if in the usual proportion, were probably about 70 or 80.

## COMPARATIVE FORCE OF THE COMBATANTS.

	British.	French.
Guns ... ..	48	52
Broadside weight of } long guns ...	306	342
metal in pounds } carronades ...	128	156
	— 434	— 498
Crew in number ... ..	281	326
Size in tons ... ..	1,146	1,180

Considering the inferiority in efficaciousness between the French and English ship's eight carronades, to have been fully compensated for the former's tier of swivels, we may pronounce this as pretty a frigate match as any that has been fought during the war. There is, on the face of the statement, undoubtedly a numerical superiority in favour of the French ship, but far too slight for a British ship to notice; above all, not such as to justify the captain in saying "Your lordships will perceive the *Vengeance* is superior in size, guns, and number of men to His Majesty's ship, I have the honour to command." It is enough to say, it was an action that, in the result, did great credit to Captain Milne, his officers, and ship's crew; and, it was one also, in which M. Pichot, on finding that to run would not avail him, made a manful resistance, surrendering only when the ship was reduced to an unmanageable hulk.

## 1800.—August the 29th.

## CUTTING OUT OF THE GUÊPE OF 18-GUNS, BY THE BOATS UNDER LIEUTENANT H. BURKE.

On the evening of the 29th of August, a division of boats, twenty in number, from Sir John Warren's squadron, then in Vigo Bay, placed under the orders of Lieutenant Henry Burke, of the *Renown*, proceeded to attack a French ship-privateer, the *Guêpe*, mounting eighteen long 18-pounders, and manned with 161 men, and which, on the appearance

of the squadron, had removed from the harbour to a spot near the Narrows of Redondella, close to some batteries. At about 12.40 p.m. the boats got alongside of the ship; the crew of which had previously cheered, to show that they were prepared. Notwithstanding this, and that the *Guêpe's* commander, citizen Dùpan, had laid over his hatches to keep his men to their quarters, the British resolutely boarded, and in fifteen minutes carried the vessel, with a loss of 3 seamen and 1 marine killed, 3 officers, 12 seamen, and 5 marines wounded, and 1 seaman missing, probably drowned. Among the wounded officers was the gallant leader of the party, Lieutenant Burke, an officer who had previously distinguished himself on more than one similar occasion. The loss on board the *Guêpe*, as a proof how determinedly she had been defended, amounted to 25 men killed, and 40 wounded, including, among the mortally wounded, her brave commander. This dearly-bought prize had been fitted out at Bordeaux, and was stored and provisioned in the completest manner, for a four months' cruise.

#### 1800.—October the 27th.

CUTTING OUT OF THE SAN JOSEF, BY THE BOATS OF H.M.S. PHAETON, UNDER LIEUTENANT F. BEAUFORT.

On the 27th of October, late in the evening, the boats of the 38-gun frigate, *Phaeton*, Captain James N. Morris, placed under the orders of her first lieutenant, Francis Beaufort, supported by Lieutenant George Huish, and by Lieutenant Duncan Campbell, of the marines, proceeded to attack the Spanish ship-polacre, *San Josef*, mounting two long 24-pounders in the bow, two long brass 18-pounders for stern chasers, and four 12, and six 4-pounders, all brass, on her sides; having on board thirty-four seamen (out of a crew of

forty-nine), and twenty-two soldiers or marines, and lying moored under the protection of five guns mounted on the fortress of Fangerollo, near Malaga. The launch, with an 18-pounder carronade in her, not being able to keep up with the barge and two cutters, Lieutenant Beaufort was proceeding with the latter, when he was unexpectedly fired at by a French privateer-schooner, that had entered, unseen, during the night, and stationed herself to flank the ship. The three boats, however, still advanced, and at 5 a.m., in the face of an obstinate resistance of musketry and sabres, boarded, carried, and brought off the polacre. In this gallant affair, 1 seaman was killed alongside; Lieutenant Beaufort was first wounded in the head, and afterwards received several slugs through his left arm and in his body; Lieutenant Campbell received several slight sabre wounds, and one of the two midshipmen present, Mr. A. B. Hamilton, was shot through the thigh while in the boat, notwithstanding which he boarded with the rest. A seaman was also wounded, making the loss on the part of the British, 1 killed, and 4 wounded. Of the *San Josef* crew, 6 men were found badly, and 13 slightly wounded.

#### 1801.—February the 19th.

CAPTURE OF THE FRENCH SHIP, AFRICAINE, BY H.M.S. PHOEBE, CAPTAIN, SIR ROBERT BARLOW.

On the 19th of February, at 4 p.m., the British 36-gun frigate, *Phoebe*, Captain Sir Robert Barlow, being on the Spanish shore, about two leagues to the eastward of Gibraltar, beating up for that port, with a light breeze at west, discovered on the African shore, nearly abreast of the fortress of Ceuta, a strange ship under a press of sail steering directly up the Mediterranean. The *Phoebe*, having her head to the northward, immediately tacked, and stood for the stranger, who made, in

consequence, no alteration in her course. By 7.30 p.m., the *Phæbe* had approached the chase on the larboard-quarter; and the latter, finding an action inevitable, shortened sail, as did also the former. The *Phæbe*, being unable from the darkness to discern the colours of the stranger, fired a shot over her. In a moment, the latter, which was the French 40-gun frigate, *Africaine*, Captain Saunier, with troops on board, which she had embarked at Rochefort, and was conveying to Egypt, altered her course to port, and having brought her broadside to bear on the *Phæbe*, discharged it with but little effect. The *Phæbe* then altered her course so as to keep parallel with her opponent, and when quite near, poured in a well-directed, and as it proved, a most destructive broadside. The two ships, with their heads to-northward, then continued the engagement, within pistol-shot distance, until 9.30 p.m.; when the *Africaine*, being nearly unrigged, having five feet of water in her hold, her decks literally encumbered with dead, and the greater part of her guns dismantled, struck her colours. Her masts were all badly wounded, and, had there been any swell, would have fallen over her side. The *Phæbe's* masts were also much injured, and chiefly owed their stability to the smoothness of the sea. Her rigging and sails, too, were scarcely in a better plight than those of her late antagonist.

## EACH SHIP'S ARMAMENT.

	<i>Phæbe.</i>		<i>Africaine.</i>	
	No.	Pdrs.	No.	Pdrs.
Main deck ... ..	26	long guns 18	26	long guns 18
Q.-deck and forecastle	10	" 9	18	" 8
" " " "		8 carronades 32		
Carriage guns ... ..	44		44	
Men and boys ... ..	239		315	
Soldiers			400	

The *Phæbe*, although her net complement including eighteen boys, was 261, had sailed from Cork seven men short, and had since manned and sent to Gibraltar one re-captured and one detained brig; one with seven the other with eight men,

so that her crew on board was reduced to 239. Of this number she only had 1 seaman killed, and 2 officers and 10 seamen wounded. The loss on board the *Africaine* was truly dreadful. Her killed were as follows:—1 commodore (Saunier), 1 brigadier-general, 2 captains in the army, 4 volunteers, 1 master-at-arms, 1 gunner, 1 master carpenter, 1 gunner's mate, 3 surgeons (actually killed in the cock-pit while dressing the wounded!) and 185 seamen, marines, artillerymen, troops, and passenger tradesmen. The wounded were: 1 general of division (Desfourneaux), 1 general of battalion, 1 general of horse, 1 aide-de-camp, 1 major of battalion, 1 captain of the ship (Jean Jacques Magendie), 5 lieutenants, 2 volunteers, 2 lieutenants of grenadiers, 1 lieutenant of foot, 1 maitre-de-battalion, 1 head-pilot, 1 second master sail-maker, and 125 seamen, marines, artillerymen, troops, and passenger tradesmen; making a total of 200 killed, and 143 wounded, the greater part of them mortally. A return to this effect, and signed by Captain Magendie, was delivered to Captain Barlow; but the former stated, in the return, that it probably fell short in amount of the real loss sustained, especially in killed.

## COMPARATIVE FORCE OF THE COMBATANTS.

	British.	French.
Guns ... ..	44	44
Broadside weight of } long guns ... 279		331
metal in pounds } carronades ... 128		—
	407	331
Crew in number ... ..	239	315
Size in tons ... ..	926	1,059

As far as appears on the face of this statement, the two frigates were not unfairly matched. If the *Phæbe's* carronades gave her a preponderance in broadside weight of metal, the *Africaine's* greater number of men (still confining our view of the statement) gave her the advantage in crew; and it is not a little singular, that the two sets of figures that stand for the weight of metal and crew on either side, and which, it is evident, have not been arbitrarily fixed, produce, when added together, exactly the same amount. But an allowance is

requisite, and a considerable one too, for that which a mere configuration of figures can never explain; the lumbered state of the *Africaine's* decks, and which the troops themselves by their valour—their mistaken valour—contributed to increase. Although their musketry could be of little or no avail in the dark, yet they considered it as a point of honour to remain on deck and be mowed down by scores. Circumstanced as he was, Commodore Saunier acted as wisely in endeavouring to avoid a contest, as, when it actually began, did the officers, ship's company, soldiers, and all that were on board the *Africaine*, heroically in defending their ship until she was reduced to a sinking state, and they, to half their original number,—all by the heavy, the searching, the irresistible broadsides of the *Phæbe*.

With so many prisoners to take charge of, and with both ships, particularly his prize, so much cut up in their masts and rigging, it was well for Captain Barlow that the *Phæbe* had not far to seek a friendly port. The two frigates in a very short time, dropped their anchors in Gibraltar Bay. The *Africaine* was nearly a new, and, until her meeting with the *Phæbe*, had been a very fine French frigate. She had on board, when captured, besides her 400 troops and artificers, six brass field-pieces, several thousand stand of arms, and a great quantity of ammunition. The *Africaine* was of course purchased for the British Navy, and became classed as a 38-gun frigate.

### 1801.—*April the 2nd.*

#### VICE-ADMIRAL LORD NELSON'S VICTORY OF COPENHAGEN.

THE threatening attitude assumed by the three principal northern powers requiring to be met in a corresponding way by England, the latter on the 12th of March, despatched from Yarmouth Roads, under the command of Admiral Sir

Hyde Parker, with Vice-Admiral Lord Nelson as his second, a fleet of fifteen, afterwards augmented to eighteen sail of the line, with as many frigates, sloops, bombs, fire-ships, and smaller vessels, as made the whole amount to about fifty-three sail. The nominal or paper force of the three powers against which this fleet was destined to act was—belonging to Russia eighty-two, Denmark twenty-three, and Sweden eighteen sail of the line, besides, between them all, about eighty-nine frigates, corvettes, and brigs, and nearly twice the number of armed small craft. But Russia, even as late as October in the present year, did not possess more than sixty-one sail of the line; of which thirty-one were in commission in the Baltic, and the remainder in the Mediterranean and Black Sea. Those thirty-one ships were divided between Petersburg, Archangel, Cronstadt, and Revel. Perhaps the effective number, or that which might be brought to act as a fleet, did not exceed twenty sail of the line; and these were badly equipped, ill appointed, and worse manned. The Swedes had, at one time, eleven sail of the line at Carlscrona, ready for sea, and by all accounts, in tolerably fighting trim. The Danish fleet, at Copenhagen, consisted, in the middle of March, of ten sail of the line ready for sea, exclusive of about the same number in an unserviceable state. This makes forty-one Russian, Swedish, and Danish effective ships of the line, instead of eighty-eight, the number stated by several writers to have been afloat in this quarter. It must have been a very happy combination of circumstances that could have assembled in one spot twenty-five of those forty-one sail of the line; and against that twenty-five, made up, as the number would be, of three different nations, all men novices at naval manœuvring, with a Nelson to command them, even fifteen British sail of the line were more than a match. Without this explanation, it might seem the height of rashness in the British Government to have sent to the Baltic so apparently small a force.

In the hopes that Denmark, in spite of the hostile demonstrations would prefer negotiation to war, the Honourable Nicholas Vansittart, with full powers to treat, had taken his passage in the fleet. Adverse winds kept the ships from reaching the Naze of Norway until the 18th, and still heavier gales, during the two succeeding days, scattered them, especially the smaller vessels, in all directions. To collect these, the admiral, on the 21st, anchored at the entrance to the Sound, within sight of Koll point on the Swedish shore. Mr. Vansittart had previously departed on his mission to Copenhagen, in the *Blanche*, with a flag of truce. On the 23rd, the *Blanche* returned with, as well as Mr. Vansittart, Mr. Drummond, the British Charge d'Affaires at Copenhagen; and from the Danish Government, instead of a reply of conciliation, came, as was to be expected, one of open defiance. Much valuable time had thus been lost, and the Danes were taking advantage of it in strengthening their means of defence; the formidable appearance of which had already excited the surprise of the British envoy.

The pilots, who, not having to share the honours, felt it to be their interest to magnify the dangers of the expedition, occasioned a few more days to be dissipated in inactivity. In the course of these Admiral Parker sent a flag of truce to the Governor of Elsinour, to inquire if he meant to oppose the passage of the fleet through the Sound. Governor Stricker replied, that the guns of Cronenburg Castle would certainly be fired at any British ship of war that approached. At length, at 6 a.m., of the 30th, the British fleet weighed, and, with a fine breeze at north-north-west, proceeded into the Sound, in line ahead; the van division, commanded by Lord Nelson, in the *Elephant* (into which ship, as a lighter and more active one than the *St. George*, he had the preceding day shifted his flag), the centre division, by the Commander-in-Chief, and the rear-division by Rear-Admiral Graves. At 7 p.m. the batteries of Elsinour commenced firing at the

*Monarch*, which was the leading ship, and at the other ships, as they passed in succession. The distance, however, was so great that not a shot struck the ships; nor did any of the latter but the van-ships fire in return, and they only two or three broadsides. The seven bombs, however, threw shells; 200 of which were stated to have fallen in Cronenburg and Helsingen, and, among other damages, to have killed 2 and wounded 15 men.

As the strait at Elsinour is less than three miles across, a mid-channel passage would undoubtedly have exposed the ships to a fire from Cronenburg Castle on the one side, and from the Swedish city of Helsingburgh on the other; but the latter, whose batteries instead of being a subject of dread, as the pilots had given out, mounted only eight guns of a light calibre, did not make even a show of opposition. On observing this, the British inclined to the Swedish shore, passing within less than a mile of it, and thus avoided a fire that, as coming from nearly one hundred pieces of cannon, could not fail to have been destructive. About noon, or soon after, the fleet anchored at some distance above the island of Huën, which is about fifteen miles from the city of Copenhagen. The Commander-in-Chief, Vice Admiral Lord Nelson, and Rear-Admiral Graves, accompanied by Captain Domett, and the commanding officers of the artillery, and troops, then proceeded, in the *Lark* lugger, to reconnoitre the enemy's defences. They were soon ascertained to be of the most formidable description. This led, in the evening, to a council of war, at which, as usual, much was urged to forego, or at least to delay the attack; but Nelson prevailed, and offered, with ten sail of the line and all the small craft, to carry the business through as it should be. Admiral Parker, much to his credit, cheerfully complied; and granted to his enterprising second, two sail of the line more than he had asked.

The force at Copenhagen was not the only obstacle to be

contended with; the approach to it was by a channel extremely intricate, and little known. To increase the difficulty of navigating it, the Danes had, very properly, removed or misplaced the buoys. On the same night, therefore, on which Sir Hyde had come to the happy decision of entrusting the affair to Lord Nelson, the latter, accompanied, amongst others, by Captain James Brisbane of the *Cruiser*, brig-sloop, proceeded in his boat to ascertain and re-buoy the outer channel, a narrow passage that lies between the island of Saltholm and the middle ground. This was a very difficult, as well as a very fatiguing duty, and the Vice-Admiral rejoiced greatly when he had accomplished it. An attack from the eastward, was at first meditated; but a second examination of the Danish position, on the 31st, and a favourable change of wind, determined the Vice-Admiral to commence his operations from the southward.

On the morning of the 1st of April, the British fleet weighed, and shortly afterwards re-anchored off the north-western extremity of the middle ground, a shoal that extends along the whole seaport of the city of Copenhagen, leaving an intervening channel of deep water, called the *König-Stiefe*, or King's Channel, about three-quarters of a mile wide, and in which channel, close to the town, the Danes had moored their block-ships, radeaus, prames and gun-vessels. In the course of the forenoon, Lord Nelson, accompanied by Captain Riou of the *Amazon*, reconnoitred, for the last time, the position he was about to attack; and, soon after his return at one o'clock, the signal to weigh appeared at the *Elephant's* mast-head. This was promptly executed, and the Vice-Admiral's squadron, amounting, in the whole, to thirty-two sail of square-rigged vessels, set sail, in two divisions, with a light and favourable wind. The ships, preceded by Captain Riou in the *Amazon*, entered the upper channel; coasting along the edge of the right-hand shoal or Middle Ground, until they had reached and partly rounded its

southern extremity. Here, off Draco point, at about 8 p.m., just as it grew dark, the ships anchored, and were then distant about two miles from the Southernmost ship of the Danish line.

The same north-westerly wind that had blown so fair for passing along the outer channel, was now as foul for advancing by the inner one. This, however, occasioned no delay; for in so difficult a navigation, daylight was as fully indispensable as a fair wind. Part of this night, as many others had been, was passed in active service, Captain Hardy proceeded in a small boat to examine the channel between the anchorage and the Danish line, and actually approached near enough to sound round the first ship of the latter; using a pole, lest the noise of throwing the lead should lead to a discovery. On his return, at about 11 p.m., Captain Hardy went on board the *Elephant*, and reported the depth of water up to the Danish line. This assurance of the practicability of the channel was gratifying news to Lord Nelson, and prevented him from sleeping during the remainder of the night, nor was the noise of the shells from the batteries on Amay island, as they now and then burst harmlessly near the ships, calculated to allay his impatience.

We shall now endeavour to give a description of the formidable force that was the object of the morning's attack. It consisted of eighteen vessels, composed of two-decked ships, chiefly old and in a dismantled state; frigates, prames, and radeaus, mounting altogether 628 guns; moored in a line of about a mile in extent; flanked at the north-end, or that the nearest the town, by two artificial islands, called the *Trekroner* or *Crown* batteries, one of 30, 24, the other of 38, 36-pounders, with furnaces for heating shot, and both of which were commanded by two two-decked block ships. The entrance into the harbour and docks (which are in the heart of the city) was protected by a chain thrown across it, also by some batteries on the northern shore, and particularly by

the Tre Kroner or Crown batteries already described. In addition to this, two 74-gun ships, *Dannemark* and *Trekroner*, a 40-gun frigate, two 18-gun brigs, and several armed zebees, or gun-vessels (which latter had furnaces on board for heating shot), lay moored in advantageous positions off the harbour's mouth. Along the shore of Amay island, a little to the south-west of the floating line of defence, were several guns and mortar batteries. Nor was there a want of men, skilful and brave, to work the guns, either afloat or on shore. One spirit seemed to animate all Denmark, and that was to repel the invaders by every possible means.

The day of the 2nd of April broke, as the British had hoped it would, with a favourable or south-easterly wind. The signal for all captains on board the flag-ship was hoisted almost as soon as it could be seen; and the latter were made acquainted with the stations assigned them. As circumstances, which will be mentioned in their place, prevented the plans being strictly carried out, it may suffice to state that all the line of battle-ships were to anchor by the stern abreast of the different vessels composing the enemy's line, and for which purpose they had already prepared themselves with cables out of their stern-ports. The *Amazon*, *Blanche*, *Alamère*, *Arrow*, and *Dart*, with two fire-ships, all placed under the immediate direction of Captain Riou, were to cooperate in the attack upon the ships stationed at the harbour's mouth, and to act otherwise as circumstances might require. The bomb-vessels were to station themselves outside the British line, so as to throw their shells over it; and the *Jamaica*, with the brigs and gun-vessels, was to take a position for raking the southern extremity of the Danish line. A similar station was assigned to the *Desirée*. It was also intended that the 49th regiment, under Colonel Stewart, and 500 seamen, under Captain Freemantle, of the *Ganges*, should storm the principal of the Tre Kroner batteries, the instant the cannonade from the ships should silence its fire.

At about 9 a.m. the pilots were ordered on board the *Elephant*. Their hesitation and indecision about the bearings of the shoal and the line of deep water, might well provoke a more patient man than Lord Nelson. At length, Mr. Alexander Briarly, the master of the *Bellona*, undertook to lead the fleet, and for that purpose went on board the *Edgar*. At about 9.30 a.m., the ships began to weigh in succession. The *Edgar* led. The *Agamemnon* was to follow; but, having anchored rather outside, than off the end of the Great Shoal, could not weather it, and was obliged to bring up again, in six fathoms water. Here the current was so strong against her, that though she afterwards re-weighed, and continued for a long time to warp with the stream and kedge anchors, the *Agamemnon*, Nelson's old and favourite ship, was compelled again to bring up, nearly in the spot from which she had last weighed. The *Polyphemus*, by signal, followed the *Edgar*; and the *Isis* steered after the former. The *Bellona*, in spite of a fair wind and ample room, hugged the Middle Ground too closely, and grounded nearly abreast of the *Provesteen*. The *Russell*, following the *Bellona*, did the same; and, as well as the latter, lay within long range of the Danish guns. In compliance with the wish of the pilots, each ship had been ordered to pass her leader on the starboard side, from a supposition that the water shoaled on the larboard shore; whereas, as Captain Hardy had proved, the water kept deepening all the way to the enemy's line. The *Elephant* came next; and Lord Nelson as soon as he perceived the state of the *Bellona* and *Russell*, ordered her helm to be put a-starboard, and passed within the ships, as did, very fortunately, all the ships astern of him. At the moment that Lord Nelson's squadron had weighed, Admiral Parker's eight ships did the same, and took up a new position somewhat nearer to the mouth of the harbour, but still at too great a distance to do more than menace the north wing of defence. A nearer approach, indeed, with both wind and current

against the ships, was quite impracticable, in sufficient time, at least, to render any active service in the engagement.

At about 10 a.m., the cannonade commenced; and for nearly half-an-hour, the principal ships engaged were the *Polyphemus*, *Isis*, *Edgar*, *Ardent* and *Monarch*. At about 11.30 a.m., the *Glatton*, *Elephant*, *Ganges*, and *Defiance* got to their stations, as did several of the frigates and smaller vessels, and the action became general. The *Desirée* was of great service in raking the *Provesteen*, and drawing off a part of her heavy fire from the *Polyphemus* and *Isis*; particularly from the latter, who bore the brunt of it, as her heavy loss will presently show. Owing to the strength of the current, the *Jamaica*, with the gun-vessels, could not get near enough to be of any use in the action; nor were the bomb-vessels able to execute much. The absence of the *Russell*, *Bellona*, and *Agamemnon*, occasioned several of the British ships to have a greater share of the enemy's fire than had been allotted to them, or than they were well able to bear. Among the many sufferers on this account, was the *Amazon* frigate, who, along with the four other ships entrusted to Captain Riou, had boldly taken a position (the three frigates in particular) right against the Tre Kroner batteries.

At the end of three hours' cannonade, few, if any, of the Danish block-ships, prames, or radeaus, had ceased firing; nor could the contest be said to have taken, on either side, a decisive term. It was at this time that, coupling with what had long been reported to him, of signals of distress being at the mastheads of two British line-of-battle ships, and the signal of inability on board a third, the imperfect view which the *London's* (Admiral Parker's vessel) distance from the scene of action enabled him to take of the relative condition of the parties in it; observing also, the zig-zag course, and necessarily slow progress of the two 74's and 64, *Defence*, *Ramillies*, and *Veteran*, which he had despatched as a reinforcement; the Commander-in-Chief threw out the signal for discontinuing

the engagement. Lord Nelson's non-compliance with it, and the consequent continuance of the action, are facts too notorious to be dwelt on.\* The three frigates and two sloops nearest to the *London*, and her division did, however, obey the signal, and haul from the Tre Kroner batteries. It was after presenting her stern to one of the latter, that the *Amazon* had her gallant captain shot in two, and sustained the principal part of her loss. At about 1.30 p.m., the fire of the Danes began to slacken, and at a little before 2 p.m. it had ceased along nearly the whole of the line.

Some of the prames and light vessels had also gone adrift; but few, if any, of the vessels whose flags had been struck, would suffer themselves to be taken possession of. They fired on the boats as they approached, and the batteries on Amay Island aided them in this irregular warfare. "This arose" says Mr. Southey, "from the nature of the action; the crew were continually reinforced from the shore, and fresh men coming on board, did not enquire whether the flag had been struck, or, perhaps, did not heed it; many, or most of them, never having been engaged in war before, knowing nothing,

\* "About this time" says Mr. Southey in his "Life of Nelson" (page ii, par. 124) "the signal-lieutenant called out that No. 39 (the signal for discontinuing the action) was thrown out by the Commander-in-Chief. He continued to walk the deck, and appeared to take no notice of it. The signal-officer met him at the next turn, and asked him if he should repeat it. 'No;' he replied, 'acknowledge it.' Presently he called after him, to know if the signal for close action was still hoisted; and being answered in the affirmative, said, 'Mind you keep it so!' He now paced the deck, moving the stump of his lost arm in a manner which always indicated great emotion. 'Do you know' said he to Mr. Ferguson, 'what is shown on board the Commander-in-Chief? No. 39!' Mr. Ferguson asked him what that meant?—'Why to leave off action!' Then shrugging up his shoulders, he repeated the words—'Leave off action? now d—n me if I do! You know, Foley,' turning to the captain, 'I have only one eye—I have a right to be blind sometimes'—and then putting his glass to his blind eye, in that mood of mind which sports with bitterness, he exclaimed, 'I really do not see the signal!' Presently he exclaimed 'D—n the signal! keep mine for closer battle flying! That's the way I answer such signals. Nail mine to the mast.'

therefore, of its laws, and thinking only of defending their country to the last extremity. At all events it greatly, and very naturally, irritated Lord Nelson, who, at one time had thought of sending in the fire-ships to burn the surrendered vessels. As a first measure, however, his lordship wrote the celebrated letter to the Crown Prince of Denmark, wherein he says: 'Vice-Admiral Nelson has been commanded to spare Denmark, when she no longer resists. The line of defence which covered her shores has struck to the British flag; but if the firing is continued on the part of Denmark, he must set on fire all the prizes that he has taken, without having the power of saving the men who have so nobly defended them. The brave Danes are the brothers, and should never be the enemies of the English.'

This letter was carried on shore, with a flag of truce, by Captain Sir Frederick Thesiger, who found the Crown Prince at the sally-port. In the meantime the destructive cannonade still kept up by the *Defiance*, *Monarch* and *Ganges*, and the near approach of the *Defence* and *Ramillies* (the *Veteran* far astern) silenced the fire of the *Indosforethen*, *Holstein*, and the ships next to them in the Danish line. But the great *Trekroner*, having had nothing but frigates and sloops opposed to it, and that only for a time, was comparatively uninjured. This battery therefore continued its fire, and, having had about 1,500 men thrown into it from the shore, was considered too strong to be stormed. It was now deemed an advisable measure to withdraw the fleet out of the intricate channel while the wind continued fair; and preparations were making for that purpose, when the Danish Adjutant-General Lindolm came, bearing a flag of truce; upon sight of which the *Trekroner*, ceased firing; and the action, after having continued five hours, during four of which it had been keenly contested, was brought to a close.

The message from the Crown Prince, was to enquire the particular object of Lord Nelson's note. The latter replied,

in writing, that humanity was the object; that he consented to stay hostilities, and that the wounded Danes should be taken on shore; and that he should take his prisoners out of the vessels, and burn or carry off his prizes as he should think fit; his lordship concluded with a hope, that the victory he had gained would lead to a reconciliation between the two countries. Sir Frederick Thesiger, who had returned with the Danish Adjutant-General, was again sent with the reply; and the latter was referred to the Commander-in-Chief for a final adjustment of terms. This opportunity was taken proper advantage of, and the leading British ships, all of which were much crippled in their rigging and sails, weighed in succession. The *Monarch* led the way, and touched on the shoal; but the *Ganges*, taking her amidships, pushed her over it. The *Glatton*, drawing less water, passed clear; but the *Defiance* and *Elephant* grounded about a mile from the *Trekroner*; and there, in spite of the exertions of their crews, remained fixed for many hours. The *Désirée*, also, at the opposite end of the line, having gone to assist the *Bellona*, became fast on the same shoal. Soon after the *Elephant* had grounded, Lord Nelson quitted her and followed the Danish Adjutant-General to the *London*.

While the conference is holding, we will proceed to show, as well as we are able, at what expense England had brought Denmark to so subdued a tone. The *Désirée* had 1 lieutenant and 3 seamen wounded; the *Russell* 5 seamen and 1 marine wounded; the *Bellona*, as a proof that she lay so as to receive, if not to return an effective fire, had 9 seamen, 2 marines, killed; 1 captain (lost his leg), 2 lieutenants, 1 master's-mate, 4 midshipmen, 48 seamen, 10 marines, 1 captain and 5 soldiers wounded; the *Polyphemus*, 1 midshipman, 4 seamen, 1 marine, killed; 1 boatswain, 20 seamen, 4 marines wounded: the *Isis*, 1 master, 2 midshipmen, 22 seamen, 1 lieutenant and 4 marines, 1 captain and 2 privates, killed; 1 lieutenant, 3 midshipmen, 69 seamen, 13 marines,

2 soldiers, wounded; the *Edgar*, 1 lieutenant, 24 seamen, 1 lieutenant and 2 marines, 3 soldiers, killed; 2 lieutenants, 5 midshipmen, 79 seamen, 17 marines, 8 soldiers wounded: the *Ardent*, 1 midshipman, and 29 seamen and marines, killed; and 64 seamen and marines, wounded: the *Glatton*, 1 pilot, and 17 seamen and marines, killed; 1 lieutenant, 1 master's-mate, 1 midshipman, 34 seamen and marines, wounded: the *Elephant*, 1 master's-mate, 4 seamen, 3 marines, 1 captain and 1 soldier, killed; 2 midshipmen, 8 seamen, 1 marine, 2 soldiers, wounded: the *Ganges*, 1 master, and 5 seamen, killed; 1 pilot, wounded, and 1 seaman missing: the *Monarch*, 1 captain, 35 seamen, 12 marines, 8 soldiers, killed; 1 lieutenant, 1 boatswain, 5 midshipmen, 101 seamen, 1 lieutenant and 34 marines, 1 lieutenant and 20 soldiers, wounded; the *Defiance*, 1 lieutenant, 1 pilot, 17 seamen, 3 marines, 2 soldiers, killed; 1 boatswain, 1 midshipman, 1 captain's clerk, 1 pilot, 35 seamen, 5 marines, 7 soldiers, wounded: the *Amazon*, 1 captain, 1 midshipman, 1 captain's clerk, 10 seamen, 1 marine, killed; 2 master's mates, 16 seamen, 5 marines, wounded: the *Blanche*, 6 seamen, and 1 marine, killed; 7 seamen, and 2 marines, wounded; the *Aleméne*, 5 seamen, killed; 1 lieutenant, 1 boatswain, 1 master's mate, 1 pilot, 12 seamen, 1 lieutenant, and 2 marines, wounded: and the *Dart*, 1 lieutenant, and 2 seamen, killed; and 1 seaman, wounded: making a total of 255 killed, and 688 wounded. Thus, say the official returns; but it would appear that they take no notice of the slightly wounded. These, according to the testimony of officers in the fleet, would have swelled the wounded total to 950, and that of the killed and wounded together to upwards of 1,200.

Even the lowest in amount of the two returns of loss here given could only have resulted from steady hull firing, and truly the British ships displayed the marks of it in their sides, decks, lower-shrouds, and lower masts, rather than, as on

most other occasions, in their upper masts, running rigging, and sails. The *Glatton*, indeed, had her fore-topmast shot away; but it does not appear that any other ship's topmast, or even top-gallant-mast, came down during the action. Most of the ships had a part of their guns rendered useless. Of the *Ardent's* main-deck 42-pounder carronades, more than half were disabled; as were seven of the *Glatton's* 32, and two of her 68-pounders. Part of the *Bellona's* heavy loss arose from the bursting of one or more of her guns, and it is believed that a similar accident occurred a second time on board the *Isis*.

The damages sustained by the Danish ships, or rather floating hulks, may be summed up by stating that the greater part of them were literally knocked to pieces. To this state they would, undoubtedly, have been reduced, in much less time than four hours, the duration of the general cannonade, had the pilots permitted the British ships to take a closer position; in which case the heavy cannonades of the *Glatton* and *Ardent* would have produced their full effect. With respect to the Danish loss, we are unable to particularise it. Commodore Fischer, the Danish Commander-in-Chief, reckoned his killed and wounded, according to the lowest estimation, as between 1,600 and 1,800 men, including 270 lost by the *Dannebróg* alone. In the British accounts, the Danish alleged loss by shot is mixed up with the loss by prisoners taken, and the whole is made to amount to about 6,000 men.

Although, as the British had captured or destroyed (not reckoning the two prizes that sunk in shoal water while escaping, and were probably recovered) 13 out of the 18 floating batteries that formed the Danish line to the southward of the Crown Islands, the victory was to them; yet the Danes, viewing Lord Nelson's message to the Crown Prince as the first overture to a cessation of hostilities, solaced themselves with the belief, that the affair, at the most, could only

be considered a drawn battle. Whatever name the conquest went by, it fully succeeded, as we shall presently have to show, in attaining the object for which it had been commenced.

No nation could have behaved better; no men could have fought more bravely than the Danes had done on this occasion; but Commodore Fischer, was, nevertheless, a little out in his report to the Crown Prince. That account states, that the British line, reckoning from the *Defiance*, did not stretch further northward than the *Zealand*, and, therefore, engaged not more than two-thirds of the Danish line of defence, while the Tre Kroner battery, and the block-ships, *Elephanton* and *Mars*, with the frigate, *Hielpern*, did not come at all into action. This is disproved by the single fact that the *Defiance* had her main-mast, mizen-mast, and bowsprit, badly wounded by the very first broadside fired from the Tre Kroner battery. Not only, then, was the latter engaged, but the *Defiance* must have been stationed nearly abreast of it, to have suffered as she did. It will be creditable to Captain-Lieutenant Lillanshiold to suppose that it was the fire of the *Defiance*, and not the want of an antagonist, that drove his ship, the 36-pounder frigate, *Hielpern*, out of the line. As to the *Elephanton* and *Mars*, they properly belonged to the north wing of defence; and many of their heavy shots, no doubt, fell among the frigates and sloops, appointed (owing to the unavoidable absence of more able ships) to act against this formidable quarter of the Danish position.

Commodore Fischer assures his countrymen, that the British had two ships to his one, and, therefore, were doubly superior in force. Let us, without being over minute, submit this assertion to proof. Dismissing from the calculation the whole of the Danish north wing, and the frigates and sloops opposed to it; also the bombs (for they really were useless), the two ships aground, the Quintto redoubt and five

adjacent batteries on Amay Island, and the *Jamaica* and the little fry with her, we have five 74-gun ships—two 64's, one 54, one 50, and one 36-gun frigate to oppose to the 18 block-ships, prames, radeaus, and other vessels that have already been named. Taking the Danish guns from the Danish accounts, we submit the following statement, as not materially incorrect:

British.		Danish.	
Long guns.	No.	Long guns.	No.
32-pounders ...	140	36-pounders ...	48
24 " ...	74	24 " ...	360
18 " ...	192	18 " ...	70
12 " ...	22	12 " ...	98
9 " ...	114	8 " ...	52
6 " ...	6		
Carronades.			
68-pounders ...	28		
42 " ...	26		
32 " ...	54		
24 " ...	8		
18 " ...	36		
	—		—
Carriage guns	700		628

This, though something less than a two-to-one superiority, is sufficient to entitle the Danes to great credit for the obstinate defence they made.

During the whole night of the 2nd, the British were occupied in bringing out their prizes and in floating their grounded ships. By the morning of the 3rd, the whole of the latter, except the *Desirée*, were got off. During the five days that the negotiation was pending, all the prizes, except the 60-gun ship *Holstein*, were set fire to and destroyed. Nearly the whole of these were not worth carrying away; but Sir Hyde's reasons for extending the order to the *Zealand*, a larger and a finer ship than the *Holstein*, are not very clear. On the 9th, after some altercation as to the duration of the armistice, one was agreed upon for fourteen weeks; and

Denmark engaged to suspend all proceedings under the treaty of armed neutrality, which she had entered into with Russia and Sweden. The prisoners, also, were to be sent ashore, and accounted for in case hostilities should be renewed. Moreover, the British fleet had permission to provide itself, at Copenhagen and elsewhere along the coast, with all things requisite for the health and comfort of the seamen.

On the 12th, Admiral Parker, having despatched home the *Holstein* prize-ship, with the wounded men, and the *Monarch* and *Isis*, on account of their disabled state, sailed from Copenhagen roads with the remainder of the fleet.

### 1801.—May the 6th.

#### CAPTURE OF THE GAMO, BY THE SPEEDY, CAPTAIN LORD COCHRANE.

THE British 14-gun brig, *Speedy*, Captain Lord Cochrane, during one of her cruises in the Mediterranean, had so annoyed the Spaniards by cutting up their coasting trade, that the latter despatched armed vessels in pursuit of her from several ports. Early in April, one of her seekers, the 32-gun zebec frigate, *Gamo*, by means of hanging or closed ports, decoyed the *Speedy* within hail, and then, drawing them up, discovered her heavy battery. Against a vessel that appeared to mount 36 guns, and to be numerously manned, the *Speedy*, whose 14 guns were only 4-pounders, resolved not to risk an engagement until she had tried the effect of a *ruse*. To escape was out of the question, as the zebec sailed two feet to the *Speedy's* one. The latter, therefore, passed for a Danish brig of war, and, in addition to the colours at her gaff-end, exhibited on the gangway a man dressed in a Danish officer's uniform; who, also, in the short interchange of hailing that ensued, conversed in Danish, or,

which was the same thing, in what passed for Danish. Not quite satisfied as to the national character of the *Speedy*, the *Gamo* sent her boat with an officer. The latter, before he well got alongside, was informed—kindly informed—that the brig had lately quitted one of the Bombay ports, and he was at the same time reminded of what he well knew, that a visit would undoubtedly subject the Spanish ship of war to a long quarantine. This was enough; and, after a few mutual salutations and wavings of the hand, the two vessels parted company: one glad at having escaped the plague; the other, especially glad, one might suppose, at having escaped capture. The truth is, however, that the *Speedy's* officers and crew were all impatient to combat their superior foe; and Lord Cochrane promised them, if ever he met her again, as he had no doubt he should, to give full scope to their wishes.

On the 6th of May, at daylight, the *Speedy*, being close off Barcelona, descried a sail standing towards her. Chase was given; but, owing to light winds, it was nearly nine o'clock before the two vessels got within mutual gun-shot. The *Speedy* soon discovered that the armed zebec approaching her was her old friend the *Gamo*. The former, then close under the latter's lee, tacked and commenced action. The *Speedy's* fire was promptly returned by her opponent, who, in a little while, attempted to board the brig; but the latter, the instant she heard the command given, sheered off. The attempt was again made and again frustrated. At length, after a 45 minutes' cannonade, in which the *Speedy*, with all her manœuvring, could not evade the heavy broadsides of the *Gamo*, and had sustained in consequence a loss of 3 men killed, and 5 wounded, Lord Cochrane determined to board. With this intent the *Speedy* ran close alongside the *Gamo*; and the crew of the British vessel, headed by their gallant commander, made a simultaneous rush from every part of her upon the decks of the Spaniard. For about ten minutes the contest was desperate, especially in the waist; but the

impetuosity of the assault was irresistible,—the Spanish colours were struck, and the *Gamo* became the prize of the *Speedy*.

The *Speedy's* gun force has already been stated as fourteen 4-pounders; her number of men and boys, at the commencement of the action, was 54. Of these she lost, in the boarding attack, only 1 seaman killed, her first lieutenant, Richard William Parker (severely, both by musketry and the sword), her boatswain, and 1 seaman wounded; making, with her loss by the cannonade, 3 killed and 8 wounded. The *Gamo* mounted twenty-two long Spanish 12-pounders on the main deck, with eight long Spanish 8's and two "heavy carronades" (we will suppose 24-pounders) on the quarter-deck and fore-castle. Her crew amounted to 274; officers, seamen, boys, and supernumeraries, and 45 marines—total, 319; of which number she had her commander, Don Francisco de Torris, the boatswain, and 13 men killed, and 41 men wounded.

COMPARATIVE FORCE OF THE COMBATANTS.

	British.	Spanish.
Guns ... ..	14	32
Broadside weight of } long guns ... ..	28	166
metal in pounds } carronades... ..	0	24
	— 28	— 190
Crew in number ... ..	54	319
Size in tons ... ..	208	560

The *Gamo's* was a broadside that was enough to alarm, and, in abler hands, might have easily subdued, such a vessel as the *Speedy*. A crew of 280 or 300 was the lowest number of men that a ship of the evident force and size of the *Gamo* could be supposed to have on board; and yet Lord Cochrane, at the head of about forty men (and, deducting the boys, the helmsman, the 8 killed and wounded, and one or two others, he could not have had more), leaped into the midst of them. He and his forty brave followers found 319, or, allowing for some previous loss, and for six or eight

boys, 300 armed men to struggle with. But the British cutlass fell too heavily to be resisted, and the Spaniards were compelled to yield to the chivalric valour of their opponents. Accustomed as is the British Navy to execute deeds of daring, Lord Cochrane's achievement has found in these pages but three compeers, the *Surprise* and *Hermione*, the *Dart* and *Désirée*, the *Viper* and *Cerbère*; to which let now be added, as next in chronological order, the *Speedy* and *Gamo*.

## 1801.—July the 12th.

## SIR JAMES SAUMAREZ'S ACTION WITH THE FRENCH AND SPANISH SQUADRONS IN THE GUT OF GIBRALTAR.

It was not a little to the surprise of Captain Keats when, at daybreak on the 6th, he found himself with only the *Superb* and the 32-gun frigate, *Thames*, Captain William Lukin, off the port of Cadiz; in which were plainly visible five Spanish sail of the line, three of them three-deckers, ready for sea. The *Superb* and *Thames*, however, remained at their post, until the sailing forth of the Spanish squadron on the 7th compelled them to stand off. This they did, steering a course for Gibraltar, and were pursued by the Spaniards, who were proceeding to the relief of their allies in the Bay of Algeiras. On the 8th, in the afternoon, the *Superb* and *Thames* came crowding into Gibraltar, with the signal for an enemy flying; and shortly afterwards a Spanish squadron, of five sail-of-the-line and three frigates, was seen from the rock to cast anchor off Algeiras. On the following day a sixth sail of the line, with a French Commodore's broad pendant, anchored at the same spot.

That the object of this reinforcement was to conduct in safety to Cadiz the French ships and their prize, was very well known to the garrison; and nothing could surpass the exertions of the British officers and crews to get their ships

ready for sea. The *Cæsar* being dismantled, Sir James Saumarez shifted his flag to the *Audacious*. On the morning of the 12th, however, by working nights as well as days, the crew of the *Cæsar* got their ship in readiness to be worked out of the mole, and the Rear Admiral shifted back his flag to her. At three the same afternoon the *Cæsar* weighed and put to sea, with the *Superb*, *Spencer*, *Audacious*, and *Venerable*, of the line, the *Thames*, British, and *Carlotta*, Portuguese frigates, the *Calpe*, polucca, and the *Louisa*, hired-armed brig.

At this moment the combined squadron, assisted with the British prize, *Hannibal*, of ten sail of the line, three frigates, and an incredible number of gun boats, was seen endeavouring to work out of Algeiras bay; but the wind, being light and baffling, rendered its progress very slow. The British ships, as soon as they had got from under the lee of the rock, formed in line of battle ahead, on the larboard tack, having the wind easterly. At 7 a.m. they wore together, and stood on the starboard tack, under easy sail, watching the combined squadron, which, at a little before 8 a.m. cleared Cabareta Point. At 8 a.m., or a little after, the British squadron bore away in chase; and at about 8.40 a.m. Sir James hailed the *Superb*, who was close astern of the *Cæsar*, and directed Captain Keats to make sail ahead, and attack the sternmost of the enemy's ships, none of which were then visible.

In an instant all sail was set on the *Superb*, and, passing the *Cæsar*, she regained a sight of the hostile squadron. At 10 a.m. the wind freshened, and the *Cæsar* and *Venerable* were then the only ships of her own squadron seen by the *Superb*. At 11 a.m. the *Superb* had so increased her distance that the *Cæsar* was full three miles astern, and the *Venerable* no longer visible. At about 11.20 a.m., observing a Spanish three-decker, the *Real Carlos*, about a point before her larboard beam, and a three and a two-decker, the *San-Hermenegildo* and *San-Antonio*, in a range with, and on the larboard

side of the former, the *Superb* shortened sail, and when about three cables' lengths from the *Real Carlos*, opened a fire upon her from her larboard guns. At the third broadside, the *Real Carlos*, whose fore-topmast had just been shot away, was observed to be on fire. The *Superb* instantly ceased engaging her, and the Spanish ship continued her course before the wind. Shortly afterwards the *Real Carlos* came suddenly to the wind, and then dropped astern, in evident confusion; she and her two nearest companions firing their guns in all directions.

The total destruction of her first opponent being now no longer doubtful, the *Superb* again made sail; and at 11.50 a.m., came up with, and brought to action the Spanish, or (using the borrower's name) French 74-gun ship, *San-Antonio*. After a contest of about 30 minutes, part of which was close and fought upon a wind, the *San-Antonio* ceased firing, and hailed repeatedly that she had surrendered. Shortly afterwards the *Cæsar* and the *Venerable* came up in succession; and, deceived by the *San-Antonio's* broad pendant (the halliards of which had been shot away, and got entangled among the rigging) being still flying, fired into her; as did also the *Spencer* and *Thames*. In a few minutes the discovery was made that the *San-Antonio* had already struck, and the firing at her ceased.

At about 12.15 a.m., the *Real Carlos* blew up; but not until she had fallen on board of, and set in a similar blaze, the *San-Hermenegildo*; who, having in the dark mistaken the *Real Carlos* for a foe, had been engaging her, and who, in another quarter of an hour, exploded also. Thus, with the exception of 2 officers and 36 men that got on board the *Superb*, and 46 that were fortunate enough to reach one of their own ships, the crew of the two Spanish first-rates had, melancholy to relate, been blown into the air.

The loss of the *Superb* in her action with the *San-Antonio* (for in her short one with the *Real Carlos* she does not

appear to have sustained any) amounted to 1 lieutenant and 14 seamen and marines wounded, most of them severely. The loss of the *San-Antonio*, except that Commodore Le Ray was wounded, has not been enumerated; but from the half-an-hour's cannonade of so superior an opponent as the *Superb*, it must have been severe. The *Superb*, accompanied by the *Carlotta*, Portuguese frigate, remained with the *San-Antonio*; while the remainder of the squadron stood on in chase.

During the latter part of the night it came on to blow very hard, and by daybreak on the 13th, the only ships in company with the *Cæsar* were the *Spencer* far astern, the *Venerable* and *Thames* ahead, and the French 80-gun ship, *Formidable*, at some distance from them, standing towards the shoals of Conil. Sail was immediately made by the *Cæsar* and her consorts; but the wind soon after failing, the *Venerable* alone obtained the honour of bringing the *Formidable* to action. At 7 a.m. the French ship hoisted her colours, and at 7.30 a.m., being within point-blank shot, commenced firing her stern-chase guns at the *Venerable*; but the latter, for fear of retarding her progress, did not fire in return until the light and baffling airs threw the two ships broadside-to, within musket-shot of each other. Then ensued a furious cannonade, the combatants gradually approximating to a pistol-shot distance. After the engagement had lasted an hour-and-a-half, the *Venerable's* mainmast came down, and her fore and mizen-masts were reduced to a tottering state; whereupon the *Formidable*, who, in thus crippling her opponent, had effected her principal object, made sail, and got clear.

The *Venerable*, in this smart encounter, had 1 master, 15 seamen, and 2 marines killed; 1 lieutenant, 1 boatswain, 2 midshipmen, 73 seamen, and 10 marines, wounded. The loss sustained by the *Formidable*, according to Captain Froude's official report, amounted to 20 men killed, or mortally wounded; but the remaining wounded he has omitted to enumerate.

1801.—*July the 21st.*

CUTTING OUT OF THE CHEVRETTE BY THE BOATS OF H.M.S.'S.  
DORIS, BEAULIEU, URANIE AND VILLE DE PARIS, UNDER  
LIEUTENANT WOODLEY LOSACK.

IN the summer of this year, a squadron of three British frigates, under the command of Captain Charles Brisbane of the *Doris*, was stationed by Admiral Cornwallis off Pointe Mathias, to watch the motions of the French and Spanish fleets in Brest Harbour. In the month of July, while the above frigate-squadron was lying at anchor far above St. Mathias' lighthouse, in full view of the combined fleet, the French 20-gun corvette, *Chevrette*, was discovered at anchor, under some batteries, in Camaret Bay; a position in which the French considered their vessel almost as secure as if she were in the road of Brest. It will, nevertheless, not be considered surprising that the British resolved to attempt cutting her out. Accordingly, on the night of the 20th, the boats of the *Beaulieu*, *Uranie*, *Doris*, and *Ville de Paris*, manned entirely by volunteers, and placed under the orders of Lieutenant Woodley Losack, of the *Ville de Paris*, proceeded on the enterprise; but the boats not pulling alike, and the leading ones being too zealous to slacken their efforts, the party separated. In consequence of this accident, some of the boats returned; while the remainder, having reached the entrance of Camaret Bay, where they expected to be joined by their companions, lay upon their oars till daybreak. These boats then pulled back to their ships; but the mischief was done. They had been discovered from the *Chevrette* and the shore, and so much of the plan as contemplated a surprise was thereby defeated.

As a proof of this, on the following morning, the 21st, the *Chevrette* got under weigh, and, after running about a mile

and a-half further up the bay, moored herself under some heavy batteries on the shore. She then took on board a body of soldiers, sufficient to augment her number of men to 339; had the arms and ammunition brought on deck, and loaded her guns almost up to their muzzles with grape-shot. The batteries also prepared themselves; temporary redoubts were thrown up upon the adjacent points; and a gun-vessel, armed with two long 36-pounders, was moored as a guard-boat at the entrance of the bay. Having thus profited by the discovery of the morning, the *Chevrette* displayed, in defiance, a large French ensign above an English one; which was plainly seen by the frigates, and served but to inspire their crews with increased ardour to engage, and, with redoubled determination, to reverse the position of the flags.

At about 9.30 p.m. of the 21st, the boats of the frigates, joined by the barge and pinnace of the *Robust*, 74, numbering fifteen in the whole, and still placed under the command of Lieutenant Losack, proceeded a second time to attempt the daring service of cutting out the *Chevrette*. Shortly afterwards Lieutenant Losack, with his own and five other boats, proceeded in chase of a boat from the shore, supposed to be a look-out boat belonging to the *Chevrette*, and therefore proper to be secured. The remainder of the boats, as they had been ordered, lay on their oars or pulled gently, awaiting their commanding officer's return. Lieutenant Losack not returning so soon as expected, the next officer in command, Lieutenant Keith Maxwell, of the *Beaulieu*, considering that the boats had at least six miles to pull, and that the night was already far advanced, resolved to proceed without him. He did so, and gave orders that, while one party was engaged in disarming the enemy's crew on deck, the smartest top men of the *Beaulieu* should fight their way aloft, and cut loose the sails with their sabres, and that others, who were named, should cut the cable, and he

appointed one of the ablest seamen in the boat to take charge of the corvette's helm. Many other arrangements were made, and the nine boats, in high glee, hastened to the attack.

At about 1 a.m. of the 22nd, the boats came in sight of the *Chevrette*, who, after hailing, opened a heavy fire of musketry and grape upon the assailants. This was presently seconded by a fire of musketry from the shore. In the face of all this, however, the British pulled undauntingly towards the ship. The *Beaulieu's* boats, commanded by Lieutenant Maxwell, boarded the vessel on the starboard bow and quarter; the *Uranie's*, under Lieutenant Martin Neville, one of the *Robust's* and one of the *Doris's*, on the larboard bow. The attempt to board was most obstinately resisted by the Frenchmen armed at all points with fire-arms, sabres, tomahawks, and pikes; and who, in their turn, boarded the boats. Notwithstanding so formidable an opposition, in the attempt to overcome which the British had lost all their fire-arms, the latter, with their swords only, effected the boarding. Those who had been ordered to go aloft, fought their way to their respective stations; and, although some were killed, and others desperately wounded, the remainder gained the corvette's yards. Here they found the foot-ropes strapped up; but, surmounting every obstacle, they quickly performed the service they had been ordered upon. Thus, in less than three minutes after the ship had been boarded, and in the midst of a conflict against numbers more than trebly superior, down came the *Chevrette's* three topsails and colours. The cable having, in the meantime, been cut outside, the ship, favoured by a light breeze from the land, began drifting out of the bay.

No sooner did the Frenchmen see the sails fall, and their ship under weigh, than some of them leaped overboard; while others dropped their arms, and sprang down the hatchways. The British soon got possession of the quarter-

deck and fore-castle; which, although but five minutes had elapsed since the assault commenced, were nearly covered with dead bodies. Those of the corvette's crew that had fled below still maintained a smart fire of musketry from the main-deck and up the hatchways, but were at length overpowered and compelled to submit. In her way out, during a short interval of calm, the *Chevrette* became exposed to a heavy fire of round and grape from the batteries; but a light breeze from the north-east soon drove her clear of them. It was about this time that the six boats, under Lieutenant Losack, joined company; and Lieutenant Maxwell, of course, was superseded in his command.

The British had 1 lieutenant of marines, 1 midshipman, 7 seamen, 2 marines, killed; 2 lieutenants (Neville and Burke), 1 master's mate, 3 midshipmen, 42 seamen, 9 marines wounded; and 1 marine missing: total, 11 killed, 57 wounded, and 1 missing. The loss sustained by the *Chevrette* was far heavier. She had her first captain, 2 lieutenants, 3 midshipmen, 1 lieutenant of troops, and 85 seamen and troops killed: 1 lieutenant, 4 midshipmen, and 57 seamen and troops wounded: total, 92 killed, and 62 wounded. It is such feats as these that ennoble the character of the British Navy, and long will be remembered, long held up as an example for imitation "the cutting out of the *Chevrette*."

### 1801.—October the 28th.

CAPTURE OF THE SPANISH SHIP, ROSARIO, BY THE PASLEY,  
LIEUTENANT WOOLDRIDGE.

On the 28th of October, Cape de Gatte bearing west-north-west twenty leagues, the British hired-brig, *Pasley*, of 16-guns, fourteen 12-pounder carronades, and two long 6's, with fifty-four men, commanded by Lieutenant Wooldridge, fell in with, and was chased by, the Spanish privateer polucca-

ship, *Virgine del Rosario*, of ten guns (pierced for twenty), eight of them long Spanish 12's, and two long Spanish 24-pounders, with a crew of ninety-four men. The latter, being to windward, soon neared the *Pasley*, and an animated action commenced. After it had continued one hour, the *Pasley*, having had her gaff and most of the stays and main-rigging shot away, and finding her opponent's guns, upon the whole, much too heavy, ran athwart the privateer's hawse, and lashed the latter's bowsprit to her own capstan. The British crew, in an instant, were upon the Spaniard's decks; and, after a sanguinary hand-to-hand struggle, of about fifteen minutes' duration, carried the *Rosario*.

The *Pasley's* loss amounted to 1 gunner, and 2 seamen killed; her commander (shot through the left shoulder), master (mortally), 1 master's mate and 5 seamen wounded. The loss on board the privateer was very severe; it consisted of her first and second captains, second lieutenant, 2 prize-masters, the gunner, and 15 seamen killed; and 13 officers and seamen wounded; considering the great disparity of force between the two vessels, this must be pronounced a very gallant affair on the part of the *Pasley*; and the judgment, promptitude, and valour displayed by Lieutenant Wooldridge on the occasion gained him not only the just applause of his country, but that which he had an equal claim to, the rank of commander.

### 1803.—June the 27th.

THE CUTTING OUT OF THE VENTEUX, BY THE BOATS UNDER  
LIEUTENANT F. TEMPLE.

On the 27th June, at night, three boats belonging to the British 38-gun frigate, *Loire*, Captain F. L. Maitland, cruising off the Isle of Bas, were despatched, under the orders of Lieutenant Francis Temple and John Bowen, to

attack the French 10-gun brig, *Venteux*, Lieutenant Gilles Francois Montfort, lying close under the batteries of the island. Owing to the heavy rowing of one of the boats, two only could get up. These, in the most gallant manner, boarded, and after a severe conflict of ten minutes, carried the French brig; whose ten guns consisted of four long 18-pounders, and six 36-pounder brass carronades. The *Venteux* was perfectly prepared for the attack, and had her decks manned with eighty-two men. Of these she lost her second officer and 2 seamen killed; her commander, with her 4 remaining officers and 8 seamen wounded. The British loss amounted to 6 men wounded, 2 of them dangerously.

Even without reckoning the force of the batteries, which were heavy, the capture, by two boats' crews, of a brig armed and manned like the *Venteux*, was a truly gallant exploit, and Lieutenant Temple, the leader of the party, well merited the promotion which he, in consequence, obtained.

#### 1804.—February the 4th.

THE FRENCH LE CURIEUX IN ACTION WITH THE BOATS OF THE CENTAUR, UNDER LIEUTENANT ROBERT CARTHAW REYNOLDS.

ON the evening of the 3rd of February four boats, containing sixty seamen and twelve marines, under Lieutenant Robert Carthaw Reynolds, quitted the *Centaur*, 74, off the Diamond, to attempt the capture of the French brig-of-war, *Curieux*, Capitaine-de-frégate, Joseph Marie Emmanuel Cordier, of sixteen long 6-pounders and supposed to have been about one hundred but with only seventy men, lying at anchor close underneath Fort Edouard, at the entrance of the Carénage, Fort Royal Harbour, Martinique, victualled for three months, and all ready for a start to sea. Although the suspicion that an attack might be made by a part of the blockading force had led to every commendable precaution to prevent surprise, such as loading the carriage-guns with grape, and the

swivels (of which there were eight) and wall pieces with musket-balls, spreading on the quarter deck and in the arm-chests the muskets, sabres, pistols, tomahawks, and pikes, filling the cartouche boxes, placing as sentries one marine at each gang-way-ladder, one at each bow, and two at the stern, tricing up the boarding-nettings, and directing a sharp look-out to be kept by every officer and man of the watch (twenty-eight in number), yet was the *Curieux*, owing to the vigour of the onset, and the hour chosen for making it, unapprised of her enemy's approach until too late to offer a successful resistance.

At about 12.45, past midnight, after a hard pull of twenty miles, and just as the moon was peeping from behind a cloud, the *Centaur's* boats were hailed by the *Curieux*, and then fired into by the sentries, by two of the starboard 6-pounders, a swivel, and a wall-piece. The twelve marines returned the fire with their muskets, and the boats pulled rapidly on. In the midst of a scuffle alongside, the barge pushed for the brig's stern. Here hung a rope-ladder, to which two boats were fast. Lieutenant Reynolds and a seaman (Richard Templeton) ascended by it to the taffrail, and, in defiance of the swivels and wall-pieces mounted at this end of the vessel, were quickly followed by the rest of the barge's crew. In his way up the ladder, Lieutenant Reynolds, with admirable coolness, had cut away one of the tricing-lines with his sword, whereby the corner of the netting had fallen, and now enabled the three remaining boats to board on the brig's quarter.

Since the first alarm had been given, all the *Curieux's* officers and men, headed by their brave commander, were at their quarters; and a sanguinary combat ensued, in which the French officers took a much more active part than a portion of their men. The former, however, were soon overpowered; some were killed or badly wounded, others thrown down the hatchway, and the remainder, finding themselves

abandoned, retreated to the fore-castle. Here a line of pikes stood opposed to the British ; but all was unavailable. Handspikes and the butt-ends of muskets became formidable weapons in the hands of the latter, and soon laid prostrate on the deck the captain and most of the officers near him. The majority of the surviving crew having by this time fled below, all further resistance presently ceased. The British were not long in cutting the cables of the prize, nor in unfurling her sails ; and, in a very few minutes, the *Curieux*, in the hands of her new masters, stood out of Fort Royal Harbour. A smart fire was successively opened from Fort Edouard, a battery on Pointe Negro, and another on Pointe Soloman, but the brig passed clear, and long before break of day was alongside the *Centaur*.

It was an additional cause of congratulation to the British that their loss of men, considering the magnitude of the enterprise, was small, consisting of only 9 wounded. Three of the number, it is true, were officers ; Lieutenant Reynolds, the gallant leader of the party ; his able second, Lieutenant G. E. B. Batesworth, and Mr. John Treacy, a midshipman. The two latter were not badly wounded, but the first-named officer had received no fewer than five severe wounds : one of the seamen was mortally wounded. The loss on the part of the French was very serious. The *Curieux* had a midshipman and 9 petty officers, seamen and marines killed ; and 30, including all her commissioned officers but one midshipman, wounded, many of them severely, and some mortally. The French captain had a singular escape ; after having been knocked down and stunned, he was thrown overboard, but fell on the fluke of an anchor, whence he dropped into one of the *Curieux's* boats that was alongside, full of water-casks. The only man in the boat immediately cut her adrift, and pulled for the shore, and Captain Cordier, on recovering his senses, was as much chagrined as surprised at the novelty of his situation.

The *Curieux* had long been at sea, and was considered to be one of the best manned and best disciplined brigs in the French Navy. Some of her crew were undoubtedly panic-struck ; but the time and suddenness of the attack, and its resistless impetuosity too, may serve in part for their excuse. The determined behaviour of the French officers excited the admiration of their opponents ; and Lieutenant Louis Ange Cheminant, and Enseigne-de-*vaisseau*, Jean Joseph Maurice Joly (both wounded), along with their brave commander, particularly distinguished themselves. The conduct of the British on the occasion speaks for itself. Commodore Hood very considerably despatched the *Curieux* to Fort Royal as a flag of truce with the wounded Frenchmen, and Vice-Admiral Villaret Joyeuse, the Governor-General of the island, with a proper sense of the act, sent back his acknowledgments. The brig, on her return, became a British sloop-of-war, and was given to the officer who had headed the party that captured her ; but Captain Reynold's wounds were of too severe a nature to admit of his taking the immediate charge of his new command. He, unhappily, died in the early part of the ensuing September.

#### 1804.—*March the 31st.*

ATTACK AND CAPTURE OF VESSELS IN VLIE ROAD, BY THE SCORPION, CAPTAIN HARDINGE, AND THE BEAVER, CAPTAIN C. PELLY.

On the 28th March the British 18-gun brig-sloop, *Scorpion*, Captain George Nicholas Hardinge, having the Vlie passage to reconnoitre, discovered two Dutch men-of-war brigs at anchor in the road. At the outermost—which was the *Atalante*, of sixteen long 12-pounders—Captain Hardinge resolved to make a dash with his boats ; an attack by the *Scorpion* herself being impossible, owing to the numerous

shoals that surrounded the entrance. On the 31st, just as a favourable opportunity had occurred, and the men were about to embark, the British 14-gun ship-sloop, *Beaver*, Captain Charles Pelly, joined company. The latter, at his urgent request, was permitted to serve under Captain Hardinge, and at 9.30 p.m. the boats, containing about sixty officers and men, pushed off from the *Scorpion*.

Having the flood-tide in their favour, the boats, in two hours, arrived alongside the *Atalante*, who had her board nettings triced up, and was fully prepared to resist the attack. Captain Hardinge was the first man that leaped on board; he was followed by his band of brave fellows, and such was the impetuosity of the assault, that many of the Dutchmen quitted their quarters and ran below. The remainder of a crew of seventy-six, her proper complement being two hundred, after a short but severe conflict, in which they had their commander and 8 seamen killed; their first lieutenant, 2 other officers, and 8 seamen badly wounded, were overpowered.\* The British, whose loss had amounted to only 3 officers and 2 seamen wounded, then set about securing the hatches, which the party below, headed by a lieutenant, repeatedly attempted to force. The Dutch officer receiving a desperate wound, his men relaxed their efforts, and at length surrendered.

\* A private letter from Captain Hardinge contains some very interesting details, not less illustrative of the writer's gallantry than of his goodness of heart. "The decks," he says, "were slippery in consequence of rain; so that, grappling with my first opponent, a mate of the watch, I fell, but recovering my position, fought him upon equal terms and killed him. I then engaged the captain, as brave a man as any service ever boasted; he had almost killed one of my seamen. To my shame be it spoken, he disarmed me, and was on the point of killing me, when a seaman of mine came up, rescued me at the peril of his own life, and enabled me to recover my sword. At this time all the men were come from the boats, and were in possession of the deck. Two were going to fall upon the captain at once. I ran up, held them back, and then adjured him to accept quarter. With inflexible heroism he disdained the gift, kept us at bay, and compelled us to kill him. He fell, covered with honourable wounds."

Having possessed themselves of the *Atalante*, the British had another enemy to combat: a sudden gale from an adverse quarter frustrated all their attempts to put to sea from the road. Captain Hardinge now secured his prisoners, stationed his men at the *Atalante's* guns, got the powder on deck, and made every arrangement to attack the other Dutch brig. The dawn of day, however, showed the latter at too great a distance to be approached, especially as the gale had not in the least abated. In this perilous state the British remained for forty-eight hours, during which two of their boats had broken adrift, and two others had swamped alongside of the *Atalante*. At length, the wind having again shifted, the British made a push to get out, but found the navigation so difficult that it was three days before they could accomplish their object.

This, in all its bearings, was an exploit worthy of British seamen; and every admirer of meritorious conduct will be pleased to learn that the officer who had so judiciously planned, and so gallantly contributed to achieve the enterprise, obtained immediate promotion. A step to post-rank, however, is seldom without its alloy. Captain Hardinge, no longer eligible for a sloop, had to quit the *Scorpion*, a fine large brig just launched, to remain awhile unemployed; one of the worst punishments to an active mind, and then to get appointed to a dull convoy-keeping "post-ship," which any privateer could have run from, and any well-manned 18-gun brig have captured.

#### 1804.—September the 18th.

ACTION WITH LE MARENGO, L'ATALANTE, AND LE SÉMILLANTE,  
BY THE CENTURION, CAPTAIN LIND AND LIEUTENANT PHILLIPS.

On the 15th of September, at 6 a.m., while the British 50-gun ship, *Centurion*, commanded by Lieutenant James Robert Phillips, in the absence of Captain James Lind, on service on

shore, was at anchor in Vizagapatam road, waiting until two Indiamen were loaded and ready to return with her to Madras, three ships were perceived under the land in the south-west, at a distance of about 12 miles, coming down before the wind, with all sail set. At 9.30 a.m., the strangers were made out to be a line-of-battle ship and two frigates, the former with a flag at her mizen-topgallant masthead. At 9.45 a.m., the French ships steered directly in for the road, two without any colours, and the other, the outermost frigate, with a St. George's ensign. The *Centurion* immediately opened her fire at the headmost frigate, to make her show her colours. Soon afterwards the 74 made signals, which were answered by the frigates. This at once pointed out that the ships were enemies, and a signal to that effect was made by the *Centurion* to the two Indiamen in company, followed by another, directing them, as they were able, to put into a port in view. The *Barnaby* promptly answered the signal, cut her cable, and ran on shore; but the *Princess Charlotte*, Captain John Logan, who lay in shore of the *Centurion*, kept her anchor.

The flagship was suspected to be what she really was, the *Marengo*, Rear-Admiral Linois; and her two consorts were the 40-gun frigate, *Atalante*, Captain Gaudin-Beauchène, and the frigate, *Sémillante*.

At a little past 10 a.m., the *Atalante*, which was the headmost ship of the three, was distant from the *Centurion* about half-a-mile, and all three ships hoisted French colours. The *Centurion* immediately cut her cable and sheeted home her topsails, which had been previously unfurled. This brought her broadside to bear; and the whole of it was immediately poured into the *Atalante*, then within a cable's length. At this time the *Marengo* and *Sémillante* were ranging close-up on the larboard-quarter of the *Centurion*. At 10.10 a.m. the former opened their fire, which the latter returned. After this action had continued for about a quarter

of an hour, the *Centurion's* colours were shot away, as were also those of the *Marengo*, but both were promptly replaced. At about 10.45 a.m., the 74, whose rigging appeared much damaged, hauled her wind and stood out, followed by the frigates. A battery of three guns at the town, under the command of Colonel Campbell of the 74th regiment, had co-operated with the *Centurion* in resisting the unequal attack.

Abandoned for the present, the *Centurion* continued to stand in-shore, and, in passing, hailed the *Princess Charlotte*, and desired her to cut her cable, but without effect. About this time, Captain Lind joined his ship, and, finding her rigging and sails too much cut to admit of her being worked to advantage, anchored at the back of the surf, about a mile-and-a-half to the north-east of the town, in six-fathom water. Here the *Centurion*, now too distant to be supported by the battery of the town, prepared herself for renewing an engagement, which she had no means of avoiding, without resorting to an alternative not yet in contemplation.

At about 11.15 a.m., the *Marengo* and frigates put-about and again stood-in, and in another quarter-of-an-hour, the former, after having repeatedly tried the range of her guns, dropped anchor abreast of, and about a mile distant from, the *Centurion*. Having clewed-up her topsail and furled her courses, the *Marengo* re-commenced the cannonade, supported occasionally by the *Atalante*, who kept under sail on the *Centurion's* larboard quarter, and lay nearer than the *Marengo*, and in a much more annoying position. The *Sémillante*, meanwhile, was taking possession of the *Princess Charlotte*: the latter, unambitious of sharing glory with the *Centurion*, had struck her colours without firing a shot, although she mounted twenty-four long 12-pounders, with a crew of seventy-one men, and was a very formidable looking ship of 610 tons burthen.

The distance at which the *Marengo*, doubtless from

ignorance of the bay and dread of grounding, had anchored, was far more favourable to her than to the *Centurion*, the latter having, except a 6-pounder or two, no other long guns than the 24's on her first deck. In consequence, the *Centurion's* hull, masts, yards, and rigging were severely cut by the shots of her two assailants. Several struck between wind and water, and one shot went through the gunner's store-room. At length, at about 1.15 p.m., a shot from the *Marengo* at the cable of the *Centurion*; and, about the same time, the former cut or slipped her cable, hoisted her jib, and accompanied by the two frigates and prize, stood away to sea. The *Centurion* also made some sail, but on getting a little further off-shore, brought-up again with the sheet-anchor, and continued her fire on the *Marengo* till the latter was out of gun-shot. By 4 p.m., the *Centurion* was again ready for action; but the French squadron still pursued its course off-shore, and at sunset was standing before the wind to the north-east.

The principal damages of the *Centurion* have already been enumerated. Her loss was by no means commensurate: it amounted to only 1 man mortally, and 9 slightly wounded. The *Marengo* suffered a good deal in her masts, yards, and rigging: one shot had carried away her fore-cap. Her loss amounted to 2 seamen killed, and one enseigne-de-vaisseau badly wounded. The *Atalante* had also 2 men killed, besides 6 wounded, one of them mortally. The *Sémillante*, thanks to the forbearance of the Indiaman, escaped scot-free.

It is difficult to understand what it was that induced M. Linois to abandon an enterprise of such apparent ease as the capture or destruction of a 50-gun ship by a 74 and two frigates. The rear-admiral's official letter, as published in the *Moniteur*, is a very lame performance. Such excuses as the shoalness of the water (which was not more shoal for his two frigates than for the *Centurion*), the great force of the battery on shore (only eight), the "extraordinary" armament

of the *Centurion* (which was really deficient in this respect), the distance from a port in which to re-fit in case of mishap, and the rumour that two English line-of-battle ships (nothing of the kind) had been seen or heard of in the neighbourhood, could only have suggested themselves to one who felt a little ashamed of the want of energy he had displayed. A half-laden merchant prize, though an Indiaman, was a sorry recompense for the defeat, and defeat it was, that the French admiral had sustained in the non-capture of the *Centurion*. On the other hand, the officers and crew of the British ship gave an honourable proof of what might be done by a judicious perseverance in resisting the attack of a superior force. By conduct so laudatory and exemplary they preserved their vessel, and exalted the character of their country; and the two Navies must continue to view, with very different feelings, the defence of the *Centurion* in Vizagapatam road.

### 1805.—February the 3rd.

MOST GALLANT AND SUCCESSFUL PROTECTION OF THIRTY-TWO SAIL OF BRITISH MERCHANT SHIPS, WHEN ATTACKED BY TWO FORTY-GUN FRIGATES, BY H.M.'S. SLOOPS, THE ARROW AND ACHERON, COMMANDERS VINCENT AND FARQUHAR.

ON the 3rd of February, at day-light, Cape Caxine in sight, bearing south, as the British ship-sloop, *Arrow*, Commander Richard Budd Vincent, and bomb, *Acheron*, Commander Alexander Farquhar, having in charge 32 merchant vessels from Malta, bound to England, were steering west-by-north, with a light breeze from the north-east, two large sail were discovered bearing east-south-east of the *Acheron*, then in rear of the fleet. At 8.30 a.m. the course of the latter was altered to west-north-west. At 10.30 a.m. the *Acheron*, in obedience to a signal from the *Arrow*, wore and stood

towards the strangers, to ascertain their character; at 11.15 a.m. she communicated that they were suspicious, and presently afterwards that they were frigates. The vessels of the convoy, on each quarter, were now signalled to close. At noon Cape Albatel bore south-by-west-half-west, distant ten or eleven leagues.

At 12.2 p.m. the *Arrow* slipped the brig which she had been towing, wore, and hauled to the wind on the larboard tack, for the purpose of joining the *Acheron*, who had also wore, and was returning to the convoy, under all sail, with light winds to the eastward. In the course of the succeeding quarter-of-an-hour, the customary signals were made to the convoy for its safety, and the *Duchess of Rutland*, a warlike looking transport, was directed to lead the fleet on its course. At 12.30 p.m. the *Acheron* hoisted her colours and fired a gun; but the chasing ships appeared to pay no attention to it. No doubt now remained that the latter were enemies, and a signal to that effect was immediately made to the ships of the convoy, with orders for them to make all possible sail to the appointed rendezvous. At 2 p.m. the *Arrow*, having tacked to the northward, brought to for the *Acheron*. At this time the two strangers, which were the French 40-gun frigates, *Hortense*, Capitaine-de-vaisseau, Louis Charles Auguste La Marre-la-Meillerie, and *Incorruptible*, Capitaine-de-vaisseau, Simon Billiet, continued their course about west-north-west, under all sail, with light winds. At 4.30 p.m. the *Acheron* joined the *Arrow*, and it was determined by the two commanders that they should keep between the convoy and the French frigates, who were now about five miles distant. At 5 p.m. it became quite calm; the convoy bearing from the *Arrow* and *Acheron* north-west-by-west, distant eleven leagues.

Towards 11 p.m. a light wind from the south-west sprang up, the body of the convoy west-north-west four miles, and the frigates north-north-east three miles, steering for it on

the larboard tack; on which same tack the *Arrow* and *Acheron* were standing in close order. At about 4.15 a.m. on the morning of the 4th the *Hortense*, having tacked, passed to leeward of and hailed the *Arrow*, but did not fire. On arriving abreast of the *Acheron*, the frigate was herself hailed. After hailing also, the latter opened a fire of round and grape, which did the former considerable damage in her rigging and sails, besides carrying away the main top-gallant-yard and the slings of the main-yard, but did not injure any person on board. The *Acheron* returned the fire with her starboard guns, and then hove about and discharged the opposite ones. The *Arrow*, who had bore up, raked the *Hortense*, as the latter stood on to the westward. At about 5.30 a.m. the *Incorruptible*, whom the light and baffling winds had somewhat separated from her consort, passed, without firing, under the lee of the *Arrow*, then lying on the starboard tack. Soon afterwards the former, in wearing to come on the starboard tack, exposed her stern to the *Acheron's* guns, and received from them, at too great a distance probably for carronades to be effective, two rounds of shot. The *Incorruptible* then hauled to the wind and stood towards her consort.

Daylight, which had been anxiously looked forward to by the weaker party, showed the two frigates with their heads to the southward and colours up; and soon afterwards the *Hortense* hoisted a broad pendant at the main. At 6 a.m. the *Arrow* made the signal "for action" to the *Duchess of Rutland*, she being the most effective ship of the convoy; but the latter, although even a show of coming to the former's assistance would have been of service, neither answered nor obeyed the signal. The *Arrow* then made sail on the starboard tack, followed in close order by the *Acheron*; the wind still very light from the north-west, and the convoy about four miles to windward, mostly on the larboard tack, much scattered, and making all sail to the

westward. In a little while the two French frigates wore to the eastward, and hauled on the larboard tack, apparently with the intention of engaging the British ships to leeward.

At about 7.25 a.m. the *Incorruptible*, being abreast of the *Arrow*, within half-musket-shot distance, opened her broadside and received that of the latter in return. In five minutes more this frigate arrived abreast of the *Acheron*; and between them also a mutual fire ensued. The *Hortense* having, in the meanwhile, closed with the *Arrow*, the action became general with all four ships. As the French ships were wearing to renew the action on the opposite tack, the *Arrow* put her helm a-weather, and raked them; but the lightness of the wind preventing her from steering, the latter was, in her turn, exposed to a heavy fire from both frigates. The *Acheron* then hauled close to the wind, to clear her consort, and, in passing, became again engaged with the *Hortense*; who, after having poured a destructive fire into the starboard quarter of the *Arrow*, hauled after the *Acheron*.

The *Arrow*, in her immoveable and shattered state, was now left to the *Incorruptible*, and a warm and close action ensued between those ships. At length, at about 8.30 a.m., just an hour and twenty minutes since the two had begun engaging, the *Arrow*, having had her running rigging shot to pieces, her lower masts badly wounded, her standing rigging, yards, and sails much cut, many shots between wind and water, and the ship leaking in consequence, four guns dismounted, her rudder machinery disabled, and having, moreover, incurred a severe loss in killed and wounded, struck her colours. In twenty-five minutes more the *Acheron*, who, on the *Arrow's* surrender, had made all sail to the southward, having, as well as her consort, been much disabled in masts, sails, and rigging, and had a part of her stern-post carried away, and finding it in vain to escape from a ship that sailed so much faster, hauled down her colours to the *Hortense*.

The *Arrow's* guns consisted of twenty-eight 32-pound carronades, twenty-four of them on a flush deck, and her complement, including about a dozen male passengers, of 132. Of these she had 13 killed and 27 wounded. The *Acheron*, exclusive of her two bombs, mounted only eight 24-pound carronades, with a complement of 67 men and boys, of whom she had the good fortune to have none hurt. The *Hortense* was a fine new frigate, mounting forty-eight long guns and carronades, 18-pounders, on the main-deck; with a complement of 340 or 350 men, exclusive of troops. Her loss cannot be ascertained, and, if any, was probably very trifling. The *Incorruptible* mounted forty-two guns, including carronades. Her complement, including troops, extended to 640 men. Of these she doubtless sustained a greater loss than 1 killed and 5 wounded, as stated in the "MONITEUR," otherwise her damages would not have detained her in port on the second departure of the Toulon fleet.

The noble defence made by this sloop and bomb-vessel did something more than display an additional proof of the bravery and devotedness of British seamen: it preserved from capture thirty sail of merchantmen (the *Duchess of Rutland* and another vessel fell into the hands of the frigates), and from any use in the French service the captured men-of-war themselves. Scarcely had the surviving crew and passengers been removed from the *Arrow* than she settled on her beam-ends and sank; and the shattered state of the *Acheron* induced the captors, as soon as her people were removed, to set that vessel on fire. Had the *Arrow*, with her powerful battery and gallant crew, fallen in with the *Incorruptible* alone, under such circumstances of wind and weather as would have allowed the former to maintain a close position, the combat might have resulted otherwise.

## 1805.—February the 14th.

CAPTURE OF THE FRENCH FRIGATE, PSYCHÉ, BY THE SAN  
FIORENZO, CAPTAIN LAMBERT.

On the 13th of February, at about 5 a.m., as the British 36-gun frigate, *San Fiorenzo*, Captain Henry Lambert, was in latitude 19° 35' north, longitude 85° 25' east, standing on the starboard tack, with a light wind at west-south-west, in search of the French 32-gun frigate, *Psyché*, Captain Jacques Bergeret, reported to be off Vizagapatam, she discovered three sail at anchor to the south-ward. The latter, which were the *Psyché* and two ships, her prizes, immediately weighed and made sail, pursued by the *San Fiorenzo*. Light and baffling winds continued during the day, and towards midnight it became quite calm. At about 12.20 a.m., a light breeze having sprung up, the *San Fiorenzo* braced round on the larboard tack, and made all sail, trimming and wetting to quicken her progress. At 5.30 p.m. the *Psyché* and her companions hoisted English colours, and so did the *San Fiorenzo*. At about 7.30 the latter arrived within hail and took possession of the sternmost vessel of the three, the *Thetis*, late country ship, and which had just been abandoned by the *Psyché*, then a short distance ahead. From the *Thetis* it was ascertained that the other prize had been the *Pigeon*, country ship, but was now the *Equivoque*, privateer of ten guns and forty men, commanded by one of M. Bergeret's lieutenants.

Continuing the chase under all sail, the *San Fiorenzo*, at about 8 p.m., got within gun-shot of, and fired a bow-chaser at, the *Psyché*, who returned it with two guns from her stern. In ten minutes more the two frigates commenced a close action, at the distance of about half a cable's length, and continued hotly engaged until a few minutes before nine,

when the *Psyché* fell on board the *San Fiorenzo*. In about a quarter of an hour the former got clear, and the cannonade was renewed with spirit, the *Equivoque* occasionally taking a part in it, to the no slight annoyance of the *San Fiorenzo*. At about 9.40 a.m. the latter shot away the *Psyché's* main yard, and the firing still continued with unabated fury. At about 11.30 a.m. the *San Fiorenzo* hauled off to reeve new braces and repair her rigging. At midnight the latter, being again ready, bore up to renew the conflict; but just as she was about to re-open her broadside a boat from the *Psyché* came on board with a message to Captain Lambert, stating that Captain Bergeret, out of humanity to the survivors of his crew, had struck, although he might have borne the contest longer.

Of her 253 men and boys (8 men short), the *San Fiorenzo* had 1 midshipman, 8 seamen, 1 drummer, and 2 marines killed, and 1 lieutenant, 1 master, 1 lieutenant of marines, 1 midshipman, 30 seamen, and 2 marines wounded—total, 12 killed and 36 wounded. Severe as this loss was, that on board the *Psyché* was far more so. The latter ship had her second captain, 2 lieutenants, and 54 seamen and soldiers killed, and 70 officers, seamen, and soldiers wounded.

## COMPARATIVE FORCE OF THE COMBATANTS.

		<i>San Fiorenzo.</i>	<i>Psyché.</i>
Broadside guns	{No. ...	21	18
	{Pounds ...	467	259
Crew in number	... ..	253	240
Size in tons	.. ...	1,032	848

The 10-gun ship *Equivoque* is here left out, partly because the calibre of her guns is not known, and partly because the aid she afforded the *Psyché* was not constant, but occasional. As the two frigates, though nominally equal, were very far from being a match, yet what a resistance the *Psyché's* was! Her loss in killed and wounded amounted to more than half her crew, and among the killed were her second captain and two lieutenants.

1805—*August the 10th.*CAPTURE OF THE FRENCH FRIGATE, DIDON, BY H.M.S. PHOENIX,  
CAPTAIN THOMAS BAKER.

On the 10th of August at 5 a.m., latitude 43°, 16' north, longitude 12° 14' west, the British 36-gun frigate, *Phoenix*, Captain Thomas Baker, being on the starboard-tack with the wind at north-east-by-north, discovered a sail in the south-west, and immediately bore-up in chase. The weather being hazy and the wind light, it was not till 7 a.m. that the stranger, then on the larboard tack, with fore-sails and royals set, but with her mizen-topsail aback and main-topsail shivering, was made out to be an enemy's frigate: she was, in fact, the French 40-gun frigate, *Didon*, Capitaine-de-frégate, Pierre-Bernard Milius; who, since the 5th of the month, had been despatched from Corunna by M. Villeneuve, in search of the *Rochefort* squadron, with orders from M. Allémand to join the admiral without delay. Why the French captain, having so important a service entrusted to him, should wait to engage an enemy's frigate of the apparent force of the one bearing down upon him may be required to be explained. The fact is, that on the day previous the *Phoenix* had fallen in with an American vessel from Bordeaux, bound to the United States. The master went on board with his papers, and was evidently not so sober as he might have been. After selling some cases of claret at his own price (for an American must, indeed, be drunk when his bargaining faculties fail him), and, emptying a few tumblers of grog mixed to his own liking, he requested to be allowed to view the quarters of the *Phoenix*. No objection was made, and he staggered round the ship, saw as much as in his purblind state he could see, and departed on board his vessel. On the next morning early he fell in with the *Didon*, and in return for the hospitable treatment he had received on board the *Phoenix*, told Captain Milius that the ship, whose

topgallant-sails were then just rising out of the water to-windward, was an English 20-gun ship, and that her captain and his officers thought so much of their vessel that, in all probability, they would venture to engage the *Didon*. The latter then lay-to in the manner related, and the American pursued his way. It so happened that the *Phoenix*, a very small frigate at best, had been disguised, to resemble at a distance a large sloop-of-war, and the position in which she was for a long time viewed by the *Didon*, coupled with the assertions (roundly sworn to, no doubt) of the American, prevented even the latter ship from discovering the mistake until after the firing had commenced. What guns the *Phoenix* and the *Didon* did really mount the following statement will show:—

	<i>Phoenix.</i>		<i>Didon.</i>	
	Guns.	Pdrs. English.	Guns.	Pdrs. French.
Main deck ...	26 long	18	28 long	18
Quarter-deck ...	2 "	9	2 "	8
"	8 carron.	32	10 iron carron.	36
"	"	"	2 brass "	36
Forecastle ...	4 "	32	2 "	36
"	2 long	9	2 long	8
Total ..	42		46	

At 8 a.m. the *Didon*, still on the larboard-tack waiting for the *Phoenix* to close, hoisted her colours, and fired a gun to windward, and at 8.45 a.m. opened a smart fire upon the latter, who, to frustrate any attempt of the former to escape, resolved to engage to leeward. To attain this object, and to avoid as much as possible her opponent's line of fire, already doing damage to her rigging and sails, the *Phoenix* steered a-bow-and-quarter course, and reserved her fire until she could bestow it with effect. The *Didon*, on the other hand, having in view to cripple the *Phoenix* that she might not escape, and to maintain a position so destructive to the latter and safe to herself, filled, wore, and came-to again on the opposite tack, bringing a fresh broadside to bear upon the

bows of the *Phœnix*. The manœuvre was repeated three times, to the increased annoyance of the latter; who, impatient at being so foiled, eager to take an active part in the combat, and hopeless, from her inferior sailing, of being able to pass ahead or astern of the *Didon*, ran right at her to windward. This bold measure succeeded, and at 9.15 a.m. the two frigates, both standing on their larboard-tack, brought their broadsides mutually to bear, at pistol-shot distance, each pouring into the other an animated fire of round, grape, and musketry. Owing to the press of sail under which the *Phœnix* had approached, and the nearly motionless state in which the *Didon* lay, the former ranged considerably ahead, whereupon the *Didon*, having, as well as her opponent, fallen off from the wind while the broadsides were exchanging, filled, hauled-up, and stood-on, discharging into the *Phœnix* as she diagonally crossed the latter's stern, a few distant and ineffectual shots. Profiting by her new position and the damaged state of her opponent's rigging, the *Didon* bore-up, and, passing athwart the stern of the *Phœnix*, raked her; but, owing to the precaution taken by the crew of the latter in lying down, without any serious effect. The former then hauled-up again on the larboard tack, and endeavoured to bestow her starboard broadside in a similar manner; but the *Phœnix* had by this time repaired her rigging sufficiently to enable her, worked as she was by one of the best disciplined crews in the service, promptly to throw her sails aback, and prevent the *Didon* from again taking a position so likely to give an unfavourable turn to the combat.

This manœuvre brought the *Didon* with her larboard-bow, or stern, rather, pressing against the starboard-quarter of the *Phœnix*; both ships lying nearly in a parallel direction, and one only having a gun that, in the regular way of mounting, would bear upon her antagonist. This gun was a large brass carronade upon the forecastle of the *Didon*, who also might have brought an 18-pounder long-gun to bear, had the

situation of the main-deck bow-port, admitted it to traverse. The instant the two ships came into contact, each prepared to board the other; but the immense superiority of numbers that advanced to the assault in the *Didon*, obliged the *Phœnix* to defend her own decks with all the strength she could muster. Having repulsed the French boarders, chiefly with her excellent marines, the *Phœnix* hastened to take advantage of the exclusive means which she possessed of bringing a main-deck gun to bear upon an antagonist in the position of the *Didon*. Captain Baker having, in his zeal for the good of the service, ventured to overstep one of its rules, had caused the timber or sill of the cabin windows on each side next the quarter to be cut down, so as to serve for a port, in case a gun would not bear from the regular stern-post next to the rudder-head. Unfortunately, the gunner had neglected to prepare tackles sufficiently long for transporting the aftermost main-deck gun to the new port. The omission was of serious consequence, for, during the whole time occupied in substituting another means to place the gun in the port, the *Didon*, by her powerful body of marines, stationed along the whole length of the larboard gangway, kept up an incessant fire into the stern windows of the *Phœnix*, strewing the cabin-deck with killed and wounded. At length the exertions of Captain Baker and of the few officers and men that remained of those assisting him in this perilous but necessary duty were crowned with success: the gun was run out, and in the direction in which it pointed, showed at once that its importance had not been overrated. It was fired, and by its first discharge, as subsequently acknowledged on the part of the enemy, laid low twenty-four of the *Didon's* crew. It swept the ship from her larboard-bow to her starboard-quarter, and was truly awful in its effects. Meanwhile, the marines and musketry-men on the quarter-deck were exerting themselves in the most gallant and efficacious manner. One party, posted at the stern, kept up a spirited fire at the *Didon's*

marines on the gangway, while another party (the men of both parties, on account of their exposed station stooping to load and rising to fire) directing their fire at the carronade on the *Didon's* fore-castle, prevented the French sailors from discharging it.

After the two frigates had remained on-board of each other for upwards of half-an-hour, the *Didon* began to fore-reach. In an instant the *Phœnix* brought her second aftermost gun to bear, and by its first discharge cut away the head-rails of the *Didon*, and, what was far more important, the gammoning of her bowsprit. The *Didon*, as she continued to forge ahead, also brought her guns successively to bear, and a mutual cannonade re-commenced between the frigates, yard-arm and yard-arm, to the evident advantage of the *Phœnix*, whose crew, owing to the peculiar notions of her captain, had been constantly trained at the guns, and that by practising the real not the dumb motions of firing. The consequence was that the *Phœnix* fired nearly half as quick again as the *Didon*; and the shattered hull and disabled state of the latter as, with her main-topmast gone and foremast tottering, she passed out of gun-shot ahead, proved that quickness of firing was not the only proficiency which the crew of the *Phœnix* had attained. Although not materially injured in hull or lower masts, the *Phœnix* was so damaged in rigging and sails as to be nearly unmanageable: she had also her main royal-mast, main top-sail-yard, and gaff shot away. The latter had fallen just before the two ships got foul; and the fly of the British white ensign at the gaff-end having dropped upon the *Didon's* fore-castle, the Frenchmen tore it off and carried the fragment aft as a trophy. The seamen of the *Phœnix*, as a substitute for the ship's mutilated colours, immediately lashed a boat's ensign to the larboard, and a union-jack to the starboard-arm of her cross-jack-yard.

Each frigate, taking advantage of the suspension of firing, now began to repair her damaged rigging, that she might be

ready to renew the engagement at the instant a return of the breeze would admit of manœuvring. Although the main-topmast of the *Didon*, and the main-royal-mast, top-sail-yard and gaff of the *Phœnix*, were the only deficient spars, both frigates exhibited a woeful appearance, on account, chiefly, of the quantity of sail under which they had engaged; instead of a cloud of canvas swelling proudly to the breeze, rope-ends and riddled sails hung drooping down from every mast and yard. One of the characteristics of a well-disciplined crew is the promptitude they display in refitting their ship after an action; and, if anything could animate the men of the *Phœnix* to additional exertion, it was the sight of their opponent's fore-mast falling over the side. This happened about noon, and was caused by the motion of the ship acting upon the mast in its terribly shattered state. Very soon afterwards, such had been the diligence of her crew, the *Phœnix* had her rigging knotted and spliced, fresh braces rove, and sails trimmed, to profit by the air of wind which had just sprung up. In this fresh state the *Phœnix* made sail on the larboard tack towards the *Didon*, then, with her head the same way, upon the former's weather-bow. Having arrived within gun-shot, the British frigate was in the act of opening her fire, when the French frigate, being from the fall of her fore-mast and other previous damage, in a defenceless state, hauled down her colours.

Of her 260 men and boys, the *Phœnix*, when she commenced the action, had on board but 245. Of these (10 or 12 of whom were too sick to attend their quarters) she had her second lieutenant (John Bounton), a master's mate, and 10 seamen killed, her first lieutenant of marines, (Henry Steel, dangerously in the head), 2 midshipmen,\* 13 seamen,

\* One of these, Edward B. Curling, aged about 17 years, was wounded in an extraordinary manner. While, with jaws extended, he was sucking an orange, a musket ball, which had passed through the head of a seaman, entered one of his cheeks and escaped through the other, without injuring even a tooth. When the wound in each cheek healed, a pair of not unseemly dimples were all that remained.

and 12 marines wounded; total, 12 killed and 28 wounded. The loss on board the *Didon*, according to the report of her captain, amounted to 27 officers (including her second captain), seamen, and marines killed, and 44 badly wounded, out of a crew, as stated in the British official account, and sworn to by the French officers, numbering 330.

## COMPARATIVE FORCE OF THE COMBATANTS.

		<i>Phoenix.</i>	<i>Didon.</i>
Broadside guns	{ No. ...	21	23
	{ Pounds ...	440	563
Crew in number	... ..	245	330
Size in tons	... ..	884	1,091

Here is a statement which, in every branch of it, exhibits, on the French side, a decided superiority of force. Few cases occur in which we have not to offer some remarks tending to increase or diminish the effect that the figures alone are calculated to produce; but this statement conveys in itself a clear notion of the real disparity of force that existed between the parties. In respect to crew, for instance, a numerical does not always imply a physical superiority; but the *Didon's* was one of the finest crews out of France. Her men consisted of healthy, strong, and active fellows, who had been in service since the commencement of the war, and who were commanded by officers remarkable for their professional skill and gallant demeanour. Captain Milius himself possessed those qualities in an eminent degree; his personal valour during the heat of the battle excited the admiration of his enemies; and his high sense of honour, as subsequently, on more than one occasion, exhibited, were no less conspicuous.

A contest between two frigates, manned and appointed like the *Phoenix* and *Didon*, would naturally afford the display of much individual heroism. Our means of information are, of course, restricted to occurrences on board the former; and even of these we cannot do more than recite one or two of the more prominent instances. The purser's station in action is

in the cock-pit; but Mr. John Collman, the acting purser of the *Phoenix*, scorned to remain in safety below while the lives of his brother officers and comrades were exposed to danger on deck. With a brace of pistols in his belt and a broadsword in his hand, did this young man, in the hottest of the fire, take part on the quarter-deck. There, by his gesture and language, he animated the crew to do their duty as British seamen. "Give it her, my lads!" was an exhortation as well understood as it was obeyed, and the guns of the *Phoenix* dealt increased destruction on the decks of the *Didon*. As the action proceeded, the loss by deaths and wounds of officers from the quarter-deck, and the temporary absence of the captain to assist in fixing the gun in his cabin, gave additional importance to the noble part which the acting purser had chosen. And what could have been the summit of Mr. Collman's expectations, in a professional way, for being thus prodigal of his person? A purser's warrant! Whose shoulders would a pair of epaulettes have better graced? And yet a purser can rise no higher than a purser, without descending to the foot of the ladder, and starting afresh as an humble midshipman. There were two or three youngsters of the latter class who also distinguished themselves. One, named Edward Phillips, twice saved the life of Captain Baker. On one occasion, while the ships were foul, a man upon the *Didon's* bowsprit-end was taking a deliberate aim at him, when young Phillips, who, with a musket all ready, stood close to his captain, unceremoniously thrust him aside, and fired. The discharge of the piece was instantly followed by the splash of the Frenchman's body in the water; and the ball from the musket of the latter, instead of having passed through the captain's head, had but torn off the rim of his hat. Instances of this kind would be much more frequent did every naval captain understand the difficult art to maintain the rules of discipline, and yet win and preserve the affections of his crew.

The very recital of these acts of good conduct on the part of his officers may raise a charge of unfairness against Captain Baker, unless it be averred—as it here is averred—that, although the name of no officer appears in the letter published in the *Gazette*, the services of all the officers are properly set forth in the letter transmitted to the Admiralty. If, for reasons not very clear, it becomes requisite to suppress more than half an officer's letter, the mutilated portion laid before the public, and which in this instance is very short, should not be called "a letter," but "an extract from a letter." Then, neither will the public have grounds for supposing that the writer wished it to be inferred that his valour alone had achieved the victory, nor the officers who served under him, and who had contributed so mainly to the consummation of that victory, have a right to complain that their captain had neglected to mention them.

The action of the *Phœnix* and *Didon* was one of those in which, after its decision, the victorious party has both a difficult and a perilous duty to perform. The prisoners greatly outnumbered the captors. The latter had, therefore, not only to separate and secure the former, but to watch over them with unremitting attention. They had also to refit the ships, particularly the prize, whose main-mast was in so tottering a state that the British had to cut it away. As soon as the wreck was cleared, the *Phœnix*, taking the *Didon* in tow, steered for a British port. On the 14th, at 8 p.m., the former spoke the *Dragon*, 74, and, in company with her, the next afternoon, at 4 o'clock, fell in with M. Villeneuve's fleet, a fleet which Lord Nelson was in search of. The *Phœnix*, with the *Didon* in tow, immediately bore up and made all sail to the southward. A division of the fleet chased the two crippled frigates, and had nearly arrived within gun-shot, when, at sunset, the French ships tacked and stood back to their main body. Having passed Lisbon, the British frigate and her prize were steering to enter

Gibraltar, when, in a thick fog, the ringing of bells and the occasional firing of guns were heard in every direction. Shortly afterwards Captain Baker became apprized by the *Euryalus* frigate, whom he spoke, that the sounds proceeded from the French fleet, then on its way to Cadiz. The *Phœnix* and *Didon* immediately changed their course to the westward, and soon got clear of all danger from the ships of M. Villeneuve.

But this was not the only danger from which Captain Baker and his officers and crew had the good fortune to escape. The French pilot of the *Phœnix* overheard a conversation among the prisoners, the subject of which was a plan to get possession of the *Phœnix*, and by her means, of the *Didon*. The discovery of this plot called for increased vigilance on the part of the British on board of both ships; and scarcely had means been taken to overawe the prisoners in the hold of the *Phœnix* than the French pilot seized and carried aft, as the ringleader of the mutiny, the late coxswain of Captain Milius. Captain Milius behaved on the occasion in the noblest manner; he enquired of the man if he had any complaints to allege. The fellow said he had not. "I know it," said Captain Milius, "for I have, every morning and night, a report that assures me of the good treatment of you all; were it otherwise, I myself would head you in the attempt to obtain redress. As it is, you are a disgrace to the name of Frenchman; and," turning to Captain Baker, "I beseech you, sir, put him in irons." Captain Baker expressing a disinclination to resort to so harsh a measure, Captain Milius urged him more forcibly to do as he requested, and the coxswain was accordingly committed for a short time to the custody of the sergeant-at-arms. After this firebrand had been removed, quietness and even cheerfulness, reigned among the prisoners; and the two frigates having, by standing well to the westward, got hold of a fair wind, anchored on the 3rd September in Plymouth Sound.

Having thus brought his frigate and her prize safe to a British port, Captain Baker, it is natural to suppose, looked forward to the speedy acquisition of those honours which, in all similar cases, had been conferred on the captain of the victorious ship. We trust that by this time our impartiality is so well established, that any further remarks that we may have to offer respecting the merits of Captain Baker's action will be received as the result of, at least, an unbiased judgment. Having premised this, we venture to pronounce the capture of the *Didon* by the *Phœnix*, considered in reference as well to the force, the skill, and the spirit mutually opposed, as to the perseverance and good management of the conqueror in securing and bringing home his prize, to be one of the most brilliant and exemplary cases of the kind in the annals of the British Navy.

Unfortunately for the captain of the *Phœnix*, Mr. Pitt resolved to grant no more ribands of the Bath to naval and military officers, meaning to reserve them for ministers abroad. Still more unfortunately for Captain Baker, that illustrious statesman, before he could accomplish his intention of instituting a new merit of order, died. One fact is clear, that if the ribands of the Bath had been less lavishly bestowed, more of them would have remained. These very pages afford divers instances of an undue distribution of those honorary and highly-prized marks of the sovereign's approbation. The early retirement of Lord Barham from office must have been an additional misfortune to Captain Baker; and not less so, probably, was the successive appointment, within about five years, of five new First Lords of the Admiralty, with each of whom it is usually a custom, in reply to complaints such as the captain of the *Phœnix* might reasonably urge, to express "regret that merit should have been overlooked by his predecessor, but to decline entering into any retrospective view of the circumstances which might have guided his conduct." A reference

to the Navy List of the present day (1823) shows that Rear-Admiral Baker's name has a mark of distinction attached to it. As, however, it is not the highest, nor even the middling, but the lowest degree of the new order, we may suppose that the service performed by the *Phœnix* in capturing the *Didon*, and afterwards in conducting M. Dumanoir's four sail of the line into the hands of Sir Richard Strachan, was forgotten, and that Captain Baker had since performed some more splendid if not more successful service; and yet the successful act was not, we know, of a martial character. That, indeed, may be inferred as well from the failure of the *Phœnix* and *Didon's* case as from the circumstance that the honorary reward of a "C.B." was also conferred upon Lord William Fitz-Roy, the officer who, by his forbearance to fight the *Didon*, had been kind enough to enable Captain Baker to take her.

1805.—October the 21st.

THE VICTORY OF TRAFALGAR BY VICE-ADMIRAL LORD NELSON.

ON the 20th, at daybreak, the British found themselves near the entrance of the Straits, but saw nothing of the enemy. The fleet thereupon wore, and made sail to the north-west, with a fresh breeze at south-south-west. At 7 a.m. the *Phæbe* made signal that the enemy bore north; and by noon the *Victory* (Lord Nelson's flag-ship) and fleet were within eight or nine leagues to the south-west of Cadiz, standing to the west-north-west, on the larboard tack. At 2 p.m. the fleet was taken aback by a breeze from the west-north-west, and at 4 p.m. wore, and again came-to on the larboard tack, steering south. At 5 p.m., just after the *Euryalus* had telegraphed that the enemy appeared determined to go to the westward, the *Victory* telegraphed that Lord Nelson relied

upon Captain Blackwood's (H.M.S. *Euryalus*) keeping sight of the enemy during the night; and the *Naiad* (Captain the Hon. Thomas Bladen Capel) shortly afterwards made the signal of thirty-one sail of the enemy bearing north-north-east. At 8.40 p.m. the British wore and stood to the south-west, and at 4 a.m. of the 21st wore again, and steered, under easy sail, north-by-east. At 6 a.m. the *Victory* and ships with her obtained sight of the combined fleet, then bearing east-by-south, distant, as already mentioned, ten or twelve miles, at this time Cape Trafalgar being east-by-south about seven leagues. Soon afterwards the fleet, by signal, formed in two columns in the order of sailing, and bore up to the eastward under all sail. This was a mode of attack which Lord Nelson had previously directed, to avoid the inconvenience and delay of forming a line of battle in the usual manner.

The near approach of the British rendering an action unavoidable, Villeneuve, at 8.30 a.m., made the signal for his ships to wear together, and form the line in close order on the larboard tack, thus bringing the port of Cadiz on his lee-bow. It was near ten o'clock before the manœuvre was completed, and then, owing chiefly to the lightness of the wind, and the partial flaws from off the land, the line was not very regularly formed.

It is singular that no two accounts agree respecting the disposition of the ships in this line. Two plans were laid before the English public on the 1st of December, 1805; one by Steel, in his *Navy List*, the other by Gold, in his *Naval Chronicle*. Steel's plan exhibits, with all the regularity of the compass and rule, a double convex line, the ships in the in-shore line being stationed abreast of the intervals in the outer one. The authority for this was Lord Collingwood's letter. "As the mode of attack" says his lordship "was unusual, so the structure of their line was new; it formed a crescent convexing to-leeward so that, in leading down their

centre, I had both their van and rear abaft the beam. Before the fire opened every alternate ship was about a cable's length to-windward of her second ahead and astern, forming a kind of double line, and appeared, when on their beam, to leave very little to intervene between them, and thus without crowding their ships." The *Naval Chronicle* plan is an imperfect copy of one that was lodged at the Admiralty, and which latter, having upon it the words (not transferred to the copy) "Certificat véritable, le Capitaine de Vaisseau, Officier de la Légion d'Honneur, Commandant le *Bucentaure*, J. J. Majendie," ought to be the most perfect of any, and yet it is not so. This plan, which purports to show the "position of the combined forces of France and Spain at the commencement of the action" differs essentially from that given by Steel and partly confirmed by Collingwood. It makes the front line consist of twenty-one ships irregularly formed, and stations the remaining twelve ships, under the designation of "Escadre de Observation," in a cluster upon the lee-quarter. One would suppose that the preferable station for a squadron of observation was on the weather-quarter, especially as the enemy were advancing in that direction. One frigate, the *Hermione*, is stationed so far to-windward of the rear of her line, as to bear due south of the *Bellerophon*, the fifth ship of Lord Collingwood's column; and, as the wind is marked (simply by an arrow without any compass-guide), the squadron of observation has it well on the quarter, and is seemingly making off to the north-east, while the ships in the front line, except the three rearmost, lie up nearly to the north-north-west. The plan being evidently the work of some office-clerk, and sketched in a very slovenly manner, its numerous inaccuracies would excite no surprise were it not for the already quoted verification at the foot of it. What could have induced M. Majendie to certify, as he apparently has done, it is difficult to conjecture; but certainly the plan to which his name stands

affixed is incorrect in many important particulars. From this plan has emanated that given by Messrs. Clarke and McArthur, in their "Life of Nelson." The principal difference is, that the front line is more regularly formed and the squadron of observation brought nearer to it; also the latter, as if recovered from its panic, has resumed the course steered by the rearmost ships of the main body.

So far as to the plans of Trafalgar drawn up in England; we have now to discuss the merits of two prepared and published in France. Lieutenant-General M. le Comte Mathieu Dumas, in his "Précis des Evenemens, &c." has given a plan in four compartments, each referring to a different period of the action. The first, "premier mouvement" represents the position of the combined fleet at the moment the *Royal Sovereign* is within two ships' length of the larboard broadside of the *Santa-Ana*. By a singular mistake the lieutenant-general has taken his account of the constructure of the combined line, word for word, from another French work, wherein is given an illustrative plan which, in the stations assigned to several of the ships, and in many other respects, differs from the plan that M. Dumas has placed in his atlas, and to which he refers his readers. If the letter-press description and the first compartment of the plan disagree, the former and the three remaining compartments are wholly unintelligible; no allusion being anywhere made to them, no time mentioned to which they refer, and no name fixed to a single ship of the many marked upon them. The second of the French plans is that contained in the work from which M. Dumas has drawn the whole of his details, entitled, "Victoires, Conquêtes, Désastres, &c., des Française, par une Société de Militaires et de Gens de lettres," and which account and plan of the Trafalgar battle purport to have been drawn up by a French officer engaged in it. There, as in the plan given by M. Dumas, no second line or "squadron of observation" is to be discovered; but the combined fleet is

formed in one line, as noticed by several of the British ships in their advance. Here and there a ship was, in fact, to-leeward of her post, and in one or two instances almost doubled upon the line; but accident rather than design was the cause; indeed, the lightness of the wind rendered it difficult for any ship to keep her station. M. Parisot's plan of the combined line possesses the exclusive merit of agreeing, in many particulars, with the British details, as presently will be more clearly shown. Considering it, therefore, to be the most accurate plan that had as yet been published, we have, with some slight alterations, adopted it in the present work.

According to the plan, as thus amended, the *Neptune*, *Scipion*, *Intrépède*, *Rago*, and *Formidable* are well formed. The *Duguay-Trouin* has fallen to leeward, and the *Mont-Blanc* taken that ship's line. The *San-Francisco de Aris* and *San-Augustin* lie astern of the *Duguay-Trouin*, and the *Héros* has advanced nearly abreast of the *San-Augustin*. Equally well formed with the *Héros* are the *Santissima-Trinidad* and *Bucentaure*. The latter's second astern, the *Neptune*, is to-leeward of her post, and so are the *San-Leandro* and *San-Justo*, the last in particular. Upon the weather-bow of the *Neptune* is the *Redoubtable*, who, for reasons that will presently appear, has advanced from her proper station, astern of the *San-Leandro*. The *Santa-Ana* is well in her place, but her second ahead, the *Indomptable*, is to-leeward and a trifle astern of her. About one-and-a-half cable's length astern of the *Santa-Ana* is the *Fougueux*, followed by the *Monarca*, *Pluton*, *Algésiras*, *Bahamas*, *Aigle* (a little to-leeward), *Swiftsure*, and *Argonaute*, tolerably well-formed. Next came the *Montanez* and *Argonauta* to-leeward, and, nearly occupying their places in the line, the *Berwick* and *San-Juan-Nepomuceno*, and the *San-Idelfonso*. The *Achille* would have been the next, but has doubled upon her second ahead. The line, finishing with the *Principe de Asturias*, bears due north and south, and covers an extent of nearly

five miles. The five frigates and two brigs, by the French accounts, had stationed themselves farther to leeward of the line-of-battle ships than was consistent with the duties assigned to them.

Owing to the lightness of the wind the British fleet, after bearing up, made very slow progress. At about 10 a.m., at the joint suggestion of Captains Hardy and Blackwood, Lord Nelson reluctantly consented that the *Téméraire* and *Leviathan* should precede the *Victory* in going into action, and himself gave directions to that effect to the *Téméraire*, then sailing abreast of the *Victory*, but at rather too great a distance, it was thought, to understand the purport of his Lordship's hail. Captain Hardy, therefore, went on board the *Téméraire* in his boat, and acquainted Captain Harvey with the Commander-in-Chief's wishes; but every effort of the *Téméraire* to pass the *Victory* was frustrated by the latter's persisting to carry all the canvas she could set. Subsequently, when it became necessary to keep in line for mutual support, the *Victory* signalled the *Téméraire* to resume her station astern of the former.

The direction in which the combined fleet now lay, with a home port only eight leagues off on the lee-bow, induced Lord Nelson, at a few minutes past 11 a.m., to telegraph:—"I intend to pass through the end of the enemy's line, to prevent them from getting into Cadiz." The reverse order of that line had, in the prevailing state of the wind, produced another effect to be guarded against: it had brought the shoals of San-Pedro and Trafalgar under the lee of both fleets. Accordingly, at about 11.30 a.m. the *Victory* made a signal for the British fleet to prepare to anchor at the close of day. This done, no other signal seemed wanting, when, at 11.40 a.m., Lord Nelson communicated to the fleet, by telegraph, his celebrated message—"ENGLAND EXPECTS THAT EVERY MAN WILL DO HIS DUTY";\* a signal which, as

\* Thus:  
 253 269 863 261 471 958 200 300 4 21 19 24  
 England expects that every man will do his d u t y.

soon as its signification was explained, was greeted with three British cheers by every one of the ships, and excited among both officers and men the most lively enthusiasm.

At noon, the *Fougueux* opened a fire upon the *Royal Sovereign*, then bearing on her larboard-bow, and considerably within gun-shot. Immediately the three British Admirals hoisted their respective flags, and the ships of both divisions of the fleet, the white or St. George's ensign; a measure adopted to prevent any confusion in the heat of action from a variety of national flags. As an additional mark of distinction, each British ship carried, or was ordered to carry, a union-jack at her main-topmast-stay, and another at her fore-topgallant-stay. About this time the ships of the combined fleet hoisted their ensigns, and the admirals their flags. Soon after the *Fougueux* and the ships next ahead and astern of her had opened their fire, the *Royal Sovereign* returned it; but, on the signals being thrown out by the Commander-in-Chief to engage more closely, she desisted.

At about 12.10 p.m. the *Royal Sovereign*, having reached a position close astern of the *Santa-Ana*, fired into her, with guns double-shotted, and with such precision as, by the subsequent acknowledgment of the Spanish officers, to kill or wound nearly 400 of her crew. With her starboard broadside, similarly charged, the *Royal Sovereign* raked the *Fougeux*, but, owing to the distance and the smoke, with much less effect. In 16 minutes the *Belleisle* followed her second ahead through the combined line; which, owing to some of the ships astern of the *Fougueux* pressing forward to support the centre, while others remained with their sails aback or shivering, was fast losing that regular form, which, hitherto, it had tolerably preserved. The slanting direction of the British lee-column in its advance enabled the ships to discharge their starboard guns at the enemy's rear, and an interchange of animated firing ensued, the smoke from which, for want of a breeze to carry it off, spread its murky

mantel over the combatants, and increased the confusion into which the rear of the combined line had already been thrown by the crash of its centre.

In about twenty minutes after the *Fougueux* had opened her fire upon the *Royal Sovereign*, and shortly after the latter had passed under the stern of the *Santa-Ana*, the *Bucentaure* fired a shot at the *Victory*, then, with studding-sails set both sides, steering about east, and going scarcely a knot and a-half through the water. The shot fell short. Two or three minutes elapsed, and a second was fired, which fell alongside. A third almost immediately followed, and that went over the ship, or rather through her main-top-gallant-sail. A minute or two of awful silence ensued; and then, as if by signal from the French Admiral, the whole van, or at least eight or nine of the weathermost ships, opened a fire upon the *Victory*, such a fire as had scarcely before been directed at a single ship. In a few minutes a round shot killed Mr. Scott, Lord Nelson's public secretary, while he was conversing with Captain Hardy. Shortly after a double-headed shot killed eight marines on the poop, and wounded several others; on which the admiral ordered Captain Adair to disperse his men round the ship, that they might not suffer so much from being together. Presently a shot, that had come through a thickness of four hammocks near the larboard chess-tree, and carried away a part of the larboard quarter of the launch as she lay on the boom, struck the forebrace bits on the quarter-deck, and passed between Lord Nelson and Captain Hardy; a splinter from the bits tearing the buckle from one of his lordship's shoes. "They both," says Beattie, "instantly stopped, and were observed by the officers on deck to survey each other with inquiring looks, each supposing the other to be wounded." His lordship then smiled, and said, "This is too warm work, Hardy, to last long;" and declared that, through all the battles he had been in, he had never witnessed more

cool courage than was displayed by the *Victory's* crew on this occasion.

The enemy's ships directly ahead of the British weather-column, seeing by her manœuvres that the *Victory* was about to follow the example of the *Royal Sovereign*, closed like a forest. By this movement the *Bucentaure* advanced nearer to the *Santissima-Trinidad*, but still left a small opening between herself and the latter. In the hope to be able to pass through this interval in the line, Lord Nelson ordered the man at the wheel to steer east-by-south. The *Victory*, by the change thus made in her course, having brought her larboard-guns to bear upon the combined van, at about 12.4 a.m. commenced firing from that side. At this moment, such had been the effect of the heavy and unremitting fire to which she had so long been exposed, the loss on board the *Victory* amounted to 20 officers and men killed, and 30 wounded; a loss that would have been much more severe, had not the enemy's guns been pointed at the rigging and sails rather than at the hull of the ship. In consequence of this, every studding-sail boom on both sides had been shot away close to the yard-arm, and every sail, especially on the foremast, was like a riddle; her almost new foresail, indeed, had from eighty to a hundred yards of it stripped from the yard.

The *Victory*, as she moved slowly along in a slanting direction, played her larboard guns upon the *Santissima-Trinidad* and *Bucentaure*, and was ably seconded by the *Téméraire*, who still continued close astern of her. In a few minutes the former's mizen-topmast was shot away, and presently afterwards a shot struck the barrel of the wheel and cut the tiller-ropes asunder. The ship was now steered in the gun-room, and the first lieutenant and master relieved each other at this duty. In about a quarter-of-an-hour after she had opened her fire, the *Victory* found herself close abreast of the narrow opening between the Spanish four-decker and the

French Commander-in-Chief, the precise spot where Nelson wished to cut the combined line. Just, however, as the *Victory* was in the act of passing astern of the *Santissima-Trinidad*, with the intention of hauling-up under her lee, the *Bucentaure* ranged ahead and placed herself upon the four-decker's starboard-quarter. It was now that Captain Hardy stated to Lord Nelson the impracticability of passing through the line without running on board one of the ships. His lordship is reported to have replied, "I cannot help it: it does not signify which we run on board of. Go on board which you please: take your choice." In a minute or two, the *Victory*, putting her helm hard-a-port, steered for the *Redoubtable*, who had gallantly made sail from her station astern of the *San-Leandro*, to occupy the post which the *Neptune*, had she not been to leeward, would have filled. Righting her helm, the *Victory* poured a raking fire into the stern of the *Bucentaure* and *Trinidad*, and received herself a raking fire from the French *Neptune*, then, with her jib set athwart the bow of the former, standing-on a little as if apprehensive of being run foul of. On coming slowly to the wind the *Victory* drifted on board the *Redoubtable*, but not till she had poured a broadside into the latter, and received a few shots in return; after which, the *Redoubtable*, seemingly that she might not be boarded through them, shut her lower-deck ports, and did not fire another great gun, not, at least, from her larboard side. Owing to the slight impetus in the *Victory* caused by the want of wind (for it was now nearly calm), the concussion of the former's guns would probably have separated the two ships, had not the studding-sail boom-iron on the *Victory's* starboard foreyard-arm, as the ships were in the act of rebounding off, hooked into the leech of the *Redoubtable's* fore-topsail. This, for a minute or two, at least, held the ships together; and, with the lower-deck guns of the one touching the side of the other, the two fell off a few points from the wind.

Having thus described the onset of the battle, we shall, previously to entering upon the detailed account of each ship's proceedings, endeavour to present a general view of the engagement and its immediate result. Soon after the first four ships of the British lee-division had cut through the centre and rear of the combined line, the remainder, successively, as they came up, pierced the mass (for it could no longer be called line) of enemy's ships in various directions, and found opponents as they could; meanwhile, the weather-division had cut through a little ahead of the centre of the combined line. The action, which had begun, as we have elsewhere shown, at meridian, arrived at its height about 1.30 p.m. At 3 p.m. the firing began to slacken, and at 5 p.m., or thereabouts, wholly ceased. Of the eleven van-ships of the combined line, reckoning to the *Santissima-Trinidad* inclusive, one only was captured in her place: the remaining ten wore out of the line. Of the latter, three were captured, and seven escaped; four, by hauling to-windward, and three by running for Cadiz. Of the ten centre-ships, reckoning from the *Bucentaure* to the *Pluton* inclusive, five were taken in their places, or nearly so, and five escaped into Cadiz: making, as the result of the first day's proceedings, nine French, including one burnt, and nine Spanish sail-of-the-line captured, total eighteen; and nine French and six Spanish sail-of-the-line escaped, total fifteen; of which number, four (French) got away to the southward, and eleven (five French and six Spanish, and most of them much shattered) with all the frigates and brigs, reached the bay of Cadiz.

So far as to the collective operations of the two fleets in the Trafalgar battle. Our attention is now due to the individual exertions of the ships on each side; and we shall proceed to give the best accounts that our researches, far and near, have enabled us to obtain, taking the British ships of each division in the order in which, according to the best

judgment to be formed from the variety of times noted down in their logs, they successively got into action.

The *Royal Sovereign* having, as we have seen, in the most gallant manner passed under the stern of and saluted the *Santa-Ana*, put her helm a-starboard, and, without any difficulty, ranged alongside of her, so close that the guns were nearly muzzle to muzzle. Between the two three-deckers a tremendous cannonade ensued. But the *Royal Sovereign* soon found that she had more than one opponent to deal with. The *Fougueux*, having bore-up, raked her astern and ahead of the English ship. At about two cables' length lay the *San-Leandro*, who, wearing, raked her in that direction; while, upon the *Royal Sovereign's* starboard-bow and quarter, within about a cable-and-a-half's distance, were the *San-Justo* and *Indomptable*. So incessant was the fire kept up by all three ships that the people of the *Royal Sovereign* frequently saw the shots come in contact with each other. Aware, at length, of the injury they were thus sustaining by their own cross-fire, and observing that three or four British ships were fast approaching to the support of the *Royal Sovereign*, the four two-deckers, one by one, drew off from the latter, and left her to combat solely with the *Santa-Ana*, who, although in point of force rather more than a match for her antagonist, began already to exhibit proof that, in practical gunnery, she was decidedly her inferior.

For upwards of fifteen minutes the *Royal Sovereign* was the only British ship in close action. At the end of that time, when the former had taken a position upon her opponent's lee-bow, and was making the best possible use of it, the *Belleisle* hauling-up, fired a few distant shots into the lee-quarter of the *Santa-Ana*, and then ran past both her and the *Royal Sovereign*. Shortly afterwards the *Santa-Ana* lost her mizen-topmast, and at the end of about an hour-and-a-quarter from the commencement of the combat, her three masts fell over her side. At about 2.15 p.m., after a hot and an

uninterrupted engagement from 12.10 p.m., the *Santa-Ana* struck to the *Royal Sovereign*.

This occurrence took place just as the latter's mizen-mast came down, and when her fore and mainmasts, from their shattered condition, were ready to follow it. No sooner, indeed, had the *Royal Sovereign*, in order to put herself a little to rights, moved a short distance ahead of her prize than the former's mainmast fell over on the starboard side, tearing off two of the lower deck-ports. The fore-mast, having been shot through in several places and stripped of nearly the whole of its rigging, was in a tottering state: hence the English three-decker had become almost, if not quite, as unmanageable a wreck as the Spanish three-decker, which she had so gallantly fought and captured.

The loss sustained by the *Royal Sovereign* was tolerably severe; she had 1 lieutenant, her master, 1 lieutenant of marines, two midshipmen, and 42 seamen and marines killed; 2 lieutenants, 1 lieutenant of marines, 1 master's mate, 4 midshipmen, her boatswain, and 85 seamen and marines wounded. Respecting the *Santa-Ana's* loss in killed and wounded, nothing is known beyond the amount already specified as the alleged effect of her opponent's raking fire. That the Spanish ship's loss must have been uncommonly severe may be inferred as well from the length and closeness of the action, as from the fact that her starboard side was nearly beaten in by the *Royal Sovereign's* shot. Among the *Santa-Ana's* dangerously, if not mortally wounded, was Vice-Admiral Alava; and it was understood that her killed and wounded comprised a great proportion of officers.

The *Belleisle* after having, for the span of twenty minutes, sustained the tremendous fire opened by the rear of the combined line, and suffered, in consequence, a loss of between 50 and 60 men in killed and wounded, at about 12.15 p.m. exchanged a few shots with the *Monarca*, and passed through the line, abreast of the *Fougueux*, then distantly raking the

*Royal Sovereign*. In hauling-up on the larboard tack, the *Belleisle* was enabled to pour a few distant shots into the lee-quarter of the *Santa-Ana*, and then, running on, passed astern of the *Indomptable*, with whom the former soon became engaged, as well as with a ship, probably the *Monarca*, at some distance on her starboard-beam. In little more than half-an-hour after the *Belleisle* had opened her fire her main-topmast was shot away; and, as the ships of the combined rear were now pressing forward to support the centre, her situation became extremely critical. At 1 p.m. the *Fougueux* bore up, and placing herself almost on board of the *Belleisle*, on her starboard side, in ten minutes shot away the latter's mizen-mast, about six feet above the deck, the wreck falling over the larboard quarter. In about 10 minutes more, on the *Mars* beginning to engage her, the *Fougueux* dropped astern and hauled to the northward. At about 1.30 p.m. the French *Achille* came ranging past the stern of the *Belleisle* (then with her head a little of east to the southward), and stationed herself on the latter's larboard-quarter. In this position the former kept up a steady fire, with comparative impunity, on account of the wreck of the *Belleisle*'s mizen-mast masking her after-most guns; meanwhile the *Aigle*, having replaced the *Monarca*, was distantly cannonading the British ship on the starboard side. The *Belleisle* soon had her rigging and sails cut to pieces, and at 2.10 p.m. lost her mainmast, about four feet above the deck; the wreck of which, falling over the larboard side, where already lay the wreck of the mizen-mast, completely disabled the former from returning the *Achille*'s animated and destructive fire. At 2.30 p.m. the *Pluton* placed herself across the starboard-bow of the *Belleisle*; and at 45 minutes past, the fore-mast and bow-sprit of the latter, still engaged by three ships, were shot away by the board. At 3.15 p.m. the *Polyphemus* interposed herself between the *Belleisle* and *Pluton*; in five minutes more the *Defiance* took off the fire

of the *Aigle*; and at 3.25 p.m. the *Swiftsure*, passing astern of the *Belleisle*, commenced engaging the *Achille*, who about this time lost her main and mizen-top-masts. Thus relieved, the *Belleisle* ceased firing, and, observing on her larboard beam a Spanish two-decker that had already surrendered, sent and took possession of the 80-gun ship *Argonaute*.

The *Belleisle*'s hull was knocked almost to pieces; both sides of it were about equally damaged. Ports, port-timbers, channels, chain-plates, all exhibited unequivocal marks of the terrible mauling she had received. Her masts and bowsprit, as we have seen, were all shot away, and so was her figure-head. Her boats and anchors shared the same fate. If the *Belleisle*'s damages were severe, her loss of men was not less so. She had 2 lieutenants, 1 midshipman, 22 seamen, and 8 marines killed; 1 lieutenant, 1 lieutenant of marines, her boatswain, 2 master's mates, 1 midshipman, 68 seamen, and 19 marines wounded.

In her way down astern of the *Belleisle*, the *Mars* suffered severely from the raking heavy fire of the ships ahead of her, the *Monarca*, *Pluton*, *Algésiras*. As the *Mars* was directing her course to cut the line between the first two of these ships, the *Pluton* closed upon the *Monarca*; whereupon the former, to prevent being raked by so close an opponent, hauled-up, with the intention to pass ahead of the Spaniard. In this manœuvre the *Mars* was again followed and engaged by the *Pluton*. Having, by this time, had her rigging and sails greatly damaged, the *Mars* nearly ran on board the *Santa-Ana*, and, to avoid that, came head to wind; thereby exposing her stern to be raked by the *Monarca* and *Algésiras*. At this moment the *Tonnant* came up, and soon found full employment for both of the ships. Meanwhile the *Mars*, as she paid off in her completely unmanageable state, became also exposed to a most heavy fire from the *Fougueux*, then with her larboard guns engaging the *Belleisle*, and presently received into her stern a most destructive fire

from the *Pluton*, a fire that almost cleared the former's poop and quarter-deck of both officers and men. It was at about ten minutes or a quarter past one, as Captain Duff was standing at the break of the quarter-deck, looking over the side, that a cannon-shot from the *Pluton* struck him on the breast, knocked off his head, and cast his body on the gangway. The same shot killed 2 seamen that were standing close behind their captain. By this time succour was at hand, and, while the *Fougueux* made off to the northward, the *Pluton* dropped out of gun-shot to the leeward.

The *Mars* had her main-topmast and spanker-boom shot away, and her three lower masts, fore and main-yards, and fore-topmast very badly wounded; her fore-mast, indeed, was left in so shattered a state that it subsequently fell overboard. The main piece of her rudder was badly wounded, her stern and quarters much cut, and nine of the poop beams, besides sundry knees, &c., shot to pieces; she had also some guns disabled, and several shots through wind and water. With respect to loss, the *Mars* had her captain, a master's mate, 2 midshipmen, 17 seamen, and 8 marines killed, and 2 lieutenants, her master, 1 captain of marines, 5 midshipmen, 44 seamen, and 16 marines wounded.

Having, as already stated, fired at the ships that were pressing upon the *Mars*, the *Tonnant* steered straight for the larboard bow of the *Algésiras*, then moving slowly onwards the same course as her companions in the line, and very near to her present leader, the *Monarca*. As the *Tonnant* approached, the *Algésiras* backed her mizen-topsail, and thus enabled the former, at about 12.40 p.m., to run close under the Spanish ship's stern. The *Tonnant*, pouring in a raking fire, hauled up, and engaged the *Monarca* alongside; but the latter dreading to encounter so large and powerful a ship, fired a few shots, dropped astern, and struck her colours, although she afterwards re-hoisted them. The *Algésiras* now evinced an intention to cross the stern of the *Tonnant*; who,

by this time, had had her fore-topmast and main-yard shot away, but the latter put her helm hard-a-port, and by running the former on board, defeated the manœuvre. The bowsprit and anchors of the *Algésiras* getting entangled with the main rigging of the *Tonnant*, the two ships were held fast together, greatly, on account of their relative positions, to the advantage of the latter. It was, doubtless, while the *Tonnant's* attention was thus occupied, that the *Monarca*, being left to herself, and having suffered comparatively little in the action, re-hoisted her colours.

At about 1.40 a.m. the *Tonnant's* captain received a severe wound, and was obliged to be carried below. In the meantime an animated cannonade was kept up between the two ships; by which the *Algésiras* soon lost her fore-mast, and the *Tonnant* her main and mizen-topmasts. The former made one attempt to board, but the marines of the latter maintained so steady and well-directed a fire that the French did not succeed, except in the case of one man, who contrived to enter one of the *Tonnant's* main-deck ports, and whose life, to the credit of those who took him, was spared. At about 2.15 p.m., just as her main and mizen-masts were about to share the fate of her fore-mast the *Algésiras*, after a very gallant defence, struck her colours, and was taken possession of by the *Tonnant*. Among the damages sustained by the *Tonnant* in the hull, was a bad wound in the rudder, a part of the head of which was shot away; and a great part of her starboard quarter-piece, with the sails and gallery, was carried away by the *Algésiras* when the latter ran foul. The loss on board the *Tonnant* amounted to 1 midshipman, 16 seamen, and 9 marines killed, her captain (severely), 1 master's mate, boatswain, the captain's clerk, 30 seamen, and 16 marines wounded. The *Algésiras* had upwards of 200 men killed and wounded, including several officers, and among the mortally wounded, the brave and highly respected Rear-Admiral Magon. After having captured the *Algésiras* and

disengaged herself from her prize, the *Tonnant* continued to fire at such of the enemy's ships as passed within reach of her guns, and sent a lieutenant and a party of seamen to take possession of the *San-Juan-Nepomuceno*, a crippled ship that was passing near; but the boat was sunk by a shot from the Spaniard, and the officer and his men were with difficulty saved. The *San-Juan-Nepomuceno* was afterwards taken care of by the *Dreadnought*, by whom she had been principally engaged.

In consequence of the extraordinary mode of attack adopted by the Commander-in-Chief, each ship as she bore-up in line ahead, was obliged to follow in the wake of her leader, till her turn arrived to break the enemy's line; her commander, then, acting up to Lord Nelson's previous instructions, that no captain could do wrong who placed his ship close alongside that of an enemy, attached himself to the first Frenchman or Spaniard that crossed his path. This, in effect, discretionary power was particularly beneficial towards the height of the battle, when the combined ships, by an irregular movement from the rear to the centre, and, in some instances, from the centre and van to the rear, were every instant shifting their positions, and giving to their line, if line it could be called, a new face.

It was not till full fifteen minutes after the *Tonnant* had cut the line, that her second astern, the *Bellerophon*, owing to her distance, and the lightness of the wind, was enabled to do the same. The latter, who, like all the other ships of this column as they advanced, had previously fired her starboard guns at the ships they would reach, now passed under the stern of the *Monarca*, as the latter, with colours re-hoisted, was dropping away from the *Tonnant*. In luffing-up to lay the *Monarca* alongside to-leeward, the *Bellerophon*, at about 12.50 p.m., ran foul of the *Aigle*, the latter's main-yard locking with her fore-yard. The British ship now fired from both sides, having the *Monarca* on the larboard and the

*Aigle* on the opposite bow. In a short time three other enemy's ships opened a distant cannonade upon her, the *Bahama* on the larboard, and the French *Swiftsure* on the starboard quarter, and the *San-Juan-Nepomuceno* athwart her stern, not wholly, perhaps, without injury to each other. At about 1 p.m., the *Bellerophon's* main and mizen-masts fell over on the starboard side, and the main-topsail and top-gallant-sail immediately caught fire with the flash of the guns, assisted by the hand grenades which the *Aigle's* people kept throwing from her tops. At about 1.11 p.m., Captain Cooke was killed, as had been the master a few minutes before: indeed, the musketry from the *Aigle* had by this time nearly cleared the quarter-deck, fore-castle, and poop of officers and men. At about 1.30 p.m. the *Aigle*, who had once or twice vainly attempted to board her opponent, dropped astern, exposed to a raking fire as she fell off. The *Bellerophon*, now quite in an unmanageable state, fired a few shots at the *Monarca*, who instantly hauled down her colours for the last time, and was taken possession of by the former, as was also the *Bahama*, who had previously struck, to relieve herself from the destructive fire of the *Colossus*.

The *Bellerophon* had her main and mizen-topmasts shot away; her fore-topmast, all three lower masts, and most of her yards badly wounded, and her standing and running rigging nearly cut to pieces. In hull also she was much injured, having had several knees and riders shot away, and part of her lower deck ripped up, besides other damage. Her loss consisted of her captain, master, 1 midshipman, 20 seamen, and 4 marines killed; one captain of marines, her boatswain, 1 master's-mate, 4 midshipmen, 96 seamen and 20 marines wounded. Although no particular account can be given of the damage or loss sustained by the *Aigle*; it may be stated, with certainty, that she suffered greatly in masts, rigging, and hull; lost in killed and wounded nearly two thirds of her crew, including among her killed her captain and first

lieutenant, and among the wounded several of her officers. The loss on board the *Monarca* does not appear to have been recorded; but it must have been severe from her first action with the *Tonnant*, and from the length of time she was exposed to the close and uninterrupted fire of the *Bellerophon*, one of the best manned though one of the smallest 74's in the British fleet.

At 1 p.m., or thereabouts, the *Colossus*, after having, during ten minutes, returned with her starboard guns the fire of two or three of the enemy's ships, ran past the starboard side of the French *Swiftsure*, who had just before bore-up, as well to avoid being raked by the *Colossus* as to bring her larboard guns to bear upon the *Bellerophon*. The density of the smoke on the starboard side hid from view all the enemy's ships in that direction until, having run a short distance to leeward, the *Colossus* found herself alongside the *Argonaute*, whose larboard yard-arms locked into the starboard yard-arms of the former. A spirited cannonade ensued between the two ships, and lasted for about ten minutes, when the *Argonaute's* fire became nearly silenced, except from a few of her aftermost guns; a shot from which, just as the ships, driven apart by the concussion of the guns, began to settle broadside-off, struck Captain Morris a little above the knee. The *Argonaute*, as soon as by this movement she had cleared her yards, paid-off, and went away, receiving into her stern the parting fire of the *Colossus*. The latter, in the meanwhile, was closely engaged on her larboard quarter with the French *Swiftsure*, and also with the *Bahama*, who lay close on the *Swiftsure's* larboard-bow, and fired across her fore-foot at the *Colossus*. At a few minutes before 3 p.m., the French *Swiftsure* having forged ahead, got between the *Bahama* and the *Colossus*, and soon slackened her fire and dropped astern. The *Colossus* was now enabled to devote her sole attention to the *Bahama*, who, on her mainmast falling, as it presently did, over her engaged side, showed an English-jack from the hen-coops on

her poop, to denote that she had struck. Meanwhile, the French *Swiftsure* endeavoured to bear up under the stern of the *Colossus*, but the latter wearing more quickly, received only a few of the former's larboard guns, before she poured in her starboard broadside. This brought down the French *Swiftsure's* mizen-mast; at the same time, the *Orion* in passing, gave the French ship a broadside, which brought down her tottering mainmast; whereupon, the *Swiftsure* made signal to the *Colossus* of having surrendered. The latter, in hauling-up to take possession of her two prizes, lost her wounded mizen-mast over the starboard side.

The mainmast of the *Colossus* was so badly wounded that she was compelled, during the ensuing night, to cut it away, and her damages altogether, were extremely severe. Her only remaining stick, the fore-mast, had been shot through in several places; two of her anchors and three of her boats had been destroyed, and some of her guns disabled; four of her starboard lower-deck ports had been knocked away by running on board the *Argonaute*, and her hull in every part of it was much shattered. The *Colossus* lost in the action her master, 31 seamen, and 8 marines killed; her captain, 2 lieutenants, 1 lieutenant of marines, her boatswain, 1 master's-mate, 8 midshipmen, 115 seamen, and 31 marines wounded. The *Argonaute*, the first broadside opponent of the *Colossus*, although she lost none of her masts, must have suffered severely in the hull, having had, according to the French account, nearly 160 of her crew killed and wounded; she, nevertheless, effected her escape. The *Bahama* and French *Swiftsure*, reduced to the state of wrecks, had suffered a proportionate loss of men; the first having had nearly 400 killed and wounded, including among the former her captain; and the second, very little short of that number.

Being close astern of the *Colossus* and sailing well, the English *Achille* became, in a few minutes after the former, warmly engaged. The *Achille*, having passed close astern

of the *Montanez*, luffed-up and engaged her to-leeward. In less than a quarter-of-an-hour the latter sheered off, and the *Achille* made sail to succour the *Belleisle*, then lying to-leeward totally dismasted, with three enemy's ships upon her. While on her way to perform this duty the *Achille* found herself thwarted by the *Argonaute*. The former immediately brought-to on the latter's larboard beam, and a close action ensued, which lasted an hour. The *Argonaute* now attempted to set her main-sail to shoot ahead, but failing in that, ceased firing, shut her lower deck ports, and, as it appeared on board the *Achille*, threw an English jack or ensign over her larboard quarter. At this moment two French ships came up, and one of them soon found other employment for the English *Achille* than taking possession of the *Argonaute*. The French *Achille* edged down on her English namesake's larboard quarter, and engaged her in passing to-windward, losing her mizen-mast over the starboard side just as she got out of gun-shot, by the fire of the *Polyphemus*, then raking her astern; and the *Berwick*, who had been distantly engaged with the *Defence*, ranged on the *Achille's* starboard side, between the latter and the *Argonaute*. The French *Achille* passing on in the direction of the *Belleisle*, and the *Argonaute* dropping to leeward, the English *Achille* and *Berwick* were left in fair single combat. The action continued for upwards of an hour, when the *Berwick* hauled down her colours, and was taken possession of by the *Achille*.

The masts of the latter, although all standing, were badly wounded, and so was her bowsprit; her hull had also received considerable damage. Her loss amounted to 1 midshipman, 6 seamen, and 6 marines, killed; and 2 lieutenants, 1 captain, and 1 lieutenant of marines, 1 master's mate, 3 midshipmen, 37 seamen, and 14 marines, wounded. The *Argonaute*, the English *Achille's* first steady opponent appears to have suffered greatly in rigging, hull, and crew,

but to have had no masts of any consequence shot away: her loss is represented to have amounted to nearly 400 in killed and wounded, including among the dangerously wounded her captain. It is doubtful if the whole of this damage and loss was inflicted by the English *Achille*: the *Argonaute* may have interchanged a few broadsides in passing with other British ships. The *Berwick* was dreadfully cut up in her hull, and her three masts were left in a tottering state. The *Achille's* officer, who took possession of the ship, counted upon her decks, and in her cockpit and tiers, 51 dead bodies, including that of her gallant captain, M. Camas; and the wounded, according to the report of her surviving officers, amounted to nearly 200: the *Berwick's* loss in officers was very severe, her quarter-deck having been twice cleared. Nearly the whole of this loss was attributable, no doubt, to the close and unremitting cannonade kept up, for more than an hour, by the English *Achille*: on the other hand, the principal part of the latter's damage and loss was caused by the steady fire and determined opposition of the *Berwick*.

The *San-Ildefonso* and *Principe de Asturias* are the only ships belonging to this extremity of the combined line that appear not to have been engaged; but several, that had been driven from the centre by the vigorous assault made upon it, had already joined, or were in the act of joining, the former: these ships were, the French *Neptune*, *Indomptable*, *Pluton*, *Aigle*, *San-Justo*, and *San-Leandro*; all with their masts standing, but two or three of them, the *Aigle* especially, feeling sensibly the effect of the rough treatment they had experienced. What with the almost calm state of the weather, the dense smoke that covered the whole scene of action, and the disordered rigging and sails of the majority of the French and Spanish ships, they were not formed, nor indeed capable of forming themselves, in any distinguishable order of battle; nor, such was the eagerness to engage, and the

inequality of sailing, among the the remaining six ships of the British lee-division, were they advancing in the same order which their leaders had been enabled to preserve. Under these circumstances our account of the further proceedings of the lee-division will be less distinct and particular than it has hitherto been; and, for the same reason, we may fail in recording, to the extent of our wishes and their expectations, the merits of the respective parties.

The English *Achille's* second astern, the *Polyphemus* having yawed to starboard to allow the *Dreadnought* to pass on to the Spanish three-decker, then (having been joined astern by the *San-Justo* and *San Leandro*) the rearmost ships by two, attempted to haul up again, but, finding the *Swiftsure* close upon her larboard quarter, was obliged to wait until the latter passed ahead. It was at about 3.25 p.m., that the *Swiftsure*, having passed the *Belleisle's* stern, opened fire upon the French *Achille*: who, passing along the larboard beam of the *Belleisle*, edged away to the south-east, followed and engaged by the former. The *Swiftsure* presently succeeded in crossing her opponent's stern and in getting to leeward of her; when the *Polyphemus*, who had received a heavy fire from the *Pluton*, in passing between the latter and the *Belleisle*, advanced on the French *Achille's* weather quarter. In about forty minutes after the *Swiftsure* had commenced the action with the *Achille*, the latter having had her mizen-mast and fore-yard shot away, and having also caught fire in the fore-top, ceased engaging, and, as it appeared to the *Polyphemus*, waved a union-jack at her starboard cat-head. The latter ship then stood away to assist the *Defence* in engaging the *San-Ildefonso*, but who had struck before the *Polyphemus* got up; while the *Prince*, three-decker, bore down between the French *Achille* and the *Swiftsure*, just as the latter, considering the *Achille* as a beaten ship, was hauling off to seek a more worthy opponent. But the business of the day, at this end of the line, at least, was now

nearly over. The *Swiftsure* had her mizen-topmast shot away, and mizen-mast badly wounded, and lost 7 seamen and 2 marines killed; and 1 midshipman, 6 seamen, and 1 marine wounded. The *Polyphemus* had her main and main-topmast badly wounded, her spanker-boom cut through, and one lower-deck gun disabled, but escaped with the slight loss of 2 men killed and 4 wounded.

It was about 2 p.m. when the *Dreadnought* got into action with the *Principe de Asturias* and a 74; maintaining with them a sort of running fight for about an half-an-hour, when the former came up with and took possession of the *San-Juan Nepomuceno*, who had been engaged by the *Bellerophon*, *Defiance*, and some other ships, and was in a defenceless state. Meanwhile the Spanish three-decker and the other 74 (probably the *San-Justo*) being pressed upon by others of the advancing British ships, continued their retreat, and eventually escaped. The *Dreadnought* had her masts cut with shot, but none carried away; her loss amounted to 6 seamen and 1 marine killed; and 1 lieutenant, 2 midshipmen, 19 seamen, and 4 marines wounded. The *San-Juan Nepomuceno*, who besides being dismasted, was much shattered in her hull, and sustained a loss, as represented, of nearly 350 in killed and wounded, including among the mortally wounded her gallant commander.

The *Revenge*, as soon as the signal to make sail was hoisted, set royal and studding-sails, and, soon passing her second ahead, the *Polyphemus*, steered straight for the enemy's line. In attempting to pass through it, and just as she had put her helm a-port, to place herself athwart the hawse of the *Aigle*, the French ship's jib-boom caught the mizen-topsail of the *Revenge*, and, before the two ships got clear, the latter was enabled to pour into the *Aigle's* bows two deliberate broadsides. The *Revenge* then stood on, and, on hauling up on the larboard tack, received a tremendous fire into her lee-quarter from the *Principe de Asturias*, who,

in conjunction with three two-deckers, probably the *Neptune*, *Indomptable*, and *San-Justo*, nearly fresh ships from the centre, continued cannonading the *Revenge*, until the *Dreadnought* and *Thunderer* came up and engaged the Spanish three-decker. The latter, who, it appears, would suffer no British ship to get to leeward of her, soon afterwards bore away, along with the most efficient of the ships in her company.

The exposed situation of the *Revenge* had occasioned her damages and loss of men to be very severe. Her bowsprit, three lower masts, main-topmast, and gaff were badly wounded; she had nine shots below the copper; her stern, transoms, and timbers, and several beams, knees, riders, and iron standards, were very much wounded, and so was her hull generally. She had several chain-plates shot away, several of her lower-deck ports destroyed, and three of her guns dismantled. With respect to loss, the *Revenge* had 2 midshipmen, 18 seamen, and 8 marines killed, and her captain, master, 1 lieutenant, 1 captain of marines, 38 seamen, and 9 marines wounded.

At about 2.30 p.m. the *Defence* commenced firing at the *Berwick*, who, in less than half an hour, hauled off, and was engaged, as already stated, by the *Achille*. The *Defence* shortly afterwards began engaging the *San-Ildefonso*, and, at the end of an hour's action, compelled her to strike. The *Defence* had her mainmast shot through and wounded in several places, her gaff cut in two, and her lower and topmast rigging much injured; she had, also, several hanging knees and chain-plates carried away, one shot-hole through the knee of the head, and five between wind and water. Her loss amounted to 4 seamen and 3 marines killed, and 23 seamen and 6 marines wounded. Her prize, the *San-Ildefonso*, had suffered greatly in masts, rigging, and hull, and had lost a full third of her crew in killed and wounded.

It was about 3 p.m. when the *Thunderer*, having bore up to assist the *Revenge*, wore athwart the hawse of the *Principe de Asturias*, and having raked her distantly, brought-to on the starboard tack. In about five minutes the French *Neptune* came to the assistance of the Spanish three-decker, into whom the *Dreadnought* was now firing, and engaged the *Thunderer* for a short time, when these two ships, along with most of the others near them, bore-up and made off. The *Thunderer's* main and mizen-masts and bowsprit had a shot in each, but otherwise her damages were not material. Her loss amounted to 2 seamen, and 2 marines killed, and 1 master's mate, 1 midshipman, 9 seamen, and 1 marine wounded. The *Principe de Asturias*, at the time she bore-up to escape, had been partially engaged by the *Revenge* and *Defiance*, and had received two broadsides from the *Prince*, in addition to the contest she had previously maintained with the *Dreadnought* and other British ships. Hence, her damages and loss were comparatively severe. None of the Spanish three-deckers' masts appear to have been shot away, but that all were more or less damaged may be inferred from her main and mizen-masts being unable to withstand the gale that ensued. The loss sustained by the *Principe de Asturias* amounted to 1 lieutenant and 40 men killed, and 107 men badly wounded, including Admiral Gravina himself, in the left arm (which was afterwards amputated, but too late to save his life) and some other officers.

The *Defiance*, finding her rigging and sails too much cut to enable her to follow the Spanish three-decker, stood for the *Aigle*, whose crippled state prevented her from making sail. At about 3 p.m. the *Defiance* ran alongside the *Aigle*, lashed the latter to herself, boarded her with little resistance, got possession of the poop and quarterdeck, hauled down the French colours, and hoisted the English in their stead; when, suddenly, so destructive a fire of musketry was opened upon the boarders from the head, waist, and tops of the *Aigle*,

that the British, before they had been well five minutes in possession of their prize, were glad to quit her and escape back to their ship. The *Defiance*, as soon as the lashings were cut loose, sheered off to a half pistol-shot distance, and there kept up so heavy a cannonade that, in less than twenty-five minutes, the *Aigle*, the fire from whose great guns had also been nobly maintained, called for quarter, and was presently taken quiet possession of. The *Defiance* afterwards took possession of the *San-Juan-Nepomuceno*, already in a crippled state from the previous attacks she had sustained. On the coming up of the *Dreadnought* Captain Durham sent the *San-Juan's* captain and officers to her. The *Defiance* had her bowsprit and fore and mainmasts, three topmasts, jib and driver-booms and gaff wounded; her rigging and sails also were much cut, and her hull struck with shot in several places. She had 1 lieutenant, her boatswain, 1 midshipman, 8 seamen, and 6 marines killed, and her captain, 2 master's mates, 2 midshipmen, 39 seamen, and 9 marines wounded. The *Aigle*, although her principal masts do not appear to have been shot away, had received several shots through them, and were otherwise much disabled. Her hull was pierced in every direction, and her starboard quarter nearly beaten in. The *Aigle* had been successively engaged by 7 or 8 British ships, and had conducted herself in the most gallant manner; her loss amounted to about 270 killed and wounded, including several of her officers.

Of the 12 ships composing the combined rear, 8 as it appears have been captured, and 3, together with the 4 that joined from the centre have quitted the line and run to leeward; thus leaving, of the 16 ships to which the rear had been increased, one ship only, the French *Achille*, whose fate remains to be shown. This ship, in her successive encounters with the *Belleisle*, *Swiftsure*, English *Achille*, and *Polyphemus*, had lost her mizen-mast, main-topmast, and fore-yard, and, having since caught fire in her fore-top, was

without the means of extinguishing the flames on account of the destruction of her engine by the enemy's shot. The only alternative left was to cut away the mast. At 4.30 p.m., while the crew were preparing to do this, so that it might fall clear of the ship, a broadside from the *Prince* cut the mast in two at about its centre; and the wreck, with its flaming top, fell directly upon the boats in the waist. These soon caught fire, and so, in succession, did the decks below them. The *Prince*, after she had discharged one or two broadsides, discovered the accident that had befallen her antagonist, and, wearing, hove to, and in company with the *Swiftsure*, sent her boats to save as many as possible of the French *Achille's* crew; in which laudable attempt, soon afterwards, the *Pickle*, schooner, and *Entreprenante*, cutter, zealously employed themselves. The *Achille* had already suffered a heavy loss in killed and wounded, including among the latter her captain and the principal part of her officers; leaving not a doubt that the ship had most gallantly conducted herself throughout the engagement. The damages of the *Prince* consisted of a shot in her bowsprit, three shots in her fore-mast, and the same in her mizenmast; but she experienced the singular good fortune, as a ship of this fleet, not to have a man of her crew injured. It is now time to attend to Lord Nelson and his division, which we left just as it had closed with the enemy's van.

Urged as she was, the *Victory*, being a fast sailing line-of-battle ship, would probably have been, like the *Royal Sovereign*, far ahead of the ships in her wake, but that the *Téméraire*, having on board very little water or provisions, was what the sailors call "flying light." The great difficulty on the part of the latter was to keep astern of her leader; and to do this she was obliged occasionally to yaw, or make a traverse in her course. Hence the *Téméraire* shared with the *Victory*, although not to so great an extent, the damage and loss sustained by the head of the weather-column from

the enemy's heavy and incessant raking fire. Shortly after the *Victory* had opened her larboard guns, the *Téméraire* opened hers; and when the former put her helm a-port to steer towards the *Redoubtable*, the *Téméraire*, to keep clear of her leader, was compelled to do the same, receiving a fire as she passed the *Santissima-Trinidad* that carried away the head of the mizen-topmast. When the *Victory*, by righting her helm, brought her head again to the eastward, the *Téméraire* stood slowly on a short distance to the southward, then herself steered east, to pass through the enemy's line. Meanwhile, the *Victory* had run foul of the *Redoubtable*, and the two ships were paying off to the eastward. The *Téméraire* had scarcely begun to haul-up, so as not to be raked by the French *Neptune*, then just settling herself into position where she could engage with impunity, when the former discovered, through the smoke, the *Redoubtable* driving towards and almost on board of her. Even had the breeze, now barely sufficient to fill the sails, permitted the *Téméraire* to manœuvre to get clear of the *Redoubtable*, another untoward circumstance soon put it out of her power. The French *Neptune*, who lay with her larboard broadside directly bearing upon the starboard bow of the *Téméraire*, opened so heavy a raking fire, that in a few minutes the latter's fore and main-yards and main-topmast were shot away, and her fore-mast and bowsprit, particularly the latter, injured. In this unmanageable state the *Téméraire* could do no more than continue to cannonade the *Redoubtable* with her larboard guns. This the former did until the latter, having, as she had done those on the opposite side, shut down her lower-deck port, fell aboard the *Téméraire*, the French ship's bowsprit passing over the British ship's gangway, a little afore the main-rigging, and where, in order to have the benefit of bestowing a raking fire, the crew of the *Téméraire* lashed it. The raking fire was poured in, and most destructive was its effect. The manner in which the *Redoubtable* came on board the *Téméraire* renders it probable

that she and the *Victory* had disentangled their yards, and that the former, in swinging off, was caught by the *Téméraire* in the manner we have just stated. At all events, the latter's weight and impetus (for she was hauling-up at the time) must have gradually forced back the *Redoubtable's* head towards the *Victory*; thus, in a little time, bringing the three ships nearly in a parallel direction.

Both three-deckers, particularly the *Victory*, continued to discharge their heavy broadsides into the hull of the two-decker that was grinding between them, but with some caution, lest the shots that injured the enemy should also injure the friend. The mode adopted on board the *Victory* was, after loading the starboard guns of the first and second decks with a diminished charge of powder and three shots each, to depress the muzzles till they pointed towards the *Redoubtable's* hold. Fire being now the common enemy of all three ships, the seamen of the *Victory* and *Téméraire* used their utmost efforts to prevent its breaking out. Those of the former, with characteristic presence of mind, frequently threw buckets of water into the holes which their shots had made in the *Redoubtable's* side. Meanwhile the *Victory's* larboard guns continued to play at intervals upon the *Santissima-Trinidad*, until the English *Neptune* was enabled, as we shall presently show, to pour in a more close and effective fire.

The *Redoubtable*, although she did not, or perhaps could not, make use of her great guns, kept up a constant fire of musketry, both from her decks and her tops. In each of these were one or two brass cohorns, which she repeatedly discharged, with no slight effect, upon the decks of her two antagonists. From the diagonal position of the *Redoubtable* at the time the *Téméraire* lashed her to herself; the quarter-deck and poop of the *Victory* became greatly exposed to the top-fire of the *Redoubtable*, whose mizen-top was just abaft and rather below the *Victory's* main yard. It was at about 1.15 p.m. by the *Victory's* time, and perhaps a quarter of

an hour later by the average time of the fleet, that a musket-ball from the *Redoubtable's* mizen-top struck Lord Nelson on the left shoulder, as, after having walked along the middle of the quarter-deck from abaft, he was in the act of turning round to the right, near the main hatchway, to walk back on the left hand of Captain Hardy, then a step or two in advance, giving some necessary directions. Lord Nelson fell upon his face, exactly upon the spot where his secretary, Mr. Scott, had breathed his last, and with whose blood his lordship's clothes were soiled. The sergeant-major of marines (Seeker) and two seamen, who were close by and saw their Admiral fall, raised him from the deck; and it was then that Captain Hardy, on turning round, saw what had happened. On the latter's expressing a hope that his lordship was not severely wounded, Lord Nelson is stated to have replied: "They have done for me at last, Hardy."—"I hope not," said Captain Hardy. "Yes," replied the Admiral, "my backbone is shot through." The seamen, by Captain Hardy's directions, then bore their revered and much lamented chief to the cockpit; where we shall leave his lordship till we have gone through the remaining details of this great and glorious battle.

Less considerate than either of her antagonists about fire, although in equal, if not greater, danger from its effects, the *Redoubtable* continued throwing hand grenades from her tops and yard-arms, some of which, falling on board herself, set fire to her larboard fore-chains and starboard fore-shrouds. The fire from the latter presently communicated to the fore-sail of the *Téméraire*; but, by the active exertions of her fore-castle-men, led by the boatswain, the flames on board both ships were presently extinguished. The *Victory's* crew, after having put out a fire that had spread itself among some ropes and canvas on the booms, also lent their assistance in extinguishing the flames on board the *Redoubtable*, by throwing buckets of water from the gangway upon her chains and

forecastle. For about fifteen minutes after Lord Nelson had received his wound the *Victory* maintained a steady cannonade, in the manner described, at the hull of the *Redoubtable*, and received in return a fire of musketry that killed Captain Adair, of the marines, and 18 men, and wounded 1 lieutenant, 1 midshipman, and 20 men. The firing, however, had been occasionally respited on board both ships; on board the *Redoubtable* from some unexplained cause, and on board the *Victory*, on a supposition that the former, having discontinued hostilities, was ready to surrender. At about 2 p.m., or a little after, the main and mizen-mast of the *Redoubtable* came down. The former, falling on board the *Téméraire* carried away the stump of her mizen-topmast, and her gaff with the colours there flying, broke down the poop-rails, and with its wreck encumbered the whole after-part of the ship. This accident put an entire stop to the *Redoubtable's* hitherto formidable musketry, and both her antagonists prepared to take possession of her. The *Victory* found an obstacle in the 14 or 15 feet of space which, owing to the inward course of the topsides of the two ships, particularly of the former, intervened between their gangways. Nor could the *Victory's* crew board the *Redoubtable*, through her lower-deck ports being all shut. The *Téméraire* was more fortunate. Her topsides were nearly perpendicular. Hence, the distance from her to the *Redoubtable* was not near so great as that between the latter and the *Victory*; nor, had the distance been equal, would it have availed, the main-mast of the *Redoubtable*, as it lay upon the *Téméraire's* poop, forming a bridge of easy descent; down which, at about a quarter or twenty minutes past two, a portion of the latter's crew, headed by Lieutenant James Mould, second of the *Téméraire*, instantly rushed, and took quiet possession of the gallantly-fought and at length subdued *Redoubtable*.

At this time another French two-decker had recently been lashed to the *Téméraire*, and was in the act of becoming

also her prize. The *Fougueux*, after she had quitted the *Belleisle*, stood slowly across the wide space between the *Santa-Ana* and *Redoubtable*, steering a course directly for the starboard-beam of the *Téméraire*, then with her head nearly east. The object of the *Fougueux* was probably to pass to windward of the *Téméraire*, and rake her; or it might have been (and the French crew were actually assembled on the fore-castle in apparent readiness) to board the British three-decker, the latter's appearance indicating that she was much disabled, and her colours being at this time down, owing to the fall of her gaff. The *Téméraire*, not having yet discharged her starboard broadside, was in perfect readiness, but delayed firing till the *Fougueux* had arrived so close that she could not well escape. At length the latter got within less than a cable's length; instantly the *Téméraire's* broadside opened, and a terrible crash was heard on board the *Fougueux*. Crippled and confused, the latter fell on board the *Téméraire*, and there she was immediately lashed. Lieutenant Thomas Fortescue Kennedy, first of the *Téméraire*, accompanied by Mr. James Arscott, master's mate, and Mr. Holgate, a midshipman, and 20 seamen and 6 marines, then boarded the *Fougueux* in her larboard main-rigging. On the French ship's quarter-deck Captain Beaudoin lay mortally wounded, and the second captain and other officers were encouraging the men to repel the boarders. In the onset, however, the second captain got severely wounded, whereupon the French crew suffered themselves to be driven off the quarter-deck by the British, few as they were; and, in ten minutes from the time she was boarded by Lieutenant Kennedy and his 28 followers, the *Fougueux* surrendered herself as a prize to the *Téméraire*. This occurrence took place about 2.30 p.m., and it was a very few minutes afterwards that the *Victory*, partly by keeping her helm a-starboard and partly by the concussion of her guns, disengaged herself from the

*Redoubtable*. The latter, with the two ships locked to her on the starboard side, then paid-off to the south-east, and the *Victory*, remaining on the larboard tack, lay with her head to the north-west, having, for the present, ceased her fire.

A description of the principal damages sustained by the *Victory* will show that, if the guns of the *Redoubtable* had failed to do their office, those of the *Bucentaure*, *Santissima-Trinidad*, and other ships in the van had fired upon her to some purpose. Her mizen-mast, fore-yard, and main and maintopsail-yards were shot away; fore and main-masts, bowsprit, jib-boom, main-topmast and cap, and fore and maintops badly shot through. All her rigging was cut to pieces, and her spare spars were rendered unfit for use; hull much damaged, particularly in the wales, clamps, and waterways, and some shots received between wind and water. Several beams, knees, and riders were injured, and ports and port-timbers knocked off; also the starboard bower and the spare anchor broken. With respect to her loss, the *Victory* had Lord Nelson and his secretary, 1 captain of marines, 1 lieutenant, 2 midshipmen, the captain's clerk, 32 seamen, and 18 marines killed; 2 lieutenants, 2 lieutenants of marines, 3 midshipmen, 59 seamen, and 9 marines wounded, according to the official account, and 27 additional wounded, who reported themselves to the surgeon after the return was drawn up.

The *Téméraire's* damages were scarcely less than those of the *Victory*. The former had her main-topmast, the head of her mizen-mast, and her fore and fore-end main topsail-yards shot away, her fore and main-masts so wounded as to render them unfit to carry sail, and her bowsprit shot through in several places. Her rigging of every sort was cut to pieces, and her starboard-cathead and bumpkin were shot away; also the head of her rudder at the water edge. She had 8 feet of the starboard side of the lower deck abreast

of the main-mast stove in, and the whole of her quarter-galleries on both sides carried away by the ships that had run foul of her. The *Téméraire's* loss amounted to 1 captain and 1 lieutenant of marines, her carpenter, 1 midshipman, 35 seamen, and 8 marines killed, and 1 lieutenant, 1 lieutenant of marines, her boatswain, 1 master's mate, 1 midshipman, 59 seamen, and 12 marines wounded. The damages and loss of the *Redoubtable*, jammed as she had been betwixt two such formidable antagonists, might well be severe. The fall of her main and mizen-masts has already been stated, her foretop-mast and bowsprit shared the same fate. Her rudder was destroyed, and her hull shot through in every direction, above and below water. An 18-pounder gun and a 36-pound carronade near the stern had burst, and 20 of her guns, including 9 lower-deckers on the side opposite to the *Victory*, lay dismantled.

Out of a crew of 643, she had, according to the French official returns, 300 killed and 222 wounded, including nearly the whole of her officers. The damages and loss of the *Fougueux* were not, upon the whole, so severe as had been incurred by the generality of the captured ships. None of her masts had actually fallen, though one or more of them had been badly struck, and her loss could not well have exceeded 40 in killed and wounded, including among the latter her first lieutenant, and among the former her captain.

The almost calm state of the weather made it 1.45 before the English *Neptune* became closely engaged. At this time the *Leviathan*, who, having with all her endeavours been unable to gain the honourable post allotted to her by the Commander-in-Chief, had resumed her station in the line, was close in the wake of the *Neptune*, and who, in her turn, was followed by the *Conqueror*. Hauling-up towards the nearest ship, the English *Neptune* soon found herself close under the stern of the *Bucentaure*. The tremendous broadside of the former, as she passed on in this direction, shot away the

*Bucentaure's* main and mizen-mast nearly by the board, and killed or wounded a very great proportion of her crew. The *Leviathan* poured in her fire within 20 yards of the French ship's stern, and the *Conqueror* soon afterwards did the same. The latter then hauled-up on the lee-quarter and beam of the *Bucentaure*, and shot away her foremast. In a few minutes afterwards, the ship of the Commander-in-Chief of the combined fleet hauled down her colours, and was taken possession of by the *Conqueror*.

Running on, after having so effectually raked the *Bucentaure* the *Neptune* soon found herself in a similar position astern of the *Santissima-Trinidad*, who, in the smoke and confusion, had, by some means or other, got to leeward of the former. The same visible effects followed the English three-decker's fire; the fore and the main-masts of the Spanish four-decker came down with a tremendous crash, just as the *Leviathan* was in the act of seconding a fire which her leader had so successfully opened. The English *Neptune* then hauled-up alongside the *Santissima-Trinidad* to-leeward, while the *Conqueror*, with her starboard guns, kept up a distant fire upon her to-windward. At about 2.30 the foremast of the Spanish four-decker shared the fate of her main and mizenmasts, and she lay an unmanageable wreck upon the water. At this moment the *Neptune* had her attention suddenly called off by the movement that was making in the combined van, some of the ships of which, on bearing-up, raked her, and caused the principal part of the damage and loss which she sustained in the action. A short time afterwards, the *Africa*, who, in passing along the combined van from the northward, had exchanged a few distant shots with the weathermost ships, and since fallen into the centre of the British weather-line, bore down ahead of the *Santissima-Trinidad*. Meeting no return to her fire, and seeing no colours hoisted on board the latter, the *Africa* concluded that the four-decker had surrendered, and sent a boat to take possession. On Lieu-

tenant Smith's reaching the quarter-deck, and asking an officer who had advanced to meet him whether or not the *Santissima-Trinidad* had surrendered, the Spaniard replied, "Non, non," pointing at the same time to one Spanish, and four French sail-of-the-line then passing to-windward. As, forwant of masts the *Santissima-Trinidad* was settling fast to windward of the two fleets, and Lieutenant Smith had only a boat's crew with him, he quitted the Spanish ship (the crew of which, singularly enough, permitted him to do so), and returned on board the *Africa*. The *Santissima-Trinidad* remained without a prize crew until about 5.30 p.m., when the *Prince*, by signal, boarded her and took her in tow. The *Trinidad*'s loss, although we are unable to particularise it, is described to have been, and no doubt was, extremely severe. She had been exposed to the close raking fire, in succession, of four ships, the *Victory*, *Neptune*, *Leviathan*, and *Conqueror*, and her hull, in consequence, became dreadfully shattered, especially about the stern and quarters.

Before we proceed in our relation of the further part which the *Leviathan* took in the action, we will briefly state what damage and loss were sustained by the *Neptune*, *Conqueror*, and *Bucentaure*. The *Neptune*'s masts were all more or less wounded, but not dangerously so, and her standing and running rigging somewhat damaged; she had received nine shots between wind and water, and had incurred a loss of 10 men killed, her captain's clerk, 30 seamen, and 3 marines wounded. The *Conqueror* had her mizen-topmast and main top-gallant mast shot away, her fore and mainmasts badly wounded, and her rigging of every sort much cut: several shots had also struck her on the larboard side between wind and water. The loss on the part of the *Conqueror*, up to the period of the *Bucentaure*'s surrender, was comparatively trifling: she had 1 seaman killed, and 1 lieutenant of marines, 1 lieutenant of the Russian navy, and 7 seamen wounded. The damages of the *Bucentaure* in her masts

have already been described: her hull was also much cut up, and her loss in killed and wounded, according to the verbal report of the few surviving officers, amounted to upwards of 400 officers and men, including among the slightly wounded Admiral Villeneuve and his captain.

Leaving the *Santissima-Trinidad* to the care of the English *Neptune*, the *Leviathan* stood-on towards the French *Neptune*, then amusing herself in the manner we have related, with a new second French ship, the *Fougueux*, joined to the *Téméraire*. As the *Leviathan* advanced, and before she was in a position to fire a shot, the French *Neptune* wore round, and in going off before the wind, at least enabled the former to identify, by the name on her stern, the ship that chose to fly the moment an antagonist appeared, who was in a condition to oppose her, although evidently, not of strength to maintain the combat with any prospect of success. Disappointed here, the *Leviathan* hauled-up on the larboard tack, and presently observed that all the ships of the combined van ahead of the *Santissima-Trinidad*, were tacking or wearing, as if to double on the headmost ships of the British weather-column, and place them betwixt two fires. Sure of finding an opponent among these, and as sure (such is the confidence inspired among the ships of a British fleet) that, if likely to be over-matched, some friend or other would hasten to her rescue, the *Leviathan* stood on to the north-east.

A Spanish 74, the *San-Augustin*, who was steering south-east, appeared to be desirous to measure her strength with the latter, and at about 3 p.m., when within a cable's length, put her helm hard a-starboard, in the hope to be able to rake the British ship ahead. To frustrate a manœuvre so likely to be serious in its effects, the *Leviathan* put her helm hard a-port, and, having fresher way than the *San-Augustin*, felt its influence more quickly. The consequence was that the guns of the former were brought first to bear, and loaded

with three shots each, and, at a distance of less than fifty yards, were discharged, with admirable precision, into the Spanish ship's starboard quarter. Down went, in an instant, the *San-Augustin's* mizen-mast, and with it her colours, and feeble was the return she bestowed.

The probability now was, that, as the *Leviathan* was forging ahead, and could not, on account of the previously damaged state of her rigging, back her sails, the *San-Augustin* would be able to wear under her stern. To prevent this, the *Leviathan*, putting her helm a-starboard, ran on board the *San-Augustin* in such a way that the latter's jib-boom entangled itself in the former's larboard main-rigging, thereby exposing the *San-Augustin's* upper decks to the poop-carronades and marines of the *Leviathan*. A smart and well directed fire soon drove the Spaniards below, and Lieutenant Eyles Mouches, first of the *Leviathan*, at the head of a party of seamen and marines, leapt on board the Spanish 74, and carried her without further opposition; the British 74, with her stream-cable, then lashed the prize to herself. Scarcely had the *Leviathan* effected this than the *Intrépide*, another fresh ship of the combined van, came crowding up, and, after raking the former ahead, ranged along her starboard side, waiting only to exchange a passing fire, as the *Africa* and one or two other British ships were fast approaching to the assistance of their friend.

In this spirited, and, for its undisturbed occurrence in a general action, rather singular combat, the *Leviathan's* damages and loss, although we are not enabled to exhibit them separately, were, it is certain, of trifling amount. Including what she had previously sustained, the *Leviathan* had the main piece of her head shot through, all three masts and bowsprit, and most of her lower and topsail yards wounded, her mizen-top-sail yard shot away, and a great part of her rigging cut to pieces. She had received 8 shots between wind and water, and had one long 32 and one long

18-pounder, and one 18-pound carronade completely disabled. Her loss amounted to 2 seamen, and 2 marines killed; 1 midshipman, 17 seamen, and 4 marines wounded. Besides the loss of her mizen-mast, the *San-Augustin* had her remaining masts injured, and her hull struck in several places, particularly near the starboard quarter: her loss was represented by her officers to have amounted to 160 killed and wounded, including, among the latter, her captain, Don Felipe Xado Cagigal.

The *Africa* being, except the *Leviathan*, the nearest British ship to the *Intrépide*, was the first that brought the latter to action. This the former most gallantly did at about 3.15 p.m., and, in spite of her decided inferiority in force, maintained the contest for nearly three-quarters of an hour, when the *Orion* came up, and opened a smart fire upon the *Intrépide's* starboard quarter. The *Orion* then wore round the French ship's stern, and bringing-to on the latter's lee-bow between her and the *Africa*, whose fire, without any disparagement to her, was nearly silenced; maintained so heavy and well-directed a cannonade, that in less than a quarter of an hour the *Intrépide's* main and mizen-masts came down. The proximity of the *Conqueror*, and the approach of the *Ajax* and *Agamemnon*, left the *Intrépide* no alternative but to strike her colours. This the French ship did at about 5 a.m., having been greatly damaged in hull as well as masts, and incurred a heavy loss in killed and wounded, although, unfortunately, we are unable to enumerate its amount.

The *Africa* had her main-topsail yard shot away, and her bowsprit and three lower masts so badly wounded that none of the latter could afterwards stand; her remaining masts and yards were also more or less injured, her rigging and sails cut to pieces, and her hull, besides its other serious damage, had received several shots between wind and water. Her loss amounted to 12 seamen and 6 marines killed; 1 lieutenant, 1 captain of marines, 2 masters' mates, 3 mid-

shipmen, 30 seamen, and 7 marines wounded; a loss which, considering that her complement was only 400 men and boys, and that she had voluntarily engaged so superior a force, proves that, although but a 64, the *Africa* had performed her part as gallantly as any ship in the British line. The *Orion*, who came so opportunely to the aid of the *Africa*, had her foremast wounded, and her main-topsail yard and main-topgallant mast shot away. Her loss amounted to only 1 seaman killed; 2 midshipmen, 17 seamen, and 4 marines wounded.

It was about 2.30 a.m. that the whole of the combined van, except the *Santissima-Trinidad*, who lay dismasted abreast and to-leeward of the *Bucentaure*, equally a wreck, and either a prize or in the act of becoming one, began to put about, some by staying, others by wearing, in obedience to a signal made by the Commander-in-Chief at 1.50 a.m., to the following purport:—"The French fleet, engaging to-windward or to-leeward, order the ships who, from their present position, are not engaging, to make any position that will bring them the most quickly into action." This signal, according to the admiral's previous instructions to his captains, was to be considered as casting a stigma upon those to whom it was addressed. At all events, no immediate attempt was made by the generality of the ships to comply with the signal, and those that were the most prompt in obeying it were baffled by the calm state of the weather; hence the manœuvre was slow, partial, and imperfect. When the 10 ships did at length get on the star-board tack, 5 (4 French and 1 Spanish), under Rear-Admiral Dumanoir, hauled their wind, and the remaining 5 kept away, as if to join Admiral Gravina, then to-leeward in the rear, in the act of making off.

It was in the height of all this confusion in the combined van that the *Britannia*, *Agamemnon*, *Orion*, and *Ajax* got intermingled among the French and Spanish ships that had

wore and edged away in the manner related. The *Britannia* appears to have been engaged a short time with the *San-Francisco de Asis*, and subsequently with the *Rayo* three-decker. The *Agamemnon* and *Ajax* also interchanged a few broadsides with some of the ships; and the *Orion*, as already stated, was the first, after the *Africa*, that became closely engaged with the *Intrépide*. The latter and the *San-Augustin* were the only ships of the 5 that seemed to have had any other object in view than a retreat. The *San-Francisco de Asis* might reasonably have declined closing with the *Britannia*, but the *Heros* appears to have had no three-decker opposed to her, although she probably was one of the ships that raked the British *Neptune*, after the latter had silenced the *Santissima-Trinidad*. The *Heros* had her captain killed, but sustained no other loss of consequence, and very slight damage. What the *Rayo* suffered is not known; but she did undoubtedly incur a loss, and had her masts and rigging tolerably wounded and cut up.

The *Britannia*, with some slight damage to her masts and still less to her hull, had 1 lieutenant, 8 seamen, and 1 marine killed, her master, 1 midshipman, 33 seamen, and 7 marines wounded. The *Ajax* was very slightly damaged, and had only 2 seamen killed and 9 wounded. The principal damages incurred by the *Agamemnon* was a large hole below the quarter (probably from a shot fired by one of M. Dumanoir's ships), whereby the ship made four feet of water per hour. Her loss consisted only of 2 seamen killed and 7 wounded.

The 5 French and Spanish ships that hauled to the wind, after wearing in the manner already stated, were the *Formidable* (Rear-Admiral Dumanoir), *Duguay-Trouin*, *Mont-Blanc*, *Scipion*, and *Neptune*. The very British ships that, from their dismasted state, were calculated to offer the least opposition, lay (having little or no sail to force them to-leeward) nearest the track of M. Dumanoir's squadron. Among these

the *Victory*, *Téméraire*, and *Royal Sovereign* were the most exposed. The *Victory*, with her mizenmast gone, lay with her head to the northward, having the *Bucentaure*, a mere hull, a point or two on her weather bow, two or three ship's lengths off, and the *Santissima-Trinidad*, another hulk, at a somewhat greater distance, right ahead. At about three-quarters of a mile astern of the *Victory*, or, rather, upon her weather quarter, lay the *Téméraire* with her two prizes. The head of the *Téméraire*, and of the *Redoubtable* also, whose mainmast still was fast to the former, was pointed to the southward, and her crew were busied in booming off the *Fougueux* from the starboard side, to be ready to salute the French ships as they passed. The *Royal Sovereign*, with only her foremast standing, lay a short distance ahead and to-leeward of the *Téméraire*, in the act of being towed clear of her dismasted prize, the *Santa Ana*, by the *Euryalus* frigate.

Among the first shots fired by M. Dumanoir's ships, after they had put about, was one that killed two of the *Conqueror's* lieutenants.\* In passing the *Victory* the same squadron, having kept away a little for the purpose, exchanged a few distant and ineffectual shots with her. By the time the van ship, the *Formidable*, had arrived abreast of the *Téméraire*, the latter had succeeded in clearing her starboard broadsides of the *Fougueux*, who now lay athwart the *Téméraire's* stern, with her head to the eastward, and consequently with her stern exposed to the raking fire of the enemy. A few broadsides were exchanged

\* The manner in which this fatal accident happened is as extraordinary as it was distressing. Lieutenant Wm. M. St. George, third of the ship, while passing Lieutenant Robert Lloyd, the first, good-humouredly tapped him on the shoulder and gave him joy of his approaching epaulette as a commander. Just as St. George, having moved a step or two and turned his face round, was in the act of smiling on his friend, a cannon-shot struck the former senseless on the deck and took off the head of the latter.

between the *Téméraire* and the ships to windward, and the fire from the latter cut away the main and mizen-masts of the *Fougueux*, and killed and wounded one or two of her people; besides shattering the leg of a midshipman belonging to the former, who had been sent on board to assist Lieutenant Mould, and who died the same evening, after having undergone amputation by the French surgeon.

The hauling to-windward of M. Dumanoir afforded to the *Minotaur* and *Spartiate* an opportunity which, as the two rearmost ships of the weather column, they would otherwise have sought in vain. At a few minutes past 3 a.m., the *Minotaur* and *Spartiate* having hauled on the larboard tack, lay-to with topsails to the mast, and exchanged broadsides in passing with the *Formidable*, *Duguay Trouin*, *Mont-Blanc*, and *Scipion*, and as the *Neptuno* was considerably astern, succeeded in cutting her off. At 4 a.m. the two 74's wore, and got close alongside the Spanish 80, who, after defending herself in the most gallant manner, surrendered at about 5.10 a.m., with the loss of her mizen-mast and fore and main-topmasts, and with, no doubt, a serious loss in men, although it has not been recorded.

Both the *Minotaur* and *Spartiate*, particularly the former, had their masts, yards, and rigging a good deal damaged, the *Minotaur* had 3 seamen killed, her boatswain, 1 midshipman, and 17 seamen, and 3 marines wounded; and the *Spartiate* had also 3 seamen killed, and her boatswain, 2 midshipmen, 16 seamen, and 1 marine wounded. A great proportion of this loss was, no doubt, inflicted by the *Neptuno*, who, as the *Intrepide* was the last French, was herself the last Spanish ship that struck to the British on this eventful day.

We regret our inability to particularise, as is usual with us, the loss sustained by the ships on the opposite side; but neither Frenchmen or Spaniards having published any returns, it is impossible for us to do more than point to the effects of the British shot upon the majority of the Franco

Spanish ships, as already described, on the state of their masts; leaving it to be inferred that the opponent of a British ship seldom loses her masts until her hull has been shattered and many of her crew slaughtered.

While the British ships are securing their dismasted and battered prizes, and getting the latter and themselves in a state to keep the sea, and while the more fortunate of the Franco-Spanish ships are profiting by the occasion to effect their escape from the scene of so much disaster, we will conduct the reader to the cockpit of the *Victory*, where lay the chief hero of this triumphant day, eking out the last remnant of that life's blood which he had so often before lavished in the cause of his country. The manner in which Lord Nelson received his wound has already been described. "The ball," emphatically adds Dr. Beatty, "was not fired from a rifle piece;" and yet Messieurs Clarke and M'Arthur, and after them Mr. Southey, with the doctor's "Narrative" before them, have declared that the *Redoubtable* and all the French ships had riflemen in their tops, and that it was one of these who aimed and wounded Lord Nelson. With marked illiberality, too, the gentlemen exult over the supposed death of "the fellow," who at least did his duty on the occasion, and none sooner than the noble victim would have been ready to have acknowledged it. "While the men," says Dr. Beatty, "were carrying him (Lord Nelson) down the ladder from the middle-deck, his lordship observed that the tiller-ropes were not yet replaced; and desired one of the midshipmen stationed there to go upon the quarter-deck and remind Captain Hardy of that circumstance, and request that new ones should be immediately rove. Having delivered this order, he took his handkerchief from his pocket and covered his face with it, that he might be conveyed to the cockpit at this crisis unnoticed by the crew."

Nothing could better show how completely the sense of the duties of his high station was grafted into his system than

the bare notice by Nelson, at such a moment, of a circumstance so trivial, and yet so strictly professional, as the reeving of the tiller ropes. And what could better prove the magnanimity of his mind than the precaution he took, lest the crew of the *Victory* should be disheartened at the sight of the bleeding body of him upon whom they justly reckoned so much.

Passing over the different versions of the conversations and sayings of Lord Nelson in his dying, and at times irrational, moments, which the injudicious part of his friends, to the regret of the others, and certainly not to the honour of the great man's memory, have published to the world, we come to the moment when Captain Hardy entered the cockpit with the tidings of the victory which had just been consummated. "Lord Nelson and Captain Hardy," proceeds Doctor Beatty, "shook hands again" (this was the captain's second visit to his friend's bedside); "and while the captain retained his lordship's hand, he congratulated him, even in the arms of death, on his brilliant victory, which, he said, was complete, though he did not know how many of the enemy were captured, as it was impossible to perceive every ship distinctly. He was certain, however, of fourteen or fifteen having surrendered." His lordship answered: "That is well, but I bargained for twenty;" and then emphatically exclaimed, "Anchor, Hardy, anchor!" "I suppose, my lord, Admiral Collingwood will now take upon himself the direction of affairs." "Not while I live, I hope, Hardy," cried the dying chief; and at that moment endeavoured ineffectually to raise himself from the bed. "No," added he, "do *you* anchor, Hardy." Captain Hardy then said, "Shall *we* make the signal, sir?" "Yes," answered his lordship; "for, if I live, I'll anchor," meaning, adds the doctor in a note, "that in case of his lordship's surviving till all resistance on the part of the enemy had ceased, Captain Hardy was then to anchor the British fleet and prizes, if it should be found practicable."

Lord Nelson became speechless about 15 minutes after Captain Hardy left him, and, great as must have been his previous sufferings, expired without a struggle or a groan at 30 minutes past 4 o'clock, just three hours and a quarter after he had received the fatal wound.

To die in the arms of victory is, of all deaths, that which a true warrior most covets. What, then, was there so particularly to deplore in the death of Lord Nelson? Had he survived the battle, he perhaps would have passed some 15 or 20 years in inglorious inactivity; for nothing more, and certainly nothing greater, was left for him to do. His time come, he would have died, not on a midshipman's pallet, in the cockpit of the *Victory*, but on a down bed, in a chamber of his seat at Merton. What a contrast! His friends, strictly such, did probably wish a slight modification in the manner of Lord Nelson's death—that he had died on the spot where he had fallen, the *Victory's* quarter-deck, and that the only words heard from his lips had been those that are represented to have been the last which he actually uttered:—"I have done my duty; I praise God for it."

As in bestowing our humble tribute of praise upon the professional character of Lord Nelson we might not, after all that has been written on the subject, be able to steer clear of plagiarism, we will be contented with transcribing two opinions—one penned by an Englishman, and a friend to the deceased; the other by a Frenchman, and, if not personally an enemy to the British admiral, one that belonged to a nation whose brightest hopes had been humbled by repeated acts of his skill and valour, by the last act in particular. "Thus," says Doctor Beatty, "died this matchless hero, after performing in a short but brilliant and well-filled life, a series of naval exploits, unexampled in any age of the world. None of the sons of fame ever possessed greater zeal to promote the honour and interest of his king and country; none ever served them with more devotion and glory, or

with more successful and important results. His character will for ever cast a lustre over the annals of this nation, to whose enemies his very name was a terror. In the battle off Cape St. Vincent, though then in the subordinate condition of a captain, his unprecedented personal prowess will long be recorded with admiration among his profession. The shores of Aboukir and Copenhagen subsequently witnessed those stupendous achievements which struck the whole civilized world with astonishment. Still, these were only preludes to the battle of Trafalgar, in which he shone with a majesty of dignity as far surpassing even his own former renown, as that renown had already exceeded everything else to be found in the pages of naval history; the transcendently brightest star in a galaxy of heroes. His splendid example will operate as an everlasting impulse to the enterprising genius of the British Navy." "Nelson," says M. Dupin, "ought to be held up as the model of admirals, both by the extreme pains he took to know his admirals and captains, and by the spirit of the attacks which he resolved to undertake. He unfolded to them his general plan of operations, and the modifications with which the weather or the manœuvres of the enemy might force him to qualify his original determination. When once he had explained his system to the flag and superior officers of his fleet, he confided to them the charge of acting according to circumstances, so as to lead, in the most favourable manner, to the consummation of the enterprise so planned; and Nelson, who was allowed to choose the companions of his glory, possessed the talent and the happiness to find men worthy of his instruction and confidence. They learnt in action to supply what had escaped his forethought, and, in success, to surpass even his hopes."

The immediate result of the Battle of Trafalgar—a very appropriate name, as the Cape indicated, just as the battle was terminated, was seen from the *Royal Sovereign*, being

south-east by east, distant about eight miles—was, as a French writer, not always so liberally disposed, has been brought to admit, 17 French and Spanish ships of the line captured, and one French ship burnt, if not after the flag, which she had so long and so gallantly supported, had been struck, at least when, a fresh enemy's three-decker having attacked her, she had ceased to make resistance, and when 200 of her officers and men, all, unfortunately, that could be saved out of a crew originally numbering 700, were being received on board the tenders of the British fleet. Four other ships, as we have seen, had hauled to the southward, and, no four British ships being sufficiently to windward, and at the same time sufficiently perfect in their rigging and sails for any immediate pursuit, effected their escape. Meanwhile Admiral Gravina, with 11 French and Spanish ships of the line, and all the smaller vessels, was running to the north-east. Several of those ships, having scarcely a hole in their sails, were in excellent order for flight; others were in tow by the frigates; and the whole, in the course of the night, anchored about a mile and a half from Rota, not being able to enter the bay or harbour of Cadiz on account of the strong south-south-east wind then blowing.

#### 1805.—November the 4th.

##### THE CAPTURE OF FOUR SAIL OF FRENCH LINE-OF-BATTLE SHIPS BY SIR RICHARD STRACHAN.

At daylight on the 3rd of November, by which time the wind had veered to west-south-west, the 36-gun frigate, *Santa Margarita*, Captain Wilson Rathborne, had joined Sir Richard Strachan's squadron, and at 7.30 a.m. Cape Ortugal appeared in sight, bearing south-east-half-east, distant 36 miles. At 9 a.m. the French ships showed themselves in the north-east; and the British ships, carrying everything they could set,

immediately chased in that direction. At 11 a.m. the *Namur* 74, Captain Lawrence W. Halsted, preceded by the *Phoenix* 36, Captain Thomas Baker, and followed at some distance by a frigate, which afterwards proved to be the *Revolutionnaire*, Captain Henry Hotham, appeared far astern, using every effort to get up. At noon the French ships were about 14 miles distant, and in the same line of bearing as when first seen, the wind, south-south-west, blowing strong. Towards 3 o'clock in the afternoon the *Santa Margarita*, by her superior sailing, became the leading ship in the chase; and the *Phoenix*, joining in the evening, was despatched ahead to assist the former in harassing the enemies' rear.

On the 4th at daylight, owing to the indifferent sailing of one or two of the French ships (one was the *Formidable*) aided, perhaps, by the partial influence of the wind in its fluctuations throughout the night, and which now blew moderately from the south-east, the British ships had gained so far in the chase that scarcely 6 miles intervened between the *Cæsar* 80, Captain Sir Richard James Strachan, still the leading line-of-battle ship of her squadron, and the *Scipion*, the rearmost ship in the French line. Such, also, had been, during the preceding night's chase, the zeal and activity on board the *Santa Margarita* that by 5.45 a.m. that frigate got near enough to fire her starboard foremost guns at the *Scipion*; who, in a quarter of an hour afterwards, brought her stern-chasers to bear, and presently killed the boatswain and badly struck the hull of the frigate. At 9.30 a.m. the *Phoenix* got up and opened fire from her larboard guns into the *Scipion's* starboard quarter. In this way the two British frigates, practising every manœuvre to keep clear of the broadsides of their formidable opponent, continued to harass the French rear; meanwhile the *Cæsar*, *Hero* 74, Captain the Hon. Alan Hyde Gardner, and *Courageux* 74, Captain Richard Lee, now formed in line ahead, and just favoured by a shift of wind back to south-west, were rapidly approaching to give a more decided feature to the combat.

At about 11.45 a.m. the French Admiral Pierre-Réné-Marie-Etienne Dumanoir-le-Pelley, in the *Formidable*, 80, finding an action unavoidable, ordered his ships to take in their small sails, and haul-up together on the starboard tack, with their heads to the south-east. This they presently did, and then fell into a line ahead, in the following order: *Duguay-Trouin*, 74, Captain Claude Touffet, *Formidable*, 80, Captain Jean Marie Letellier, *Mont Blanc*, 74, Captain Guillaume-Jean Noel La Villegris, *Scipion*, 74, Captain Charles Berrenger. From the latter the *Cæsar* at this time bore south-south-west about one mile distant, consequently she was well on the weather-quarter of the French rear-ships. The *Namur* and *Revolutionnaire* had been great gainers by the change of wind; they were now running nearly before it, and bore from the Commodore and his line, the one south-west, or nearly astern, distant about 10 miles, the other west-south-west, or upon the lee-quarter, distant about 7 miles. A little to the westward of the *Revolutionnaire's* line of bearings, and gone out of gun-shot from the enemy, lay the *Æolus* 32, Captain Lord William Fitzroy; and much nearer, the *Santa-Margarita* and *Phœnix*, who had already performed so well, and who were still doing their utmost to cripple the rearmost French ship.

At about 12.15 p.m. the *Cæsar*, Sir Richard having previously announced to Captains Gardner and Lee, by hailing, that he should attack the enemy's centre and rear, began firing her larboard guns at the *Scipion* and *Mont Blanc*, and was followed, in line of battle, by the *Hero* and *Courageux*. In a short time the *Scipion*, either by accident on account of her damaged rigging, or with the intention of raking the *Cæsar* astern, hove in stays, and would soon have been surrounded and captured, had not the French Admiral, with his three remaining ships, tacked in succession to support the former. The four French and three English ships, as they crossed on opposite tacks, exchanged broadsides, and the

action became close and general. At about 1.15 p.m. the British ships, having passed out of gun shot, began also to tack in succession, but rather slowly, owing to the crippled state of their rigging; the *Cæsar*, in particular, had received so much damage in hers that she signalled the *Hero* to lead the line on the larboard tack. About this time the *Namur* and *Revolutionnaire* joined company; the latter bore up to leeward to join the frigates, and the former, by signal from the Commodore, stationed herself astern of the *Hero*.

In about 10 minutes after she had tacked, the *Hero* overtook and recommenced the action with the *Scipion*, followed by the *Namur*. In a little while the *Scipion*, losing her main-topmast, bore up out of the line, and was brought to action by the *Phœnix* and *Revolutionnaire*. The *Hero* and *Namur* then stood on, and engaged the *Formidable*; also, in about a quarter of an hour, having had her mizen-topmast shot away, and her main-mast and fore topmast left in a tottering condition, hauled down her colours, the French Admiral having been previously wounded in two places and carried below. The *Namur*, having also had her main-yard cut in two by the fire of the *Formidable*, lay by, and took possession of the latter; as, about the same time, did the *Phœnix* and *Revolutionnaire* of the *Scipion*, whom, since her quitting the line, they had engaged with much skill and spirit.

Seeing the fate of the *Scipion* and *Formidable* the *Duguay-Trouin* and *Mont Blanc* endeavoured to make off; but they were soon brought to close action by the *Hero* and *Cæsar*. After a close and well-maintained cannonnade, of about 20 minutes' duration, in which the British 80-gun ship's heavy broadsides were most sensibly felt, the two French 74's, reduced to a shattered and defenceless state, hauled down their colours, the *Duguay-Trouin* to the *Hero*, and the *Mont Blanc* to the *Cæsar*.

The *Cæsar* had 4 men killed, and 25 wounded; the *Hero*, one second lieutenant of marines, and 9 men

killed, one lieutenant, two second lieutenants of marines, and 48 men wounded. The *Courageux*, 1 man killed, her first lieutenant, one master's-mate, one midshipman, her gunner, and 9 men wounded; the *Namur*, 4 men killed, her captain of marines, one lieutenant, one midshipman, and 5 men wounded; the *Santa-Margarita*, her boatswain killed, and one man wounded; the *Revolutionnaire*, two men killed and 6 wounded; the *Phoenix*, 2 killed and 4 wounded; and the *Æolus*, 3 wounded: making a total of 24 killed, and 111 wounded. None of the British had any spars shot away, except the *Cæsar* her main-top-gallant mast, and the *Namur* her main-yard; but some of the ships, especially the *Hero*, had received damage in their masts generally, as well as in their rigging and sails. The loss sustained by the French ships was extremely severe. The *Formidable* had 200 killed and wounded, including among the latter Rear-Admiral Dumanoir; the *Scipion* the same number, including among the wounded her captain; the *Mont Blanc* 180, and the *Duguay-Trouin* 150, including among the latter's killed, her captain; making a total of 730 killed and wounded. All four ships had been so struck in their masts that, soon after the action ended, the foremasts of the *Formidable* and *Mont Blanc* were the only sticks left standing. This, coupled with the heavy loss just enumerated, affords decisive proof that the French ships did not surrender till they were compelled to do so: it proves, also, that the British fired their guns (which is not invariably the case) with both quickness and precision.

The capture of M. Dumanoir's squadron may fairly be considered as an emanation from the Battle of Trafalgar; so that out of the 18 sail of the line which France possessed on the 21st of October, in a fortnight afterwards she could count only five, and those five shut up in a Spanish port, helpless to themselves and useless to their country. The news of these sad reverses reached the French

Emperor in Austria, in the midst of his brilliant triumphs. Napoleon is said to have flown into a most violent rage, and to have declared, in allusion to Byng's fate, that he would "teach French Admirals how to conquer." In a little time, however, Buonaparte's habitual duplicity resumed its sway over his mind, and he was weak enough to imagine that, because he told the legislative assembly that a few of his ships had been lost in a storm, and the *Moniteur* and other French papers refrained from publishing a word on the subject, the world at large were a jot less wise respecting the real fate of the Franco-Spanish fleet.

Sir Richard Strachan carried his four prizes safe to Plymouth, and they were all added to the British Navy; the *Formidable*, under the name of *Brave*, the *Duguay-Trouin*, that of *Implacable*, and the remaining two under their own names.

### 1806.—February the 6th.

THE VICTORY OF ST. DOMINGO, BY VICE-ADMIRAL SIR JOHN DUCKWORTH.

On the 6th of February, at daybreak, the British squadron, under Sir John Duckworth, having been under easy sail all night, arrived in sight and nearly abreast of the road and City of Santo-Domingo. At 6 a.m., the *Acasta* frigate, who, with the *Magicienare*, had been ordered ahead on the look-out, signalled two frigates, and at 6.45 a.m. nine sail at anchor. Part of the latter was Vice-Admiral Leissegues five sail of the line.

At about 7.30 a.m. the French ships, observing the force which was approaching, slipped their cables and made sail to the westward, in the direction of Cape Nisao, having a light breeze at about north-north-west. They soon formed in line of battle in the following order: *Alexandre*, 80,

Captain Pierre-Elie Garreau; *Impérial*, 120, Vice-Admiral Leissegues; *Diomède*, 74, Captain Jean-Baptiste Henry; *Jupiter*, 74, Captain Gaspard Laignel; and *Brave*, 74, Captain Louis-Marie Coude; with the frigates, *Félicité*, *Cornète*, and *Diligente* in a second line in shore of the line-of-battle ships. The course of the British was immediately shaped so as to cross the leading French ships; and Sir John telegraphed that the principal object of attack would be the admiral and his seconds. At 8 a.m. the British squadron, in two divisions, was in tolerably compact order. The starboard and weather line consisted of the *Superb*, 74, Vice-Admiral Sir John Duckworth; *Northumberland*, 74, Rear-Admiral the Honourable Sir Alexander Cochrane; the *Spencer*, 74, Captain the Honourable Robert Stopford, and *Agamemnon*, 64, Captain St. Edward Berry; the larboard or lee-one, of the *Canopus*, 80, Rear-Admiral Thomas Louis (just abeam of the *Spencer*); *Donegal*, 74, Captain C. Pulteney Malcolm; and *Atlas*, 74, Captain Samuel Pym; the *Acasta* and *Magicienne* frigates, and *Kingfisher* and *Epervier* sloops, keeping to windward of the line-of-battle ships.

Soon after 8 a.m. the inequality of sailing among the British ships began plainly to show itself. By 10 a.m. the *Agamemnon* had dropped considerably astern, and the *Canopus*, the leading ship of the lee-line, was now no further advanced than the former. The three leading ships of the weather-line were in close order, and gaining fast upon the French squadron, the ships of which, at about 9.45 a.m., hoisted their colours, and, owing to the wind having shifted to the north-east-by-east, were now steering nearly before it. At 10.10 a.m. the *Superb*, having shortened sail, opened her fire upon the *Alexandre*; as, in three minutes afterwards, did the *Northumberland* upon the three-decker, the *Impérial*. In another five minutes the *Spencer*, who was close on the *Northumberland's* starboard quarter, joined in the cannonade,

taking the *Diomède* as her more immediate opponent, but firing occasionally at the three-decker ahead of her; and all the engaged ships kept running nearly before the wind, at about eight knots an hour.

Either by accident or design, the *Alexandre*, after exchanging three broadsides with the *Superb*, luffed-to and passed astern of her; leaving the *Impérial* in close engagement with the *Northumberland*, and rather more distantly with the *Superb*, who about this time signalled her friends to engage more closely. At 10.25 a.m. the *Alexandre* tried to cut through the narrow interval between the *Northumberland* and *Spencer*; but the latter, after pouring in a raking fire, crossed the French ship's bow, wore, and brought her to action on the larboard tack. This change of sides had, owing to the smoke, been unperceived by the *Superb* and *Northumberland*; who, the one on the starboard-beam, the other on the starboard-bow of the *Spencer*, gave her some occasional shots. In a very little time, however, the *Northumberland*, pushing in between the *Impérial* and *Diomède*, became again closely engaged with the former; and the *Superb* stood-on to the westward.

While the *Spencer* and *Alexandre* were closely engaged with their heads to the southward, the remaining ships of both squadrons continued their course to the westward. At about 10.35 a.m., the *Canopus*, leading the lee-division, crossed and fired into the bows of the *Alexandre*, whose masts, already tottering with the *Spencer's* heavy fire, now fell by the board. The *Donegal* and *Atlas*, in passing by, fired also at the *Alexandre*, the latter's disabled state being scarcely perceivable in the smoke. The *Canopus* stood-on towards the three-decker and her second; and the *Donegal* and *Atlas* attaching themselves to the *Brave* and *Jupiter*, the action, except on the part of the *Agamemnon*, who still was unable to get-up, became general. Finding that her antagonist, besides being wholly dismasted, was on fire,

the *Spencer*, as soon as her disabled state would permit, filled, and at about 11 a.m., bore-up towards the group of ships among which the action was still raging.

The *Donegal*, after she had, as related, fired into the *Alexandre*, passed on and engaged the *Brave* with her starboard guns, then wore under the latter's stern, and engaged her closely with her larboard guns, until the *Brave*, being much cut up and disabled, and having sustained a heavy loss in officers and men (partly, no doubt, from the fire of some of the other British ships in passing), struck her colours, as, about ten minutes before, had the dismasted *Alexandre*, after a defence equally creditable. Having silenced the *Brave*, the *Donegal* stood-on, and after firing a few broadsides from her larboard guns into the *Jupiter* (who, as well as the *Brave*, had been partially engaged by the *Atlas* and one or two other British ships as they passed to the westward), ranged ahead and ran her opponent on board, receiving the latter's bowsprit over her larboard quarter, and securing it there by a hawser from her own lower deck port to the French ship's fore-mast. After this prompt measure, the *Jupiter*, without much further resistance, surrendered, and the *Donegal*, having sent on board a lieutenant, 2 midshipmen, and 100 men, took her prize in tow. Shortly afterwards the *Donegal* directed the *Acasta*, by signal, to take possession of the *Brave*, then in the north-by-west quarter, and who had been previously hailed by the *Agamemnon*, as the latter pressed on, in obedience to Sir John's signal, to assist in overpowering the three-decker and her second astern.

At about 11 a.m. the *Atlas*, who, after quitting the *Jupiter*, had followed the *Canopus*, in fulfilment of the admiral's orders to aid him in subduing the French Admiral and his two seconds, poured two broadsides into the *Impérial*, and then, bearing up under the latter's stern, raked her. At this instant the *Atlas's* tiller, by the

breaking of the braces, got jammed upon the transom; and at the same critical moment the ship received into her starboard quarter a heavy fire from the *Diomède*. Her whole attention being thus taken up, the *Atlas* failed to observe the *Canopus*, who was close ahead, in time enough to shift her helm with effect, and which, in its crippled state, could only make one turn a-port. The consequence was that the *Atlas* fell on board the *Canopus*, and, without doing any essential damage to the latter, carried away her own bowsprit. The *Atlas* then hove her after-sails aback, and on clearing the *Canopus*, dropped alongside the *Diomède*, whom she continued to engage with her starboard guns for about 12 minutes, when the *Spencer* came up and joined in the action. What now ensued will best appear after the fate of the French three-decker has been brought to a close.

With such a multitude of foes gathering round her, the latter ship, powerful as she was, had enough upon her hands. The *Impérial's* chief antagonist had been the *Northumberland*, whose shattered state gave decided proofs of the heavy broadsides and well-directed fire to which her gallantry had exposed her. The fire of the ship, aided by that of the *Superb*, and subsequently of the *Canopus*, had also produced its effect upon the French three-decker, who, at about 11.30 a.m., with the loss of her main and mizen-masts, hauled towards the land, then not more than a mile distant. The *Northumberland*, having had her masts and rigging cut to pieces, could only send after her a few distant shots; and the *Superb*, deeming it unsafe to be in less than 17 fathoms of water, hauled off to the south-ward. The *Canopus*, however, continued to fire at the three-decker, until the latter, at about 11.40 a.m., struck the ground, and by the shock lost her only remaining stick, the foremast. The *Impérial* shortly afterwards fired a gun to leeward, and her people flocked to the upper part of the ship in the utmost apparent distress; whereupon the firing at her ceased, and the

nearest British ships hastened to join the *Superb*. About this time the main-mast of the *Northumberland* came down by the board, and, falling forward upon the booms, broke to pieces all the boats, and carried away three or four skid-beams, besides doing other material damage.

The *Spencer*, after having bore-up from engaging the *Alexandre*, had passed, and not seeing any colours, had fired at the *Brave*; had passed, next, the *Donegal*, as she was boarding the *Jupiter*, and was approaching to aid the *Canopus* in her attack upon the *Impérial*, when, owing to the latter's proximity to the shore, the *Spencer* had no choice but to join the *Atlas* in engaging the *Diomède*. It was the *Spencer's* intention to pass under the latter's stern, but in this she was foiled by the position of the *Atlas*, who, it will be recollected, had dropped and was engaging on the larboard side of the *Diomède*. The *Spencer* then steered to pass ahead of the latter, and received her fire, without the power of returning it, till the former closed and crossed the French ship's bows. Meanwhile, the *Atlas*, having, in her still ungovernable state, shifted her position, obliged the *Spencer* for a time to expose her stern to the *Diomède's* guns. The *Spencer* then came to the wind on the larboard tack, and the *Atlas* hauled out of the way, but too late to prevent the *Diomède* from running on shore. The moment the latter struck on the ground her three masts went by the board; but the *Diomède* still continued to fire occasionally at the *Atlas* and *Canopus*, until they quitted her to join the admiral. Thus, in less than two hours had the five ships comprising the French squadron been either captured or driven on shore. The two frigates and corvette, having got to-leeward during the action, hauled to the southward; and, as the *Acasta* and *Magicienne* were busily employed in attending to the captured ships, all three effected their escape.

For the actual force of the British ships, in guns and men,

it may suffice in this case to refer to their respective establishments. The force of the French ships may also be stated with tolerable accuracy. The *Impérial* is acknowledged to have been "le plus fort et le plus beau vaisseau qui eut jamais été construit dans ancien pays du monde" (*Victoire, Conquête, le tome XVII., p. 268*), and to have mounted on this occasion 130 guns, 36, 24, and 18-pounders. The long-gun force of the *Alexandre* (late *Indivisible*) may be seen in that of her class-mate the *Formidable*, taken by Sir Richard Strachan\*, and a reference to the force of the *Scipion* may suffice for that of either of the three 74's, and it is believed that all four ships carried 8 iron 36-pound carronades in lieu of an equal number of their long guns.

The loss sustained by the British ships was officially reported as follows: *Canopus*, 8 officers, seamen, and marines killed, 15 badly and 7 slightly wounded; *Atlas*, 7 seamen and 1 marine killed; the master, boatswain, and 9 seamen wounded; *Donegal*, 1 midshipman, 7 seamen, and 4 marines killed; the master, 3 midshipmen, and 12 seamen and marines badly, and 17 slightly wounded; *Northumberland*, 1 midshipman, 18 seamen, and 1 marine, and the admiral's cook killed; 1 lieutenant, 3 midshipmen, 1 secretary's clerk, 1 boatswain's mate, the French pilot, 27 seamen, and 12 marines badly, and 3 midshipmen, 1 secretary's clerk, 1 quartermaster, 2 boatswain's mates, 20 seamen, and 6 marines slightly wounded; *Spencer*, her boatswain, 14 seamen, and 3 marines killed, and her captain, 1 lieutenant, 1 lieutenant of marines, 1 midshipman, 40 seamen, and 6 marines wounded; *Superb*, 3 seamen, and 3 marines killed, 1 lieutenant and the master badly, and 4 midshipmen, 40 seamen, and 9 marines slightly wounded; *Agamemnon*, 1 seaman killed, and 1 boatswain's mate, 4 seamen, and 8 marines wounded; making a total of 74 killed and 263 wounded. No British ship, except the *Northumberland*,

\* See 1805, Nov. 5, Sir Richard Strachan's action.

appears to have had any mast shot away ; the *Donegal* lost her foreyard, and the *Atlas*, by an accident, as has been shewn, her bowsprit. The masts and rigging were much wounded and cut up, and some of their hulls not a little damaged by the shots of their opponents.

The loss sustained by the captured French ships, for want of a little pains on the part of the writer of the British official account, cannot be stated otherwise than in a general way. According to Sir John Duckworth's letter, the *Alexandre* had 300 men killed and wounded, the *Brave* 260, and the *Jupiter* 200. With respect to the *Impérial* and *Diomède*, all that appears is that their killed and wounded were "not known, but certainly many." The *Impérial*, according to the French account, had 500 men killed and wounded, including among the former 2 of the admiral's aides-de-camps, and among the badly wounded the first and second captains and 5 other officers. The loss sustained by the *Diomède* has not been enumerated, but must have been in proportion equally severe. The loss on the part of the *Jupiter*, if not of the *Brave*, appears to have been rather overrated by Sir John Duckworth's letter. Neither of these ships had any of their masts shot away, nor was the *Jupiter* materially damaged in her hull. The *Brave's* hull was tolerably cut up, and the *Alexandre's* completely shattered from stem to stern ; so that, with her numerous shot-holes and her entirely dismantled state, the latter ship could with difficulty be kept afloat.

Considered as a naval combat, the engagement of Santo Domingo Road displays nothing very remarkable. It was simply the 7 British two-decked ships, including one 64, after a running fight of two hours with 1 three and 4 two-decked French ships, captured 3 of the latter, and drove on shore the remainder. It is as true that the *Impérial* was nearly a match for any two ships in the British, as that the *Agamemnon* was unable to cope with the weakest ship in the

French line ; but the French were totally unprepared, and, if some accounts, dated from the city of Santo Domingo, are to be depended upon, had actually left on shore many of their officers and men, including their very admiral ; the latter, however, according to his letter, must have been on board before the action became general. The British, on the other hand, had been for weeks anticipating this *rencontre* ; and, so far from being deficient in flag officers, three of the ships displayed admiral's flags at their mastheads. With the exception of the noble manner in which the *Northumberland* closed with the three-decker, and the spirited conduct of the *Spencer* and *Donegal*, the British ships neither did, nor had the opportunity of doing, anything to distinguish themselves. As to the French, they certainly displayed less than their usual gallantry and judgment ; but there is no saying that this latter falling off may not have arisen, in some degree, from the absence of Rear-Admiral Leissegues at the commencement, and his apparently shy conduct at the close of the action. The *Alexandre* did all a ship could do, and the *Brave*, if not the *Jupiter*, went far to match the former.

### 1806.—March the 13th.

CAPTURE OF THE MARENGO AND THE BELLA POULE, BY H.M.S. LONDON, CAPTAIN SIR HARRY NEALE, AND THE AMAZON, CAPTAIN W. PARKER.

On the 13th of March, at 3 a.m., in latitude 26°, 16' north, longitude 29°, 25' west, as a British squadron, consisting of the 98-gun ship, *London*, Captain Sir Harry Neale, 80-gun ship *Foudroyant*, Captain John Chambers White, bearing the flag of Vice-Admiral Sir John Borlase Warren, and 38-gun frigate, *Amazon*, Captain William Parker, was steering to the south-east, with the wind at west-south-west, two sail, at a short distance in the north-east, were discovered by the

*London*, then astern and to windward of her companions. The *London* immediately wore in chase and made signals to the admiral with false fires and blue lights. In a short time the former got near enough to open her fire upon the strangers (then on the larboard tack, under all sail), and who were no others than our old friends, the *Marengo* and *Bella Poule*, returning to France from their long eastern cruize.

At 5.30 a.m. the *London* got alongside of the *Marengo*; and the two ships commenced the action, yardarm and yardarm. At 6 a.m. the *Marengo*, unable longer to withstand the *London's* heavy fire, hauled-off, and made sail ahead. At 6.15 the *Bella Poule* opened a fire on the lee-bow of the *London*, and received a fire in return, till out of gun-shot ahead. At 7 a.m. the *Amazon* came up; and passing the *London*, overtook, and at 8.30 a.m. began engaging, the *Bella Poule*. All this while the *London* had been keeping up a running fight with the *Marengo*, and continued it until 10.25; when the latter, seeing the *Foudroyant* coming fast up, struck her colours, as about the same time did also the *Bella Poule*.

The *London*, out of her 740 men and boys, sustained a loss of 1 midshipman, and 9 seamen and marines killed, and 1 lieutenant (dangerously), 1 midshipman, and 20 seamen and marines wounded. Her sails, rigging, and masts were also a good deal damaged with shot. The loss on board the *Amazon* amounted to 1 lieutenant (her first), 1 lieutenant of marines, 1 seaman, and 1 marine killed, and 5 seamen wounded. The *Marengo*, when she commenced the action, had a crew, as certified by the captain, and his two senior lieutenants, of 740 men and boys; of whom she had 2 officers and 61 men killed, and 8 officers (including Rear-Admiral Linois and his son severely, and Captain Vrignaud with the loss of his right arm), and 74 men wounded; total 63 killed and 82 wounded. The *Bella Poule*, out of a crew

of 330, similarly certified, lost 6 men killed and 24 wounded.

Between a British small-class 98 and a French first-class 74-gun ship, the relative broadside weight of metal is not so unequal as might be supposed to exist between a three and a two-decker, the one, in long guns only, being 958, the other 907 lbs.; but the *London's* carronades increased the preponderance in her favour. In point of complement the two ships were equal; but in tonnage the French ship had slightly the advantage, the *Marengo* measuring 1,926, the *London* 1,894 tons. The two frigates, if we overlook a superiority of 40 or 50 men in the French one, were well matched; and Captain Parker no doubt regretted that he had not met the *Bella Poule* single-handed. The determined resistance of the French ships was creditable to them; and that on the part of the *Marengo* tended much to remove any ill impression which might have been cast upon Rear-Admiral Linois.

### 1806.—March the 26th.

#### CAPTURE OF THE PHÆTON AND VOLTIGEUR BY H.M.S. PIQUE, CAPTAIN CHARLES ROSS.

ON the 26th of March, in the forenoon, the British 36-gun frigate, *Pique*, Captain Charles Bayntun Hodgson Ross, crossing over from St. Domingo to Curaçoa, fell in with and chased the two French men-of-war brigs, *Phæton* and *Voltigeur*, and which were then upon the starboard tack, with a fresh trade or south-east wind, standing in for the land. At 1 p.m., having got within long range, the *Pique* commenced firing, and at 2 p.m., by her superior sailing, closed with the two brigs. After the firing had continued about 20 minutes, the *Phæton*, who was the sternmost brig, having had her peak and gaff halliards shot away, and being

otherwise crippled, fell on board the frigate on the starboard beam, to facilitate which the *Pique*, favoured by a flaw of wind, had put her helm down. In an instant Lieutenants William Ward and Baker, and Mr. Thompson, the master, with about 25 petty-officers, seamen, and marines, sprang on board the *Phæton*; and the *Pique*, clearing herself, stood for the *Voltigeur*, who, although her commander, M. Saint-Crieg, had, as it appears, agreed to co-operate with the commodore in an attempt to board the frigate when escape should be found impracticable, and who had since been directed to close for putting the manœuvre in practice, was crowding sail to get away.

No sooner had the boarding party stepped on the *Phæton's* decks than a great proportion of her crew, headed by the officers, rushed from under the fore-and-aft main-sail, where they had been concealed, and, using the boom and the fallen sail both as a rest for their pieces and a shelter for their persons, opened, with comparative impunity, a most destructive fire upon the British; destructive, indeed, for it killed Mr. Thompson, the master, and 8 seamen, and severely wounded Lieutenants Ward and Baker, and 12 seamen and marines. The *Pique*, the instant she was aware of what had happened, backed her sails and sent a boat with a fresh supply of men. These, indignant at the sight of their slaughtered comrades, the colours having been supposed to have been struck (an erroneous impression), in a very few minutes compelled the French crew, though greatly superior in numbers, to call for quarter. Having again filled, the *Pique* crowded after the *Voltigeur* who, profiting by all this delay, had advanced considerably ahead, with the intention of running on shore. Before, however, she could effect that object the *Voltigeur* was overtaken, and, without further opposition captured by the *Pique*.

During the cannonade the frigate had only 1 seaman wounded, and that by a grape-shot; making her total loss 9

killed and 16 wounded. The loss on board the *Phæton*, though admitted to be very severe, could not be exactly ascertained. Among the wounded was the commodore, Lieutenant Freycinet, who had his right arm shot away. The loss on board the *Voltigeur* who, from her position on the *Pique's* weather-bow, received very little of her fire, was wholly immaterial. Indeed, the frigate being very light, lay over so much with the strong breeze that her fire was comparatively ineffective; and the same cause contributed to protract the chase. Both brigs were new vessels, of about 320 tons each, and were afterwards commissioned as British cruisers, under the names of the *Mignonne* and *Musette*.

#### 1806.—April the 17th.

ACTION WITH A FRENCH FLOTILLA AT CIVITA-VECCHIA, AND CAPTURE OF LE BERGÈRE, BY H.M.S. SIRIUS, CAPTAIN W. PROWSE.

ON the 17th of April, at 2 p.m., the British 36-gun frigate, *Sirius*, Captain William Prowse, while cruising six or seven leagues to the eastward of Civita-Vecchia gained intelligence that a French flotilla of armed vessels was to have sailed thence that morning, bound to Naples. The *Sirius* immediately crowded sail in that direction, and at 4.15 p.m. discovered the object of her pursuit near the shore. The flotilla consisted of an 18-gun corvette, one 18 and 3 12-gun brigs, one 12-gun bombard, an armed cutter, and three ketches, mounting altogether 97 guns.

Soon after sunset the *Sirius* closed with the flotilla, which, formed in compact order within two leagues of the mouth of the Tiber, and near a dangerous shoal, was lying-to to avoid attack. At 7 p.m., being within pistol shot, the *Sirius* opened both her broadsides, and continued closely engaged during two hours, at the end of which the corvette *Bergère*,

Captain Charles Jacques-César Chawnay-Duclos, the commodore of the flotilla, hailed that she surrendered.

The determined resistance of this corvette, the dangers of the shore, and the crippled condition of the *Sirius*, owing to the facility with which the smoothness of the water had enabled the French to use their guns, prevented the frigate from pursuing the remainder of the flotilla, although several of the vessels appeared much disabled, and had been compelled, before the *Bergère* struck, to cease firing and make off.

The loss sustained by the *Sirius* amounted to 1 officer and 8 seamen and marines killed, and 3 officers and 17 seamen and marines wounded, 9 of them dangerously. That on the part of the *Bergère*, which must have been severe, has been accidentally omitted in the official account. The severe loss inflicted upon the *Sirius* proves the advantages under which these heavily-armed small-craft act in smooth water; but yet, had it been daylight, the probability is that more than one would have become prize to the frigate. The gallantry of Captain Prowse in the affair derives additional merit from the handsome manner in which he notices the good behaviour of M. Chawnay-Duclos, the commodore of the flotilla.

### 1806.—*July the 16th.*

#### CUTTING OUT THE CÆSAR, BY THE BOATS UNDER LIEUTENANT SIBLY.

On the 14th of July, as a British squadron of six sail of the line and one frigate, under Captain Sir Samuel Hood, in the *Centaur*, cruising off Rochefort, watching a French squadron of five sail-of-the-line and several frigates, at anchor in the road of the Isle of Aix, the receipt of intelligence that a French convoy of 50 sail, laden with stores for Brest, lay in Verdon road, at the entrance of the river Gironde, waiting an oppor-

tunity to put to sea, under the escort of two brigs of war, determined the British commodore to attempt cutting them out. Accordingly, a boat from each line-of-battle ship was dispatched to the *Iris* frigate, who immediately proceeded with them to the 44-gun frigate, *Indefatigable*, Captain John Tremayne Rodd, then cruising off the Gironde, to prevent the convoy's escape. To the six boats from the line-of-battle ships were now added three from the *Indefatigable*, and three from the *Iris*, and the whole was placed under the orders of Lieutenant Edward Reynolds Sibly, first of the *Centaur*.

On the evening of the 15th, the time appearing favourable, the 12 boats pushed off from the *Indefatigable*, and proceeded towards the mouth of the Gironde. Just as they were about to enter it the wind shifted to the westward, which was right ahead of their course, and blew strong. But the persevering ardour of the British overcame all obstacles, and at the dead of the night the boats entered Verdon road. They instantly attacked the French 16-gun brig, *Cæsar*, having on board 86 men, under the command of Lieutenant Louis Francis-Hector Fourné, all perfectly prepared. While in the act of cutting away the brig boarding-netting, Lieutenant Sibly was badly wounded by pike and sabre on the side, arm, and face. The British, however, soon boarded the *Cæsar*, and after a few minutes' severe conflict, in which M. Fourné fought most heroically, till he fell covered with wounds, carried the French brig. Owing to the extreme darkness of the night, and the strength of the wind and tide, the other French brig, which was the *Teazer* (late British), of 14 guns, and who lay higher up the river, succeeded in getting under sail, and in repelling or avoiding her assailants. The convoy also managed to escape up the river. Meanwhile the prize, having cut her cables, was standing out, exposed for awhile to a heavy fire from the *Teazer* and the batteries on both sides of the river. Notwithstanding this opposition, the *Cæsar*, under the able direction of Lieutenant Thomas Parkes,

first of the *Indefatigable*, worked out, and joined the two frigates at anchor off the mouth of the river.

The loss on this occasion was tolerably severe. The British had 1 lieutenant, 1 master's mate, 2 boatswain's mates, and 5 seamen killed; 4 lieutenants, 1 master's mate, and 34 seamen and marines wounded; and 1 midshipman and 17 seamen and marines prisoners: total, 9 killed, 39 wounded, and 17 prisoners. The boat, containing the latter, belonged to the *Revenge*, and was commanded by Lieutenant Manners, who fell on the occasion. It appears that the boat was struck by a large shot, and would have sunk but for the proximity of the shore. The survivors on landing were, of course, made prisoners. The *Cæsar* is represented to have lost, exclusive of her brave commander, 13 of her crew killed or wounded. With a proper appreciation of Lieutenant Sibly's gallantry and wounds, the rank of commander was conferred upon him soon after his arrival in port.

### 1806—*July the 19th.*

#### THE CAPTURE OF LE GUERRIÈRE, BY H.M.S. BLANCHE, CAPTAIN LAVIE.

WHEN, in July, Captain Lavie, with his 38-gun frigate *Blanche*, was lying in Yarmouth Roads, he received orders to endeavour to discover Captain M. Leduc and his French squadron, who had been committing great havoc upon the fisheries off the Shetland Islands. On the 10th of that month the *Blanche* sailed from Yarmouth, and on the 13th was on his hunting-waters. After remaining three days off Shetland Islands, the *Blanche* received intelligence that the French 40-gun frigate, *Guerrière*, Captain Paul Mathieu Hubert, had been seen off the Faro Isles, where she had captured and burnt several English ships. The *Blanche* immediately made sail towards the spot, and on the 18th, at

10.30 a.m., saw from her masthead, in the east-north-east quarter, the object of her search, standing upon a wind in a direction towards herself. The *Guerrière* had intended to go to Drontheim, in Norway, to land her prisoners and procure a supply of water; but, when off the port, a pilot-boat communicated some intelligence that induced her to put about and steer for the Island of North Faro, of which she was within a few hours' sail when fallen in with by the *Blanche*. The mounted force of the two ships may be here introduced:—

	EACH SHIP'S ARMAMENT.			
	<i>Blanche.</i>		<i>Guerrière.</i>	
	No.	Pdrs. Eng.	No.	Pdrs. Fr.
Main deck ...	28	long guns 18	28	long guns 18
" bow ports ...	"	" "	2	brass carr. 36
Q.-decks ...	2	" 12	2	" 36
"		12 carronades 32	6	iron guns 36
"			6	long " 8
Forecastle ...	4	" 32	4	" " 8
			2	iron carr. 36
			46	50

At noon the *Blanche* bore up, under all sail, with a light breeze for the south-west; but the *Guerrière*, as if mistaking the *Blanche* for one of her consorts, continued to stand-on until 3 p.m., when she also bore-up, spreading all her canvas. The superior sailing of the *Blanche* (formerly a Spanish ship) enabled her to gain rapidly in the chase, and at about 12.45 a.m. she opened fire, pouring into her antagonist two whole broadsides before the latter returned a shot. A warm action now commenced, one ship pointing her guns chiefly at the hull, the other at the rigging: still the *Blanche* maintained her position in the chase, and at 1.30 a.m. compelled the *Guerrière*, whose mizen-topmast had previously fallen, to haul down her colours.

The loss on board the *Blanche*, whose damages were of the most trifling description, amounted, out of her 265 men

and boys, to none killed, and only 1 lieutenant (severely) and 3 marines wounded; while that sustained by the *Guerrière*, whose lower masts were all badly wounded, and hull shattered above and below water, amounted, out of her 317 men and boys, to 20 officers, seamen, and marines killed and 30 wounded, 10 of them dangerously.

## COMPARATIVE FORCE OF THE COMBATANTS.

				<i>Blanche.</i>	<i>Guerrière.</i>
Broadside guns	{	No.	...	23	24
		lbs.	...	520	516
Crew in number	...	...	...	265	317
Size in tons	...	...	...	1,036	1,092

According to this statement, the *Blanche* and *Guerrière* were tolerably well matched. But it was only in appearance, for a great proportion of the latter's crew were ill in their cots; and the remainder, to judge by the impunity with which the former frigate escaped, seem to have been very indifferent marksmen. The *Blanche*, along with her prize, arrived on the 26th in Yarmouth Roads; and the *Guerrière*, on being transferred to the British navy, became a valuable acquisition to the class of large 38's.

1806.—*August the 23rd.*

CAPTURE OF THE SPANISH FRIGATE, POMONA, BY H.M.S. ARETHUSA, CAPTAIN CHARLES BRISBANE, AND H.M.S. ANSON, CAPTAIN CHARLES LYDIARD.

On the 23rd of August, in the morning, the British 41-gun frigate, *Anson*, Captain Charles Lydiard, and the 38-gun frigate, *Arethusa*, Captain Charles Brisbane, the senior officer, cruising off Havana, discovered to-leeward of them and within two miles of the Moro Castle, the Spanish 34-gun frigate, *Pomona*, from Vera Cruz, with spice and merchandise, using her utmost efforts, against a scant wind and a strong north-east current, to enter the harbour.

Finding herself closely pushed by the frigates and driven to-leeward of her port by the current, the *Pomona* bore-up, and anchored in  $3\frac{1}{2}$  fathoms water, within pistol-shot of a castle, mounting 11 long 36-pounders, and situated about two leagues to eastward of the Moro. Here she was presently reinforced by 10 gun-boats from Havana, each mounting a long 24-pounder, with 60 or 70 men, and which immediately formed in line abreast of the frigate. The two British frigates, observing, as they bore-up in chase, that the *Pomona* had anchored, passed a cable through the stern-post, to be ready to do the same, in a position for cannonading with effect. At 10 a.m. the *Anson* and *Arethusa* came to anchor, the first abreast of the line of Spanish gun-boats, the other on her consort's starboard-quarter, in only one foot more water than she drew, and close alongside the *Pomona*. A warm action now commenced between the two British frigates on the one side, and on the other, the Spanish frigate, the 10 gun-boats, and the battery on shore. In 35 minutes the *Pomona* struck her colours, and was taken possession of; and all the gun-boats had previously been blown up, sunk, or driven on shore. The castle continued the cannonade a short time longer, firing red-hot shot occasionally, until an explosion of a part of the battery put an entire stop to the action.

The fire of the gun-boats had been so ill-directed that the *Anson* had not a man hurt. The *Arethusa*, however, did not escape so fortunately, having had 2 seamen killed, the captain (but who did not quit the deck), 1 lieutenant, 1 lieutenant of marines, 27 seamen, and 2 marines wounded. The hot-shot from the castle had also set the ship on fire; but the exertions of the officers and men soon extinguished the flames. The *Pomona* mounted 38 long guns and carronades (long 12's on the main deck) with a complement of 347 men; of whom, it appears, her captain and 20 men were killed, 2 lieutenants and 30 men wounded. The money,

belonging to the King of Spain, had been landed at the castle by the Governor of Havana and the Spanish admiral, both of whom had come out purposely to anchor the *Pomona* in a place of safety, and had only quitted her 10 minutes before the action commenced. There was, however, a considerable quantity of plate and merchandise on board, which fell to the share of the captors. The *Pomona*, under the name of *Cuba*, was afterwards added to the British Navy, and the first lieutenants of the *Arethusa* and *Anson* met their due reward in being promoted to commanders.

### 1807.—*January the 1st.*

#### THE CAPTURE OF CURAÇOA BY A DETACHMENT UNDER CAPTAIN CHARLES BRISBANE.

On the 1st of January, at 1 a.m., the high land of St. Barbary's, on the east coast of Curaçoa, made its appearance to the frigates *Arethusa*, 38, Captain Charles Brisbane; the *Latona*, 38, Captain John Athol Wood; *Anson*, 44, Captain Charles Lydiard; and *Fisgard*, 38, Captain William Bolton, who thereupon hove to, hoisted out their boats, and took them in tow with small cables. Of the nature and extent of the difficulties which stood in the way of success some idea may be formed by the description of the harbour of Fort Amsterdam and its sea defences, as given in Captain Brisbane's letter. The harbour was defended by regular fortifications of two tiers of guns, Fort Amsterdam alone consisting of 66 pieces of cannon; the entrance only 50 yards wide, and athwart which were the Dutch 36-gun frigate *Halstaar*, Captain Cornelius J. Evertz, and 20-gun corvette *Surinam*, Captain Van-Nes, exclusive of two large armed schooners. There was a chain of forts on Misselburgh height, and that almost impregnable fortress, Fort République, within grape shot distance, enfilading the whole harbour.

Every preparation being made for an immediate attack by storm, at 5 a.m., the four British frigates, the *Arethusa* leading, followed in close order by the *Latona*, *Anson*, and *Fisgard*, bore up, with an easterly wind, for the mouth of the harbour. At daylight the *Arethusa*, with a flag of truce at her fore, entered the port; but the Dutch forts and shipping, taking no notice of the flag, opened upon the British frigate a smart, though ineffective fire. Just at this moment the wind shifted to north, and checked at once the further progress of the *Arethusa*. Fortunately, however, not many minutes elapsed ere the wind in a squall changed back to north-east, thereby enabling the squadron to lay-up along the harbour, and to come to anchor in a position for opening their several broadsides upon the different forts, the frigate and corvette. At 6.15 a.m. the British squadron commenced the action, and, as soon as the ships had fired three broadsides each, Captain Brisbane, at the head of a portion of his crew, boarded and carried the Dutch frigate, whereupon the *Latona* warped close alongside and took possession. Meanwhile, a part of the *Anson's* men, headed by Captain Lydiard, boarded and secured the *Surinam*. This done, the two captains pulled straight for the shore, and, landing together, proceeded at about 7.30 a.m. to storm Fort Amsterdam. The vigour of the attack was irresistible; and, some of the British breaking open the sea-gate with their crow bars, while others escalated the walls, the fort, though garrisoned by 275 regular troops, was carried in about 10 minutes; as, shortly afterwards, and with equal quickness and facility, were one or two minor forts, the citadel, and the town. On the return of Captains Brisbane and Lydiard to their respective ships, a fire was opened upon Fort République, and 300 seamen and marines were landed to attack it in the rear. By 10 a.m., or a little after, the British flag waved on the walls of Fort République, and by noon the whole island of Curaçoa had capitulated to the British arms.

This unparalleled morning's work was achieved with no greater loss to the British than 2 seamen killed, and 5 wounded belonging to the *Arethusa*, 1 killed and 2 wounded belonging to the *Latona*, and 7 wounded belonging to the *Anson*: total, 3 killed and 14 wounded; and the only spar shot away was the spritsail yard of the *Arethusa*. The loss on the part of the Dutch was much more severe. The *Halstaar* had her captain and 2 petty officers killed, and 3 others badly wounded. The *Surinam*, 1 seaman, killed; her commander (dangerously), 1 lieutenant, 1 midshipman, and 18 seamen wounded; and the schooner, *Flying Fist*, 1 killed and 1 wounded: total, 5 killed and 8 wounded, exclusive of the loss on shore, represented to have amounted to nearly 200 men in killed and wounded. The Dutch ships were bravely defended, and so, probably, would have been the forts, had not the hour and the suddenness of the attack completely scared the drowsy garrisons, and the occupation of the harbour by the enemy's ships prevented the junction of a considerable reinforcement at Otra Bandy.

The capture of a valuable Dutch colony by four British frigates and their ships' companies was an exploit of which even four British sail-of-the-line and a dozen transports with troops might have been proud. Captain Brisbane, the planner and leader of the enterprise, was knighted by his Sovereign, and all four captains received medals commemorative of the brilliant service they had performed. Nor were the most distinguished of the subordinate gallant participators overlooked. Lieutenants John Parish, first of the *Arethusa*, and Thomas Ball Sullivan, first of the *Anson*, both of whom assisted at the storming of Fort Amsterdam, were made commanders.

1807.—*January the 21st.*

CAPTURE OF THE LYNX BY THE BOATS OF H.M.S. GALATEA,  
UNDER LIEUTENANT COOMBE.

ON the 21st of January, at daybreak, the British 32-gun frigate, *Galatea*, Captain George Sayer, cruising off the coast of Caraccas, on the Spanish Main (South America), discovered from the mast head a sail in the south-east, steering from La Guayra, but who soon altered her course for Barcelona. At noon, the frigate then nearly becalmed, the stranger was made out to be an enemy's man-of-war brig, and was, in fact, the French 16-gun brig, *Lynx*, (fourteen 24-pound carronades and two long 8's), with a complement of 161 men and boys, commanded by Lieutenant Jean-Mathier Fargenel, from Guadeloupe, bound to the Caraccas with despatches. At this time, the *Lynx*, having the advantage of a light wind, and assisted by her sweeps, was fast leaving the *Galatea*; so much so, that at 2 p.m., the former's top-gallant sails, as viewed from the latter, were scarcely above the horizon. Still, shut in as the brig was between the frigate and the coast, Captain Sayer conceived that he might yet obtain her by the co-operation of his boats.

Accordingly, at a very few minutes after 2 p.m., six boats, containing 5 officers, 50 seamen, and 20 marines, 75 in all, and placed under the command of First Lieutenant William Coombe (left leg of wood!), pushed off from the ship in the following order, each boat taking the one next to her in tow:—Short-gig, long-gig, Master's Mate, John Green; green-cutter, Third Lieutenant, Robert Gibson; pinnace, Second Lieutenant, Henry Walker; barge, Lieutenant Coombe; and launch, Master's Mate, Barry Sarsfield. The brig at this time was to the eastward of Cape Codera, which bore from the frigate south-east distant about four leagues.

At 3 p.m., finding the boats gained very little on the brig, Lieutenant Coombe directed them to separate, and make the best of their way, except that no boat, without orders, was to row ahead of the barge. At 6 p.m. the *Lynx* bore east-south, just distant about four leagues. Mr. Green, in the long-gig now advanced ahead to reconnoitre, with orders by all means to keep sight of the brig, and, in the event of its getting dark, to hoist a light.

At 8.30 p.m. Lieutenant Coombe's boat, having got within musket-shot of the chase, lay-to on her oars, in order that the men might arm, and to give the sternmost boats time to come up. The long-gig now joined with a confirmation of the warlike character of the enemy, and that she was under all sails, with sweeps out. In 10 minutes more the sternmost boats, except the short-gig, got up, and began also to arm and prepare for the attack, which was to be made in two lines, the lee-line, consisting of the barge, pinnace, and long-gig, was to board on the starboard-quarter, and the weather-line, consisting of the green-cutter and launch, on the larboard-quarter; the boats of both lines to steer close in between the sweeps and the brig's sides.

In this order the five boats undauntingly advanced. At 8.50 p.m. Lieutenant Coombe, being within pistol-shot of the *Lynx*, then, with a light land wind, going about two knots an hour, hailed her twice, but received no answer. The British instantly gave three cheers, and in another five minutes were close alongside the French brig. The latter, having trained her guns aft in readiness, repulsed the assailants with a heavy fire of cannon and musketry, wounding, among others, Lieutenant Coombe by a musket-bullet, which passed through the muscular part of his left, or legless, thigh. A second attempt was made to board, with no better success than the first. The boats now dropped, and poured through the brig's stern and quarter-ports a destructive fire of musketoons and small arms, that cleared the deck of many

officers and men, who had crowded aft to repel the boarders. Having succeeded thus far, the boats again dashed alongside. After an arduous struggle, in which Lieutenant Walker fell dead of his third wound, the British gained the brig's deck. The latter now became the scene of a most desperate and bloody conflict, which, in about five minutes, terminated in favour of the boarders; but not until they had strewed the deck with dead and wounded Frenchmen, and driven the remainder, some upon the bowsprit and jib-boom, and others up the shrouds and down the hatchway. Thus, in about 15 minutes from the first attempt to board were the *Galateda's* boats in possession of the French man-of-war brig, in chase of which they had been seven hours pulling, part of the time under a burning sun.

The loss sustained by the British in achieving this truly gallant exploit was very severe; the killed consisted of Lieutenant Walker, 5 seamen, and 3 marines; the severely wounded, of Lieutenant Coombe, master's mate, Sarsfield, a petty-officer, 5 seamen, and 1 marine; total 9 killed and 22 wounded; including four out of the five officers that had commanded the boats, and comprising nearly half the number of British present in the action. The loss among the Frenchmen was also severe. The *Lynx* had her third lieutenant, 13 petty-officers, seamen and soldiers wounded, the greater part of them badly; total, 14 killed and 20 wounded.

Just as the action was over, the short-gig joined. Having secured the private signals and the magazines, Lieutenant Coombe gave orders to get the wounded off the deck, the dead hove overboard, and the studding sails hauled down. The sweeps were then brought on board, and the boats veered astern. By this time a light breeze had sprung up from the south-west, of which immediate advantage was taken, and the brig stood to the northward, in hopes of falling in with the ship. The prize then hoisted two lights vertical at the

mast-head, and fired several blue-lights, to point out her situation. Such, however, had been the distance of the *Galatea* at the period of the attack, that the latter did not make her appearance until 2 a.m. on the morning of the 22nd. Signals of recognition having been exchanged between the two vessels, Lieutenant Gibson, at 3 a.m., was despatched to Captain Sayer, with intelligence of the successful result of the enterprise, and at 5 a.m. the *Lynx* and *Galatea* were within a few fathoms of each other.

When all the circumstances of this boat attack are taken into consideration, no one will dispute that, although in a few instances it may have been equalled, it has never been surpassed. The distance which the boats had to pull, the shutting in of day, and the loss of sight of their ship, the great force of the enemy (161 in crew), his determined resistance, and the heavy loss it inflicted on the assailants, required a considerable share of courage to sustain, and of skill and valour to overcome. Nor did the difficulties end with the contest; there were less than 50 British to overawe and keep in subjection, during an anxious period of nearly six hours, more than 120 Frenchmen. The prize, too, was not an armed merchant-vessel or privateer, but a regular man-of-war, fully manned, mounted, and equipped, and, no slight advantage, under sail and going two knots an hour through the water when the British attacked her. The *Lynx* being a fine brig of 337 tons, and only two years old, was purchased for the use of the British Navy. A *Lynx* being already in the service, the name of the prize was changed to the *Heureux*; and her first commander was he who had the best right to her, the gallant William Coombe.

1807.—August the 6th.

ATTACK ON THE BATTERIES OF BEGUR, AND CAPTURE OF LE EUGÈNE AND CAROLINE, BY H.M.S. HYDRA, CAPTAIN GEORGE MUNDY.

ON the 6th of August, late in the evening, the British 38-gun frigate, *Hydra*, Captain George Mundy, cruising off the coast of Catalonia, chased into the harbour of Begur three armed vessels, a polucca ship and two polucca brigs. On the following morning the *Hydra* reconnoitred the port, and discovered that the vessels were strongly defended, both by art and nature, lying in a narrow harbour, under the close protection of a battery and tower upon a cliff on one side, and of rocks and bushes, admirably calculated for musketry, on the other. But Captain Mundy, having great faith in the firmness and resources of his people, resolved to attempt cutting out the vessels.

Accordingly, at 12-50 p.m. the *Hydra* came to an anchor, with springs on her cables, at the entrance of the harbour, and began the attack. A smart fire was returned by the battery and shipping, but which, after an hour's continuance, began to abate. Perceiving this, Captain Mundy despatched a division of his boats, with 50 seamen and marines, under the command of Second-Lieutenant, Edward O'Brien Drury, assisted by Lieutenants of marines, John Hayes and Edward Pengelley, Midshipman, John Finlayson, and Captain's Clerk (a volunteer), Mr. Goddard, with orders to land on the flank of the enemy and drive them from the battery. Notwithstanding the heavy fire kept up by the *Hydra*, the detachment became exposed to a cross discharge of langridge from the shipping and fort, and of musketry from the rocks. Unshaken, however, the British advanced, and having

mounted the cliff, which was of most difficult access, attacked the fort with so much intrepidity that the enemy, having spiked the guns, four long 24-pounders, rushed out on one side, as the *Hydra's* officers and men entered at the other.

This gallant achievement enabled the *Hydra* to direct her fire solely at the vessels, which still maintained a steady cannonade upon the party on shore. Leaving Lieutenant Hayes and nearly the whole of the marines in charge of the guns in the battery, with orders to occupy the heights which commanded the decks of the vessels, as well as the opposite side of the harbour, where the enemy was numerously posted, Lieutenant Drury, with the remainder of the marines and the whole of the seamen of his division, advanced towards the town. As soon as the town was cleared, the French crews abandoned their vessels, and formed in groups among the rocks and bushes, firing on the seamen, as the latter having seized the boats on the beach, were boarding the poluccas. Meanwhile, another party of French sailors had gained a height above Lieutenant Hayes and his men, whom they annoyed excessively, notwithstanding some of the *Hydra's* guns kept playing upon the former. By 3.30 p.m. Lieutenant Drury was in complete possession of the vessels; and the seamen, with characteristic coolness and intrepidity, were deliberately carrying out hawsers to the very rocks occupied by the enemy, and continued warping out their prizes in the teeth of a fresh breeze, and in defiance of a galling fire of musketry. On seeing this, Captain Mundy despatched Lieutenant James Little (third of the ship), with the remainder of the boats, to assist Lieutenant Drury and his little party; and at 4 p.m. the three prizes rounded the point of the harbour. The marines then re-embarked, under a heavy discharge of musketry from the enemy, who had collected his whole force to harass the British rear.

The captured poluccas were *L'Eugène*, of 16 guns and 130

men, the brig, *Belle Caroline*, of 12 guns and 40 men, both belonging to Marseilles, and the brig *Carmen de Rosario*, of 4 guns and 40 men. Among the fortunate circumstances attending this very spirited and well-conducted enterprise was, that it was achieved with so slight a loss as 1 seaman killed and 2 wounded on board the *Hydra*, and Mr. Goddard and 3 seamen and marines wounded of the detachment on shore. The frigate's damages, also, were confined to a few shots in the hull, slightly wounded fore and mizen-topmasts and fore-topsail yards, and some trifling injury to her rigging. The name of Lieutenant Drury, in the list of commanders at the latter part of the year 1807, shows that his gallantry met its due reward.

### 1807.—August the 15th.

CAPTURE OF THE DANISH FRIGATE, FREDERICKSCOARN, BY  
H.M.S. COMUS, CAPTAIN EDMUND HEYWOOD.

ON the 13th of August, at 2.30 p.m., the British 74-gun ship, *Defence*, Captain Charles Ekins, and the 22-gun port-ship, *Comus*, Captain Edmund Heywood, weighed from Elsinore roads, and with a light wind from the eastward, steered north-north-west, in pursuit of the Danish 32-gun frigate, *Frederickscoarn*, that, in the course of the preceding night, had sailed from the same anchorage; and which, although no declaration of war had passed between England and Denmark, it was intended to detain.

Shortly after the departure of these ships on this unpleasant mission, the *Defence* hailed the *Comus*, and directed her, as sailing better in the prevailing high wind, to proceed ahead and execute the service alone. The *Comus* immediately made all sail, followed by the *Defence*, who gradually fell astern in the chase. At about 6.30 a.m., on the following

morning, the former descried, bearing north, the object of her orders, standing on the same course as herself. Calms and partial airs retarded the progress of all three ships, and at noon the *Frederickscoarn* bore from the *Comus* north five miles, and the *Defence* south-by-east seven miles. At 4 p.m. the Danish frigate had increased her distance a mile. At 6 p.m. a light easterly breeze sprung up; and at 8 p.m. the *Comus* had advanced considerably in the chase, while the *Defence* was full 13 miles astern. We will here show what guns were respectively carried by the English and Danish ships, now approximating each other.

## COMPARATIVE FORCE OF THE COMBATANTS.

	<i>Comus.</i>			<i>Frederickscoarn.</i>		
	No.	Pdrs.	Eng.	No.	Pdrs.	Dan.
Main deck ... ..	22	long guns	9	26	long guns	12
Q.-deck and fore-castle	2	"	9	4	"	6
	8	carronades	24	6	carronades	12
	32			36		

At a few minutes before midnight the *Comus* got alongside of and hailed the *Frederickscoarn*, desiring her repeatedly to bring-to, and allow herself to be detained. Considering that the *Frederickscoarn* was not only a ship-of-war, but a vessel in guns, men, and size, superior to the *Comus*, no other reply could be expected but a peremptory refusal. On this the British ship fired a musket athwart the stern of the Dane, and received, in return, a shot from one of the latter's stern-chasers. All ceremony being now at an end, the *Comus* bore up, and, as soon as she had placed herself astern of the *Frederickscoarn*, in a raking position, commenced the action within pistol-shot. The fire of the former was immediately returned, and the cannonade continued for about 45 minutes; when the *Frederickscoarn*, from the disabled state of her rigging and sails, fell on board her opponent. A portion of the *Comus's* crew, led on by Lieutenants George Edward Watts, and Hood Knight, instantly rushed on the decks of the Danish frigate, and carried her without further resistance.

The *Comus*, besides escaping nearly untouched in hull, and with very slight damage to rigging or sails, had, out of her 145 men and boys, but one man wounded. The *Frederickscoarn*, on the other hand, suffered considerably in rigging, masts, yards, and hull, and out of her complement of 226 men, had 12 killed and 20 wounded.

Under almost any other circumstances than those that had led to this battle, the gallantry displayed by the officers and crew of the *Comus* would have been duly appreciated. As it was, very limited praise fell to the share of the British; while the Danes were less blamed for the want of prowess they had evinced, than compassionated for the heavy loss in blood, if not in fame, to which an attack so illegal and unexpected had unfortunately subjected them.

## 1807.—November the 14th.

## ACTION WITH TEN GUN-BOATS AND SURRENDER OF TWO BY H.M. BRIG ANNE, LIEUTENANT JAMES MACKENZIE.

On the 24th of November, at about 9.30 a.m., the Island of Teriffa in sight, bearing north-east-by-north, and the wind very light from the west-north-west, the British hired armed brig, *Anne*, of 10 guns (12-pound carronades), Lieutenant James Mackenzie, having in his company the late Spanish lugger-privateer, *Vansigo* of 7 guns (6 long fours and one long brass 12-pounder) with 9 of the *Anne's* 39 men on board as a prize crew, observed 10 Spanish gun-boats rowing towards her from shore. At 10 a.m. the headmost vessel fired a shot, and hoisted a red flag. Finding it impossible, owing to the calm state of the weather, to escape, the brig shortened sail to receive her opponents.

At 10.15 a.m., the three headmost gun boats closed, and commenced the action. At 10.30 a.m. the remaining seven

closing, the lugger, after having previously hailed the *Anne* to say she had three men killed, struck her colours. At 11 a.m., the *Anne* succeeded in dismasting one of the gun-boats. Finding that two others had struck, she now discontinued the action; but her commander did not think it prudent to attempt taking possession, the *Anne* having on board 42 prisoners, with only 30 men to guard them, and being, moreover, charged with despatches.

At 11.10 a.m., having got round by the assistance of her sweeps, the *Anne* reopened her fire upon five gun-boats that had taken possession of the *Vansigo*, and were again closing on the *Anne's* starboard quarter, as if with an intention to board. Meeting with a warmer salute than they expected, and observing that the British were prepared to repel any attempt at boarding, the Spaniards, at about 1 p.m., swept out of gun-shot carrying with them the *Anne's* prize.

Notwithstanding that six of the largest of these ten gun-boats were, for nearly an hour and a half, within pistol-shot of the *Anne*, their fire did not injure a man on board. The official account contains no statement, nor even supposition, relative to the force, in guns or men, of these Spanish gun-boats. By a little research, however, it is discovered that several Spanish vessels of this class, captured nearly in the same quarter, and about the same time, mounted four guns each, generally two long 24-pounders and two long 8-pounders, with a complement of from forty to sixty men. Hence Lieutenant Mackenzie's performance in repulsing ten such opponents, did him and the twenty-nine officers and men of the *Anne* very great credit.

### 1808.—February the 13th.

ACTION WITH A FRENCH GUN-BOAT, BY THE BOATS OF H.M.S. CONFIANCE, UNDER MR. ROBERT TRIST.

ON the 13th February, in the evening, the British 20-gun ship, *Confiance*, Captain James Lucas Yeo, being off the Tagus, sent her cutter and jolly boat, under the command of master's mate, Robert Trist, with fourteen men, to row guard at the mouth of the river, in consequence of a report, current at Lisbon, that the Russian squadron was about to put to sea. No sooner had Mr. Trist arrived on his station, than he perceived a French gun-vessel at anchor under Fort San-Pedro, between the Fort Belem and San Julien. He instantly, in a most gallant manner, boarded, and after an ineffectual resistance on the part of the enemy, carried the French gun-vessel, No. 1, commanded by Ensigne-de-Vaisseau, Gaudolphe, and mounting one long 24-pounder and two brass sixes, with 100 stand of arms and fifty men, of whom 3 were killed, and 9 badly wounded; whereas the British, notwithstanding they had been hailed and fired at in their approach to the gun-vessel, did not lose a man. This truly gallant exploit, performed as it was in opposition to a force so superior, and almost under the guns of several heavy batteries, deserved every praise that was bestowed upon it, and fully entitled Mr. Trist to the promotion which he in consequence obtained.

### 1808.—March the 2nd.

CAPTURE OF THE DANISH BRIG, ADMIRAL YAWL, BY H.M.S. SAPPHO, COMMANDER GEORGE LANGFORD.

ON the 29th March, in the morning, the British 18-gun brig sloop, *Sappho*, Commander George Langford, standing to the eastward from off Scarborough, discovered and chased

an armed brig, that was steering a course as if with the intention to cut off several merchant vessels to-leeward. At about 1.30 p.m. the Danish armed brig, *Admiral Yawl*, Captain Jorgen Jorghson, substituting Danish for English colours, which she had previously hoisted, to deceive the *Sappho*, discharged her broadside in return for a shot fired over her by the latter. The *Sappho* immediately bore down, and brought her antagonist to close action, which was obstinately sustained for half-an-hour, when the *Admiral Yawl* struck her colours.

The *Sappho's* force was sixteen 32-pound carronades and two 6's, with a complement of 120 men and boys; of whom she had 2 wounded. The *Admiral Yawl* was singularly armed for a brig, her guns being mounted on two decks: on her first deck she had twelve 18-pound carronades, and on her second, or principal deck, sixteen long 6-pounders, altogether, 28 guns, with a complement of 83 men and boys, of whom the second officer and 1 seaman were killed. The wounded, if any, do not appear in the *Gazette* account.

### 1808.—*March the 8th.*

CAPTURE OF THE FRENCH FRIGATE, PIÉMONTAISE, BY H.M.S. SAN-FIORENZO, CAPTAIN GEORGE NICHOLAS HARDINGE.

On the 4th of March, at 11.30 a.m., the British 36-gun frigate, *San-Fiorenzo*, Captain George Nicholas Hardinge, sailed from Pointe de Galle, Ceylon, on her return to Bombay. On the 6th, at 7 a.m., the *San-Fiorenzo* being then in latitude 7° 32' north, and longitude 17° 58' east, passed of Cape Comorin the three British East India Company's ships, *Charlton*, *Metcalf*, and *Devonshire*, from Bombay bound to Colombo, and shortly afterwards discovered on her starboard

beam, in the north-east, the French 40-gun frigate *Piémontaise*, Captain Epron, advancing to intercept the *Indiamen*. The *San-Fiorenzo* immediately hauled to the wind in-shore, under all sail, and the French frigate, finding herself pursued, changed her course and stood away.

At 5 p.m., having previously made the private signal, the *San-Fiorenzo* hoisted her colours, but the French frigate seemingly paid no attention to either. The former then pressed forward in chase, and at 11.40 a.m., being still on the larboard-tack, ranged alongside of the *Piémontaise* and received her broadside. After ten minutes' action, within a cable's length, and yet, owing to the latter's high firing, with the loss of only 3 seamen slightly wounded on board the *San-Fiorenzo*, the *Piémontaise* made sail ahead out of the range of her opponent's shot. The *San-Fiorenzo* immediately chased, and by daylight on the 7th had so gained upon the French frigate, that the latter, seeing that a renewal of the engagement was unavoidable, hoisted her colours and wore, to bring her broadside to bear. At 6.20 a.m., being within half a mile of the *San-Fiorenzo*, who had also wore, the *Piémontaise* fired her broadside, and the action recommenced, the two frigates gradually closing to a quarter of a mile. The fire was constant and well directed on both sides, until about 8.5 p.m., when that of the French frigate visibly slackened.

At 8.15 p.m., the latter, having discharged her whole broadside, ceased firing, and made sail before the wind, leaving the *San-Fiorenzo* with her main topsail-yard shot through, main royal-mast shot away, both main topmast-stays, the spring-stay, and the greater part of the standing and running rigging and sails cut to pieces, and consequently, not in a condition for an immediate chase: her fire, therefore, continued only while her opponent continued within gun-shot. The *San-Fiorenzo's* loss by the morning's action amounted to 8 seamen and marines killed, and 14 wounded. The

remainder of the day was occupied in repairing her damages, and in a vain pursuit of the *Piémontaise*, who crowded all sail to the eastward, and at 9 in the evening disappeared.

At midnight the French frigate again showed herself, bearing east, and at daylight on the 8th was about four leagues distant from the *San-Fiorenzo*, who, at 9 a.m., being perfectly refitted, bore-up under all sail. At noon, the *Piémontaise* hoisted a Dutch Jack, and at 2.15 p.m., ran up English colours. The *San-Fiorenzo* was now fast approaching; nor did the *Piémontaise* avoid her until the British frigate hauled athwart the stern of the *Piémontaise*, in order to gain the weather guage, and bring on a close action. To frustrate this manœuvre, the French frigate, who now appeared with her proper colours, hauled-up also, and made all sail. Perceiving, however, that the superior sailing of the *San-Fiorenzo* rendered a battle unavoidable, the *Piémontaise* tacked, and at 4 p.m. the two frigates, when passing each other on opposite tacks, at the distance of about seventy yards, reopened their fire. In the second broadside from the French frigate a grape-shot killed Captain Hardinge, whereupon the command of the *San-Fiorenzo* devolved upon Lieutenant William Dawson. The *Piémontaise*, as soon as she had got abaft her opponent's beam, wore, and at 5.49 p.m., after a well-fought action, an hour and twenty minutes of it close, and during which she had all her rigging and sails cut to pieces, her three masts and bowsprit badly wounded, and a great proportion of her numerous crew placed *hors de combat*, struck her colours, some of her people at the same time waving their hats for a boat to be sent to them.

The loss sustained by the *San-Fiorenzo* in her third day's action, though numerically less than that on the second, was more serious, as it included among the killed her truly gallant captain. The remaining killed of that day consisted of 4 seamen and marines, and the wounded of 1 lieutenant

(Henry George Moysey, severely) and 7 seamen and marines. This made the total British loss on the three days 13 killed and 25 wounded. The loss on the part of the *Piémontaise*, who, besides her regular crew of 366 Frenchmen, had 200 Lascars to work the sails, amounted to 48 officers, seamen, marines and Lascars killed, and 112 wounded.

## COMPARATIVE FORCE OF THE COMBATANTS.

		<i>San-Fiorenzo.</i>	<i>Piémontaise.</i>
Broadside guns	{No. ...	21	23
	{lbs. ...	467	533
Crew in number	... ..	186	366
Size in tons	... ..	1,032	1,093

We cannot pay a higher compliment to the victorious party in this case than to rank the action of the *San-Fiorenzo* and *Piémontaise* along with that of the *Phoenix* and *Didon*, already described. The odds in each, except in point of crew, were nearly the same. The *Piémontaise* was certainly not so manfully fought as the *Didon*. The former began to run from the first; and it was the constant avoidance of her opponent which protracted the contest to the third day. The actual engagement, however, did not, as it appears, last more than four hours and five minutes. The action was conducted on the part of the British frigate with as much skill as gallantry; but neither skill nor gallantry would have availed the *San-Fiorenzo* had she not also excelled her antagonist in a third quality, swiftness of sailing.

Soon after daylight on the morning of the 9th, the three masts of the *Piémontaise* fell over her side. In this state she was taken in tow by the *San-Fiorenzo*; and on the 13th, the two frigates cast anchor in the road of Colombo, Island of Ceylon, where, by order of the Governor, Lieutenant-General Maitland, the highest military honours were paid to the remains of the *San-Fiorenzo's* late youthful captain. The *Piémontaise* was purchased for the British Navy, and classed among the large 38's.

1808.—*March the 13th.*

DESTRUCTION OF BATTERIES AND VESSELS OF WAR AT VIVERO, BY H.M.S. EMERALD, CAPT. F. L. MAITLAND.

ON the 13th of March, at 5 p.m., the British 36-gun frigate, *Emerald*, Captain Frederick Lewis Maitland, being off the harbour of Vivero, discovered lying there a large French armed schooner, and immediately stood-in, with the view of attempting her capture or destruction. At 5.30 p.m., the first fort on the right, mounting eight 24-pounders, opened upon the ship, as did another fort about a mile further in on the left, mounting five 24.'s, as soon as the frigate got within range. Finding it impossible to place the ship so as to act against both batteries at once, Captain Maitland despatched a party of seamen and marines, under First Lieutenant Charles Bertram, to storm the outer fort, while the frigate stood-in as near to the inner one as the depth of water would permit, and opened her fire upon it. Lieutenant Bertram having, without much difficulty, driven the Spaniards out of the right-hand fort, and spiked the guns, Lieutenant Wm. Smith proceeded to do the same to the left-hand fort. Lieutenant Smith, on landing about a mile from the fort, was opposed by a party of soldiers, most of whom, with their leader, are represented to have fallen, and the remainder to have retreated. These the British followed, but, owing to the nature of the ground, the darkness of the night, and a temporary cessation of firing by the battery, missed their way to it and returned. Meanwhile, Mr. Baird, a midshipman, had been sent with a party to take possession of the schooner, which, to avoid being taken, had run herself on shore upon the rocks. This party was joined by that under Lieutenant Bertram, and the united detachments were presently met by the principal part of the schooner's crew. After an exchange of musketry, the pike

and bayonet of the British put to flight the French, who left several dead on the rocks. Lieutenant Bertram now advanced towards the schooner, which was the *Apropos*, of eight 12-pound carronades, and a complement of 70 men, from Isle-de-France, with despatches; but, as the vessel had gone on shore at high water, no efforts on the part of the British, though persevered in till a party of soldiers opened a galling fire upon them, could get her afloat. Notwithstanding the attack thus made upon them, Lieutenant Bertram and his men managed to set the *Apropos* on fire; and at 1 o'clock on the 14th the vessel exploded. This enterprise was attended, unfortunately, with a serious loss to the British. They had 9 seamen and marines killed; and Lieutenant Bertram (severely), two lieutenants of marines, a master's mate, and 11 seamen and marines wounded.

1808.—*March the 14th.*

ACTION WITH THE DANISH BRIG, LOUGEN, AND H.M.S. CHILDERS, CAPT. W. H. DILLON.

ON the 14th of March, at 4 p.m., as the British 14-gun brig sloop, *Childers*, Captain William Henry Dillon, was standing towards the coast of Norway, with a fresh breeze from the eastward, a sail was discovered in-shore, and immediately chased. On this the stranger hauled in among the rocks, out of sight, to take shelter in the small port of Midbe. Immediately a number of boats came out, with the intention, as supposed, of removing the vessel's cargo. To prevent this, the *Childers* despatched her boats, well armed, under the command of Mr. Wilson, the master. The near approach of these was the signal for the shore-boats to disperse; and the British, although opposed by the inhabitants with musketry, as well as with stones, hurled from the top of the precipice,

under which the vessel lay, boarded and carried her. She proved to be a Danish galleot, partly laden with oil and fish.

Scarcely had the *Childers* descried the galleot coming out from among the rocks, than she also observed a large brig, evidently a vessel of force, sail out of Hitteroe. The latter soon bore down towards the *Childers*, with the apparent design of fighting her and rescuing the prize. At about 6 p.m. the strange brig, which was the Danish 20-gun brig, *Lougen*, Captain Wulff, got upon the weather-beam of the *Childers*, at about gun-shot distance; and the latter, by way of challenge, fired a shot over her. Immediately on this the former hauled close to the wind, and stood in-shore. The *Childers* followed her; and, when within half-a-mile of the shore, the two brigs exchanged broadsides, on opposite tacks, at about half gun-shot distance. After the *Childers* had discharged her first broadside, the Dane was discovered to be on fire forward; and, had the former been near enough to profit by the confusion evidently caused by the accident, the contest might have been brought to a speedy termination.

The *Lougen* now kept so near to the Norwegian shore that she became hid from the view of, and could not, at any rate, be weathered by, the *Childers*; it was only, indeed, by the flash of the former's guns that the latter knew in what direction to fire her own. In this manner the engagement lasted for three hours; during which the heavy metal and well-directed fire of the Dane did the *Childers* considerable damage. Many of the Danish 18-pounders struck the British vessel between wind and water; while the latter's shots, being discharged from a battery of 12-pound carronades, frequently fell short, a circumstance which must have greatly reanimated her opponent. Despairing of accomplishing anything while the wary Dane hugged the land so closely, the *Childers* stood out under easy sail, in the hope of enticing her to sea, where a close, and therefore more equal combat could not so well be avoided by the former. At length the *Lougen* ventured

from the land, and at 11 p.m. was three miles distant from it. The *Childers* now set her courses and tacks, intending to weather her antagonist; but the wind presently headed her, and frustrated the attempt. As the only alternative, the British brig passed close under the lee of the Dane, and poured into her a broadside of round and grape; receiving in return many destructive shots, several of which entered between wind and water. The *Lougen* immediately tacked, and made sail to regain the shore; and the *Childers*, having her lower masts and bowsprit badly wounded, five feet water in her hold, her magazine afloat, and the water so gaining on the pumps that it was doubtful whether or not the brig could be preserved from sinking, was in no state to renew the battle.

The *Childers* was the smallest sloop of war in the British service, measuring only 202 tons. She was built as long ago as 1778, and originally carried long 4-pounders; but these had recently been exchanged for 12-pound carronades. Her crew consisted of 60 men and boys; of whom she had three killed and 8 wounded, including, among the latter, her commander, severely. The *Lougen* mounted eighteen long 18's, and two long 6-pounders, Danish calibre, and had a complement, as conjectured, of more than 160 men and boys. How many of these suffered in the engagement cannot be ascertained. To have carried eighteen long 18-pounders, the *Lougen* must have measured at least 450 tons; which is about 60 tons more than any brig belonging to the British Navy.

The gallantry of the *Childers*, so conspicuous throughout this affair, obtained for her officers and crew the approbation and thanks of the Admiralty, and for Commander Dillon himself the grand desideratum of post-rank. What honours fell to the share of Captain Wulff for his conduct on the occasion depended very much, no doubt, upon the story he told when he got safe into port.

1808.—*March the 22nd.*

DESTRUCTION OF THE LINE-OF-BATTLE SHIP, PRINCE CHRISTIAN FREDERIC, BY H.M.S. STATELY, CAPTAIN GEORGE PARKER, AND H.M.S. NASSAU, CAPTAIN ROBERT CAMPBELL.

On the 22nd of March, at 2 p.m., the British 64-gun ship, *Stately*, Captain George Parker, and *Nassau*, Captain Robert Campbell, proceeding towards the Great Belt, descried and chased a strange sail. At 4 p.m., Greenhall, on the Jutland coast, bearing north-west-by-west, distant ten miles, the stranger was made out to be an enemy, and at 5 p.m., a Danish ship-of-the-line, having evidently the intention, if no other mode of escape offered, of running on shore.

At 7.40 p.m., the *Nassau* got up with and opened her fire upon the Danish 74-gun ship, *Prince Christian Frederic*, Captain Jeesen, and in a few minutes afterwards the *Stately* closed, and did the same. A running fire was thus maintained, with great obstinacy on the part of the 74, until 9.30 p.m., when the *Prince Christian Frederic* struck her colours. At this time the latter was within two cables' length of the shore of Zealand; and, before the first lieutenant of the *Stately*, who had gone on board to take possession, could cut away her anchor, the prize grounded. The British ships, fortunately for them, had already brought up near to her. The remaining part of the night was employed in removing the prisoners; and at daylight, on the 23rd, it was found impossible to get the captured ship afloat. As the Danes were preparing their artillery on the coast, and as the wind blew strong on the shore, and a good deal of sea was running, the *Prince Christian Frederic*, on the same evening, was set fire to by her captors, and in a short time blew up.

The loss on the part of the *Stately* was 4 men killed and 28 wounded; that of the *Nassau*, 1 man killed, 1 missing, and 16 wounded; total, on the side of the British, 5 killed and 45 wounded and missing. The *Prince Christian Frederic* had 55 killed and 88 wounded; also sufficient to prove that her commander did not surrender his ship earlier than was consistent with the honour of the Danish flag.

1808.—*April the 4th.*

DESTRUCTION OF SEVERAL GUN-BOATS AND CONVOY, BY H.M.S. ALCESTE, CAPTAIN M. MAXWELL; H.M.S. MERCURY, CAPTAIN J. A. GORDON; AND H.M.S. GRASSHOPPER, CAPTAIN THOMAS SEARLE.

On the 4th of April, while the British 38-gun frigate, *Alceste*, Captain Murray Maxwell, the 28-gun frigate, *Mercury*, Captain James Alexander Gordon, and the 18-gun brig, *Grasshopper*, Captain Thomas Searle, lay at anchor about three miles to the north-west of the lighthouse of San-Sebastian, near Cadiz, a large convoy sloop, under the protection of about twenty gun-boats, and a numerous train of flying artillery on the beach, was observed coming down along shore from the northward. At 3 p.m., the Spanish convoy being then abreast of the town of Rota, the *Alceste* and squadron weighed, with the wind at west-south-west, and stood in for the body of the enemy's vessels. At 4 p.m., the shots and shells from the gun-boats and batteries passing over them, the British ships opened their fire. The *Alceste* and *Mercury* devoted their principal attention to the gun-boats, while the *Grasshopper*, drawing much less water, stationed herself upon the shoal to the southward of the town, so close to the batteries that, by the grape from her carronades (32-pounders) she drove the Spaniards from their

guns, and at the same time kept in check a division of gun-boats that had come out from Cadiz to assist those engaged by the frigates.\* The situation of the latter was also rather critical, they having, in the state of the wind, to tack every fifteen minutes close to the end of the shoal.

In the heat of the action, the first lieutenant of the *Alceste*, Allen Stewart, volunteered to board the convoy with the boats. Accordingly, the boats of the *Alceste*, under Lieutenant Stewart, quickly followed by those of the *Mercury*, under Lieutenant Watkin Owen Pell, dashed in among the convoy, and soon boarded and brought out seven tartans, from under the very muzzles of the enemy's guns, and from under the protection of the barges and pinnaces of the Franco-Spanish fleet, which had by this time joined the gun-boats. During the cannonade, which lasted until 6.30 p.m., two of the gun-boats were destroyed, and several were compelled to run on shore. All this was effected with so slight a loss to the British as 1 man mortally, and 2 slightly wounded on board the *Grasshopper*; the damages of the latter, however, were extremely severe, as well in hull as in mast, rigging, and sails. With the exception of an anchor shot away from the *Mercury*, the damages of the two frigates were confined to their sails and rigging, and that not to any material extent.

### 1808.—*May the 7th.*

ACTION WITH SEVEN ARMED VESSELS AND DESTRUCTION OF THEM, BY H.M.S. REDWING, COMMANDER THOMAS USSHER.

ON the 7th of May, at daylight, Cape Trafalgar bearing west-north-west about six miles, the British brig-sloop,

\* Captain Murray Maxwell, in his official letter alluding to this gallant conduct on the part of Captain Searle, says: "It was a general cry on both ships, 'Only look how nobly the brig behaves!'"

*Redwing*, Commander Thomas Ussher, discovered a Spanish convoy coming down along shore. The wind being very light and variable, the *Redwing* was not able to close with the enemy until 7 a.m.; when the two parties being within point-blank shot of each other, the Spanish gun-vessels, seven in number, hauled their sails, formed a close line, and swept towards the former, indicating an intention to board. The *Redwing*, nowise daunted, endeavoured also to close in order to decide the business quickly, and, if possible secure the merchant-men. As soon as her opponents had advanced within musket-shot the brig opened upon them a quick and well-directed fire, her guns doing evidently great execution. At 9 a.m., the gun-boats, completely panic-struck and beaten, pushed into the surf, sacrificing the wounded. To save these, if possible, Commander T. Ussher despatched one of his boats, but the *Redwing's* men, notwithstanding all their exertions, were unable to rescue a single Spaniard. The merchant-vessels, seeing the fate of their protectors, two of whom only remained, attempted to disperse. Some were sunk by the *Redwing's* shot, others ran into the surf and soon disappeared, seven were captured, and the rest, including the two armed vessels, effected their escape; the *Redwing*, who had received two 24-pound shots through her fore-mast, one through the main-mast, and one through the gammoning of the bowsprit, which had likewise cut the knee of the head asunder, being in a too crippled state to follow them.

Notwithstanding that the damages were so serious, the *Redwing's* loss was comparatively trifling; it amounted, out of 60 men and boys, to only 1 man killed, and 3 wounded. Considering that the guns of the British vessel were only 18-pound carronades (eight with two long 6's), and that the twenty-two guns of her seven opponents contained, among them, seven long Spanish 24, and one 36-pounder, the defeat and destruction of the flotilla, numerous manned, too,

afforded an additional proof, not only of the prowess of the British seamen, but of what apparently insurmountable obstacles may be overcome by gallantry and perseverance.

### 1808.—May the 19th.

#### CAPTURE OF THE DUTCH FRIGATE, GUELDERLAND, BY H.M.S. VIRGINIE, CAPTAIN EDWARD BRACE.

ON the 19th May, at 4 p.m., latitude 46° north, longitude 14° west, the British 38-gun frigate, *Virginie*, Captain Edward Brace, standing on the starboard tack, with the wind at north-east, saw and chased a sail in the north-north-west. At 4.30 a.m., the strange sail, which was the Dutch 36-gun frigate, *Guelderland*, Captain Pool, bore up. At 7.40 a.m., the *Virginie*, coming up fast, fired a gun to-leeward, on which the *Guelderland* fired one to-windward, and hoisted French colours. At 9.45 a.m., the former hailed the latter, who, having shifted her colours, replied that she was a Dutch ship-of-war. Being called upon to strike and refusing, the *Guelderland* was fired into by the *Virginie*, and an action forthwith commenced. During its continuance the Dutch frigate wore three times, and in attempting to do so a fourth time, fell on board her opponent; but the night was so dark, and the swell so great, that the British could not act as on such occasions they are wont. After an-hour-and-a-half's contest, in which she had her bowsprit and all three masts shot away by the board, and sustained a very heavy loss in killed and wounded, the *Guelderland* struck her colours to the *Virginie*, whose principal damage was that caused by the former's running foul of her. The *Guelderland*, soon after she had struck, caught fire, but "through the firm discipline of the enemy," says Captain Brace, "the

fire was extinguished," before the *Virginie's* boats could get on board to rescue the prisoners.

The *Virginie* came out of the action with so trifling a loss as 1 man killed, and 2 wounded; while that of the *Guelderland*, whose crew numbered 253, exclusive of 23 passengers, amounted to 25 officers and men killed, and 50, including her commander, wounded.

#### COMPARATIVE FORCE OF THE COMBATANTS.

			<i>Virginie.</i>	<i>Guelderland.</i>
Broadside guns	No.	...	23	18
	lbs.	...	517	232
Crew in number	...	...	281	253
Size in tons	...	...	1,066	852

Against odds so high, to defer a surrender until the ship was wholly dismasted, and three-tenths of the crew killed or disabled, showed that there was no want of bravery on board the Dutch frigate. In the art of gunnery, however, her men appear to have been miserably deficient. Many a 10-gun privateer in a running fight has inflicted a greater loss upon a British frigate than the *Virginie* sustained by the one-hour-and-a-half's conflict with the *Guelderland*. The British captain, in his official letter, calls the defence of his opponents a "gallant" one, and adds: "If any credit is due to this transaction, I entreat you to bestow it on the officers and men." Here is another instance of that liberal feeling which is ever the characteristic of the truly brave.

Dutch ships of war are seldom any great acquisition to the British Navy, but the *Guelderland* served for a few years as a cruising 12-pounder 36.

1808.—*July the 6th.*

CAPTURE OF THE TURKISH FRIGATE, BADERE-ZAFFER, BY  
H.M.S. SEAHORSE, CAPTAIN JOHN STEWART.

On the 1st of July, as the British 38-gun frigate, *Seahorse*, Captain John Stewart, lay at anchor in a port of the Island of Zea, a boat arrived from the British Consul at Skyro with the intelligence that a Turkish frigate and two corvettes had been seen off that island. Instantly the *Seahorse* weighed, and beat-up against a north-north-east wind. Nothing of consequence occurred until early on the morning of the 5th, when the *Seahorse* discovered to-windward, between the islands of Schopilo and Killideoni, two Turkish men-of-war, one the frigate, *Badere-Zaffer*, of 52 guns, Captain Scandril Kiebue Alli; the other the corvette, *Alis-Fezan*, of 24 guns, Captain Duragardi Alli. The British frigate continued plying to-windward, with light airs, until the afternoon, when a strong wind drove her for shelter under one of the islands, and shut out the Turks from her view.

The weather moderating, the *Seahorse* was again about to make sail, when, at 6.30 p.m., she descried the *Badere-Zaffer* coming round the east end of the Island of Scopolo; and presently afterwards the *Alis-Fezan*, followed by a galley. The former, having braced-up her yards as if for sailing on a wind, stood towards the Turkish ships, and, the moment she found she could weather them, luffed-up close. The weather-gauge thus obtained, it became the object of the *Seahorse*, having so superior a force to contend with, to delay the engagement until dark, when her skill in manœuvring might be more advantageously displayed.

At about 9.30 p.m., the *Seahorse* opened her broadside (every gun of which had been double shotted) upon the

*Badere-Zaffer*, then going a little off the wind. The latter immediately returned the fire, and a hot engagement ensued, during which the *Badere-Zaffer*, relying on her numerous crew, made several vigorous attempts to board, but was frustrated in all of them by the superior tactics of the British frigate. At about 10 a.m., the *Alis-Fezan*, being observed coming up astern, the *Seahorse* tacked, and stood-on to meet her, opening upon her at half-pistol shot distance such a tremendous fire that, in a quarter-of-an-hour, the *Alis-Fezan* had her sails, rigging, and masts cut to pieces, was set on fire forward, and appeared in the greatest confusion and distress.

Having thus silenced the fire of one opponent, the *Seahorse* again made sail after the other; with whom, at 11 p.m., she recommenced the action. By 12.30, a.m., the *Seahorse* had made a wreck of the *Badere-Zaffer*; but the Turks, heedless of, or perhaps, not understanding, the repeated hails of the former to surrender, continued an unavailing resistance until 1.15 a.m., when the fire of the *Badere-Zaffer* entirely ceased. The *Seahorse* then hauled-off and hove-to; and, shortly afterwards, her mizen-mast fell over the side, the only material damage she had sustained. Having such barbarians to deal with, Captain Stewart very properly deferred taking possession of his prize until daylight.

Daylight came, and the *Badere-Zaffer* appeared, with her colours flying on the stump of the mizen-mast. The *Seahorse* immediately ran down, and, placing herself athwart the stern of the Turkish frigate, poured in a raking broadside; whereupon the latter fired two guns, and hauled down her flag. At this time, although the night had been calm, and no ship could well have moved far from the spot, the *Alis-Fezan* was nowhere seen. The impression was that she had gone down; but, with the assistance of the galley, who had also disappeared, the corvette might have effected her escape.

The *Seahorse*, like the generality of 38's, mounted 46 guns,

and had on board only 251 men and boys. Of these she had 5 killed and 10 wounded. The *Badere-Zaffer* is represented to have mounted 28 long 24-pounders, and two 42-pounders on the main deck, and 22 long 12-pounders on the quarter-deck and fore-castle: total, 52 guns. Whether the calibres, as given in the official letter, mean English or Turkish pounders, is uncertain; in either case the *Badere-Zaffer* was a most powerful ship. This frigate had a complement of 500 men, of whom 165 were killed and 195 wounded, several of them mortally. The *Alis-Fezan* mounted twenty-four "13-pounders" on a flush deck, besides two mortars, and commenced the action, it was said, with 230 men, having taken on board several from the galley. The loss sustained by the corvette, admitting her not to have, as she had most probably, sunk, was, of course, unknown; but it must have been most severe.

The *Seahorse's* commander evinced no small share of gallantry in proceeding to attack a force which, in number and strength, had been magnified at every island at which he had touched on his way up; and his officers and men, on their part, gave unequivocal proofs of a high degree of skill and steadiness, in the manner in which they tore to pieces and destroyed two opponents possessing so great a numerical superiority. Nor did the Turks behave amiss: their want of skill may be well attributed to their want of practice; but the obstinacy of the *Badere-Zaffer's* resistancy, in delaying the surrender until her masts were cut away, her hull reduced to a sinking state, and nearly three-fourths of her crew swept from their quarters, was truly characteristic of that desperate courage which the Mahommedans, on several occasions, have displayed.

It took the *Seahorse* three days to place her prize in a seaworthy state. This done, Captain Stewart gave the surviving Turks their liberty; sending them to Constantinople and Smyrna, on board Grecian ships, which latter received from

the *Seahorse* a supply of provisions for the voyage. The *Seahorse* then, taking her prize in tow, proceeded with her to Miconi, and subsequently to Malta. The *Badere-Zaffer* was 166 feet long on the main-deck, and nearly 42 feet broad, and must have measured full 1,300 tons; but, owing probably to the estimated expense of repairing, especially in a foreign port, the damages done to her hull by the *Seahorse's* well-directed fire, the prize was *not* purchased for the use of the British Navy.

### 1808.—July the 10th.

CAPTURE OF AN ARMED SHIP AT PORT D'ANZO, BY THE BOATS OF H.M.S. PORCUPINE, UNDER LIEUTENANT G. PRICE.

On the 9th of July, at daybreak, as the British 22-gun ship, *Porcupine*, Captain Henry Duncan, lay becalmed off Monte-Circello, on the coast of Roumania, 2 French gun-boats, with a merchant-vessel under convoy, were observed going along shore to the westward. The boats of the *Porcupine*, under the orders of the first Lieutenant, George Price, assisted by second Lieutenant, Francis Smith, Lieutenant of Marines, James Renwick, and several midshipmen, were immediately despatched in pursuit of the gun-vessels. After a pull of eight hours, under a hot sun, Lieutenant Price and his party drove the merchant-ship on shore, and compelled the two gun-boats, each of which was armed with one long 24-pounder and thirty men, to take shelter under the batteries of Port D'Anzo. At this moment, three suspicious vessels being seen coming down from the westward with a fresh breeze, the *Porcupine* recalled her boats, in order to go in chase; but the former, before they could be cut off, succeeded in getting into the harbour along with the gun-boats. On the morning of the 10th, observing that a large polucca

ship, one of the three vessels that had last entered, lay further out than the others, Captain Duncan resolved to attempt cutting her out. Accordingly, as soon as it was dark, the boats, commanded as before, pulled towards the harbour, and, although the polucca mounted 6 long 6-pounders, with a crew of between twenty and thirty men, and expecting to be attacked, had moored herself to a beach, lined with French soldiers, and lay within pistol-shot of two batteries and a tower, and also of three gun-boats, Lieutenant Price and his men boarded and carried her. The next difficulty was to bring her out; here, although, in consequence of baffling winds, it was an hour and twenty minutes before the prize got beyond the reach of grape, the British also succeeded. In this very gallant exploit, the *Porcupine* had none of her men killed; but she had 8 officers, seamen, and marines wounded, including, severely on the head and the right leg, Lieutenant Price, the gallant leader of the party.

#### 1808.—August the 11th.

CAPTURE OF A MAN-OF-WAR BRIG AND CUTTER AT NYBORG,  
BY THE BOATS OF SIR RICHARD KEATS' SQUADRON.

ACCORDING to a plan concerted between Rear-Admiral Keats and the Marquess de la Romana, the commander-in-chief of the Spanish forces in Denmark, the latter, on the 9th of August, with nearly 6,000 men, took possession of the fort and town of Nyborg in the island of Funen. Immediately afterwards Rear-Admiral Keats addressed a letter to the Danish Governor, promising to abstain from any hostile or offensive act, so long as similar treatment was experienced by the Spaniards from the troops of Denmark and France, but declaring that if any opposition should be offered to the embarkation of the Spanish troops, measures would certainly be taken that might lead to the destruction of the town of Nyborg.

The Danish garrison prudently yielded to circumstances, but a Danish man-of-war brig, the *Fama*, of eighteen guns, and a cutter of twelve, the *Salorman*, moored themselves across the harbour near the town, and rejected all remonstrances and offers of security. The reduction of these vessels being actually necessary, and the Spanish general being unwilling to act hostilely against Denmark, such small vessels and boats as could be collected were put under the command of Captain James Macnamara, of the 74-gun ship *Edgar*, and he and his party attacked and captured both the brig and cutter, with a loss to the British of 1 lieutenant killed, and 2 seamen wounded; and to the Danes of 7 killed, and 13 wounded.

Expedition being now of the greatest consequence, and none of the ships-of-the line, from circumstances of weather, being able to be brought near, the rear-admiral shifted his flag from the *Superb*, seventy-four, to the *Hound*, sloop-of-war, in the harbour. Fifty-seven sloops or doggers, found in the port, were fitted by the seamen of the squadron, and in the course of that night and the following day, the 10th, a great part of the artillery, baggage, and stores, belonging to the Spaniards was embarked, and removed to the point of Slypsharn, four miles from Nyborg, where the army was to embark. This service was also effected on the morning of the 11th, and the troops were soon under the protection of the British squadron at the anchorage off the island of Sproe. In the course of the same day more than 1,000 Spaniards joined the British ships by sea from Jutland, and another 1,000 were thrown into Langeland, to strengthen the fort held by the Spanish forces in that island. The Spaniards embarked at Nyborg, and those that escaped from the squadron from Jutland were landed at Langeland; whence the whole, numbering 10,000 men, were carried to England and subsequently to Spain.

1808.—August the 26th.

THE RUSSIAN FLEET ENGAGED, AND THE SEVENTY-FOUR-GUN SHIP, SEAWOLD, CAPTURED BY REAR-ADMIRAL SIR SAMUEL HOOD.

On the 20th of August Rear-Admiral Sir Samuel Hood, with the *Centaur*, seventy-four, Captain W. H. Webley, and the *Implacable*, seventy-four, Captain Thomas Byam Martin, arrived in the Oro roads, and anchored in company with the Swedish squadron, consisting of seven sail-of-the-line and four frigates. On the same afternoon the Russians made their appearance off the road, and presently anchored outside. On the 21st, in the evening, the Russian fleet, numbering nine sail-of-the-line, three 50-gun ships, eight frigates and corvettes, two brigs, and two cutters, got under weigh and stood off and on the road. On the 22nd four Swedish sail-of-the-line came down from Jungfur sound, and joined their companions in Oro road. This increased the force of the Swedish admiral to eleven sail-of-the-line, five frigates, and a brig; but upwards of a third of their crews were ill in bed with the scurvy, of which many died daily. On the 23rd, in the afternoon, the Russian fleet, making a very formidable appearance, stood close into Oro road, with a fine west-south-west wind, then tacked and stood off. On the 25th, at 6 a.m., the Swedish fleet, accompanied by the *Centaur* and *Implacable*, weighed anchor with a fresh breeze at north-east, and made sail in pursuit of the Russian fleet; which, at 9 a.m., to the number of twenty-three sail, was seen in the south-east off Hango Udd. At about noon, as had been previously arranged, the *Frederic Adolph*, with a great proportion of the sick on board, parted company from the fleet, and steered for Carlsrona.

This reduced the Anglo-Swedish fleet to twelve sail-of-the-line and five frigates mounting 1,156 guns, while the Russian fleet of nine sail-of-the-line, three 50's, and eight frigates and corvettes (not reckoning the two brigs) mounted 1,118 guns. Here was no great disparity, especially in the ineffective condition of the Swedish ships; but the Russian admiral, not knowing this, or considering the two ships with British ensigns flying, and who soon became the most conspicuous objects, as a host in themselves, made all sail to get away. A windward chase was not the thing for wooden-bottomed ships, nor, where so much nicety was required in trimming sails, for weak and inexperienced crews. Hence the *Centaur* and *Implacable*, by 8 p.m., were five miles to windward of the Swedes, notwithstanding the latter carried every stitch of canvas that their ships would bear.

The night's chase increased that distance to nearly ten miles; and at 4 a.m. of the 26th, the *Implacable* had advanced two miles to-windward of the *Centaur*. This brought the former within four or five miles of the Russian fleet, then bearing from east-north-east to south-south-east, evidently much scattered, and still crowding all sail to escape. At 4.30 a.m., the *Implacable*, then on the larboard tack, observed a Russian two-decker considerably to-leeward of her fleet. At 5.30 a.m., the latter, which was the 74-gun ship, *Seawold*, Captain Rudnew, being on the starboard tack, passed the bow of the former. The *Implacable* immediately tacked after her. At 6.30 a.m., the *Seawold* tacked. At 6.45 a.m., the two ships again crossed each other, when the Russian opened her fire, which was quickly returned by the *Implacable*. The latter then again tacked, and at 7.20 a.m., having overtaken the *Seawold*, and closed her to within pistol-shot to-leeward, recommenced the action with the utmost vigour, and with such decided effect that in less than half-an-hour the *Seawold*, whose colours had been shot away early in the combat, ceased

firing and hauled down her pendant. At this moment, Sir Samuel, observing that the Russian Admiral, who, with his fleet, had bore-up since the commencement of the action, was within two miles of the *Implacable*, threw out the signal of recall. The latter, therefore, made signal to close the *Centaur*, then upwards of a mile-and-a-half to-leeward. This the *Implacable* effected at 8 a.m., and the two British 74's ran on in company, to join the Swedish fleet, the van ship of which was nearly 10 miles to-leeward, when the *Implacable* compelled the Russian to make the signal of surrender.

The loss incurred by the *Implacable* in this short, but smart engagement, consisted of 6 seamen and marines killed; a master's mate, the captain's clerk, and 24 seamen and marines wounded. The loss which the *Seawold* sustained, as admitted by her captain, amounted to 48 officers, seamen and marines killed, and 80 wounded; a sufficient proof that the guns of the *Implacable* had been as well directed as they had been heavily charged.

### 1808.—November the 10th.

CAPTURE OF THE FRENCH FRIGATE, THÉTIS, BY H.M.S. AMETHYST, CAPTAIN SIR MICHAEL SEYMOUR.

ON the 10th of November, at 6.45 p.m., the British 36-gun frigate, *Amethyst*, Captain Sir Michael Seymour, being close to the north-west point of the island of Groix, standing to the northward, on the starboard tack, with the wind at east-north-east, observed a sail astern, running about south-west. The *Amethyst* immediately wore in chase, and presently fired two muskets to bring-to the strange vessel, now discovered to be a large ship. The latter was, in fact, the French 40-gun frigate, *Thétis*, Captain Jacques Pinsum, from Lorient for

Martinique, with troops and 1000 barrels of flour, besides other stores. It was, therefore, the object of the *Thétis* to pursue her course, and she did so under all sail.

At 9 p.m., the *Amethyst*, having got within a quarter-of-a-mile, discharged a bow-gun at the *Thétis*, who smartly returned the fire from one of her stern-chasers. Convinced that the latter was an enemy, the former now, as her duty prescribed, let off rockets, and soon saw them answered by three flashes in the north-east. Shortly after this, the *Thétis* took in her studding-sails and shortened sail, as did also the *Amethyst*. At about 9.30 p.m., the former luffed-to, and fired her larboard broadside at the *Amethyst*, who presently brought her antagonist to close action, on the larboard beam. At 9.40 p.m. the *Thétis* fell foul of the *Amethyst*, on the larboard quarter, and made a slight and vain attempt to board; but, in 10 minutes, the ships got clear, and the cannonade recommenced with mutual spirit. In a little while the *Thétis* luffed-up again on the larboard quarter of the *Amethyst*, who, thereupon, bore-up athwart her opponent's starboard-bow, and raked her. On again hauling up, the *Amethyst* found herself at the distance of about half a ship's length on the larboard beam of the *Thétis*, then running under all sail, with the wind a little on the starboard quarter. At 10.15 p.m. the mizzen-mast of the *Amethyst* was shot away, and which, falling in-board, broke down and damaged the wheel. Scarcely had the *Thétis* increased her distance by this disaster to her antagonist, than her own mizzen-mast fell over the side, and the two ships again lay abreast of each other. At 11 p.m. the *Thétis* made a desperate, but unsuccessful attempt to board the *Amethyst* on the starboard beam, when the fluke of the latter's best bower-anchor, having entered the foremast main-deck port of the *Thétis*, kept her fast alongside.

In this way the action was maintained, with destructive effect on both sides, particularly to the *Thétis*, who had been

set on fire in several places, until about 20 minutes past midnight; when the *Amethyst*, having completely silenced the guns of her antagonist, boarded and carried her. It was not, however, until 12.45 p.m., after several prisoners had been received by the latter, that the *Thétis* could be disentangled; and, almost immediately afterwards, her mizzenmast went over the side. At 1.15 a light was observed in the north-east, and the British 74-gun ship, *Triumph*, Captain Sir Thomas M. Hardy, soon came up under a press of sail. In about another quarter of an hour the 38-gun frigate, *Shannon*, Captain P. B. V. Broke, joined; and, after receiving on board several prisoners, took the prize, now wholly dismasted, in tow.

The *Amethyst*, who, besides having her rigging and sails cut to pieces, and her remaining masts greatly injured, had 3-feet and half of water in the hold, from the number of shot-holes in her hull, lost 19 officers and men killed, and 51 wounded. The *Thétis*, who was dreadfully shattered as well as dismasted, had her captain and 134 officers, seamen, and soldiers killed, and 102 wounded. She had commenced the action with 436 men, 330 seamen and marines, and 106 French soldiers; which latter, from the closeness of the action, must have been a great acquisition.

## COMPARATIVE FORCE OF THE COMBATANTS.

			<i>Amethyst.</i>	<i>Thétis.</i>
Broadside guns	{No. ...	...	21	22
	{lbs. ...	...	467	524
Crew in number	...	...	261	436
Size in tons	...	...	1,046	1,090

Here stands another frigate action, in which the comparative statement, in every line of figures on the French side, exhibits a superiority of force, particularly so in crew. There is, however, a circumstance or two which, fairly considered, will be allowed to bring the odds a little nearer to an equality. The object of the *Thétis*, from the first, was to gain her

destination, not to fight; and even, had it been otherwise, an interchange of signals by rockets and flashes, informed her that two ships, friends to each other, and foes to her, were not very far distant. Still, the *Thétis* shortened sail to fight, as has already been shown.

The crew of the *Amethyst*, in the heavy loss and damage they inflicted upon the *Thétis*, proved the high state of discipline to which they had been brought by their commander and his officers. If anything can add to the merits of Captain Seymour on this occasion, it is the modesty of his published account, and the handsome eulogium he pays to the gallantry of Lieutenant Joseph Dédé, the surviving commander of the *Thétis*; who, he says, acted with singular firmness, and was the only Frenchman on the quarter-deck when the British boarded.

Captain Seymour, soon after his return to port, was made a Baronet of the United Kingdom; and the First Lieutenant of the *Amethyst*, Mr. Goddard Blennerhasset, as no less his due, was promoted to the rank of commander. The prize was purchased for the British Navy, and, under the name of *Brune* (a *Thetis* being already in the service), was subsequently added, as a cruising frigate, to the large class of 38's.

## 1808.—December the 13th.

## ACTION WITH BATTERIES, AND A CORVETTE CAPTURED BY A DETACHMENT UNDER CAPT. F. COLLIER.

ON the 12th December, at 11 a.m., the *Morne Fortunée* gun-brig, one of a small British squadron under Capt. Francis Augustus Collier, of the 32-gun frigate, *Circe*, appointed to cruise between the Diamond and Pearl rocks, Martinique, discovered, at anchor off the last named rock, the French 16-gun brig, *Cigne*, and two armed schooners. The

instant the signal of an enemy was made, the *Circe* and her companions (the *Stork* 18, Capt. Geo. Le Geyt; the *Eperrier* 16, Capt. Thos. Tudor Tucker; the *Morne-Fortunée* 12, Lieut. John Brown; and the *Express* 6, Lieut. Wm. Dowers) made sail towards St. Pierrés, which one of the French schooners was endeavouring to reach, by being towed along shore, under cover of a body of troops on the beach. Finding it impossible, owing to the near approach of the *Stork*, to get between her port and the *Circe*, the schooner ran on shore under a battery of 4 guns, flanked by 2 smaller ones, and defended also by the troops that had accompanied her from her anchorage at the Pearl. Immediately the *Circe*, followed by the *Stork* and *Morne-Fortunée*, stood in to attack the batteries, and engaging within pistol-shot, soon silenced the two smaller ones and drove the troops from the beach.

Observing at this time, that the French brig and the schooner in her company were unloading, Capt. Collier directed the *Morne-Fortunée* to watch the motions of the schooner on shore, and to give similar orders to the *Eperrier* on her coming up; and then, with the *Circe*, *Stork*, and *Express* he made sail towards the *Cigne* and her consort, now being well to windward, close to the rocks, and under the protection of four batteries and a considerable number of troops, with field-pieces, assembled on the beach. Having manned her barge and her two cutters, with 68 officers and men, under the command of Lieut. Crook, Mr. Wm. Collman, the purser, and Mr. Smith, the master, and directed Lieut. Crook to lie off until the French brig's fire slackened, the *Circe*, followed by the *Stork* and the *Express*, stood in and opened a close and well-directed fire upon the brig, the batteries, and the troops on the beach. As soon as the *Circe* and *Stork* (which latter had manned her boats to assist those of the former) had run past the batteries and brig, Lieut. Crook, without waiting for the *Stork's* boat, dashed on in the most gallant manner and boarded the *Cigne*. It happened in this instance his gallantry did not meet its

accustomed reward. The three boats were defeated, with dreadful slaughter. One boat was taken, another sunk, and the third entirely disabled; and out of her 68 men, the *Circe* had 9 killed, 21 wounded, and 26 missing; total 56, including among the badly wounded Lieut. Crook (in four places) and Mr. Collman, the purser.

It being, when the issue of this unfortunate business was known, quite dark, the *Circe* stood-off from the shore, leaving the 18-gun brig-sloop *Amaranthe*, Capt. E. P. Brenton, who had just joined company, to watch the *Cigne* during the night. At daylight, on the 13th, the French brig got under weigh, and aided by her sweeps and boats, stood alongshore for St. Pierrés. Capt. Brenton, in the handsomest manner, having volunteered to bring her out, the *Amaranthe*, towed by the boats of the *Circe* and *Stork*, used her utmost endeavours to close with the enemy. At 10 o'clock, the French brig grounded near several batteries to the northward of St. Pierrés; whereupon the British brig tacked and worked in, under a heavy fire from the former and the batteries, from which the *Amaranthe* suffered much, having one man killed and 5 wounded; the *Circe*, and the rest of the squadron, meanwhile were engaging the batteries to leeward. By her close and well-directed fire, the *Amaranthe* obliged the crew of the *Cigne* to quit their vessel and take to the shore immediately on which the boats of the *Amaranthe*, *Circe*, and *Stork*, led by Lieut. James Hay, of the brig, gallantly boarded her, in the face of a heavy fire from the batteries and troops on the beach. The prize having bilged, it was impossible to get her off; the British, therefore, were obliged to be contented with destroying her. Captain Brenton, having again volunteered, proceeded with a party to destroy the French schooner, then also on shore. By 9 o'clock, after overcoming a resistance that wounded Mr. Jones, the master of the *Amaranthe*, and killed 1 seaman and wounded 3 belonging to the *Express*, the British set fire to and burnt the schooner.

But for the rash act of Lieut. Crook (and yet who, under such circumstances, could restrain himself?), the whole of his enterprise would have been accomplished with a very slight loss; as it was, the loss amounted to 12 killed, 31 wounded, and 26 missing; a part of the latter probably drowned, the remainder prisoners.

### 1809.—*January the 1st.*

CAPTURE OF THE DUTCH CORVETTE, MANLY, BY H.M.S. ONYX,  
CAPTAIN CHARLES GILL.

ON the 1st of January, at daylight, the British 10-gun brig-sloop *Onyx* (eight 18-pound carronades, and two 6's, with 76 men), Captain Charles Gill, cruising in lat. 53° 30' N., long. 3° E., discovered on her lee-bow a sail standing to the southward. As soon as the *Onyx* made the private signal, the stranger, which was the Dutch 16-gun corvette, *Manly* (twelve 18-pound carronades, and four brass 6's, with 94 men), Captain-Lieutenant W. Heneyman, of the Dutch Navy, hoisted her colours and hove-to, as if prepared for battle. The British brig kept her wind till 8 o'clock a.m., then, being perfectly ready, bore-down and brought the Dutch corvette to close action. The latter made several attempts to rake the former, but the superior manœuvring of the *Onyx* frustrated every attempt. At 10.30 a.m. the *Manly*, being much cut up in sails and rigging, and having most of her guns disabled by the close and well-directed fire of her antagonist, hauled down her colours, with the loss of 5 men killed and 6 wounded; while that on the part of the *Onyx* amounted to only 3 men wounded: a difference in execution very creditable to the latter's young ship's company, especially considering the difficulty of pointing the guns, owing to the turbulence of the sea.

The slight superiority of force was on the side to render the parties about equally matched; and the officers and crew of the *Onyx* were entitled to great credit for the bravery as well as the skill they had displayed. The *Manly*, having previously to her capture by the Dutch, in the river Ems, been the British gun-brig of the same name, was permitted to resume her station among her old class-mates in the British Navy.

### 1809.—*January the 14th.*

CAPTURE OF CAYENNE, BY H.M.S. CONFIANCE, CAPTAIN  
SIR J. L. YEO.

ON the 8th of December, a small expedition, consisting of the British 20-gun ship, *Confiance*, Sir James Lucas Yeo, the two Portuguese brigs *Voador* and *Infanta*, and some smaller vessels, having on board about 550 Portuguese land-forces, under the command of Lieutenant-Colonel M. Marques, and which had been fitted out at the Brazils, with the concurrence of Rear-Admiral Sir William Sidney Smith, the British Commander-in-Chief on that station, took peaceable possession of the district Oyapok, in French Guiana, and on the 15th reduced that of Aprouak. This success determined Captain Yeo and the Portuguese lieutenant-colonel to make a descent on the east side of the island of Cayenne, on which stands the town of the same name, the capital of the colony. The island is divided into two parts by an artificial river, or *fosse*, about thirty feet wide, named Crique-fouillée, and is bounded on the north by the sea, on the south by the river Mahay, and on the west by Cayenne.

All the Portuguese troops, along with eighty seamen and marines from the *Confiance*, and a party of marines from the *Voador* and *Infanta*, having been embarked on board the

small vessels, the latter, on the 6th of January, early in the morning, dropped into the mouth of the river Mahay. In the evening, Captain Yeo, with ten canoes and about 250 men, proceeded to attack some forts that commanded the entrance of the river, having left the vessels with the remainder of the troops in charge of Captain Salgado, of the *Voador*, with directions to follow after dark, and, on being apprized by signal that the two forts had been carried, to enter the river and disembark the men with all possible despatch. On the 7th, at 3 a.m., Captain Yeo reached Pointe-Mahay, with five canoes; the others, being heavy, could not keep up. The party then landed in a bay, about half-way between Fort-Diamant and the battery named Désgras des Cannes; but the surge was so high that all the boats soon went to pieces. Having ordered Major J. M. Pinto, with a detachment of Portuguese troops, to proceed to the left and take Désgras des Cannes, Captain Yeo, accompanied by Lieutenant William Howe Mulcaster, and Samuel Blyth, and Lieutenant John Read, of the marines, also Mr. Thomas Savory, the purser, William Taylor, the carpenter, George Forder, and David Irwin, midshipmen, and a party of the *Confiance's* seamen and marines, marched to Fort Diamant. Both forts were promptly carried: the Diamant, mounting two long 24-pounders, and 1 brass 8, with the loss of Lieutenant Read and 1 seaman, and 5 marines wounded on Captain Yeo's side, and the commandant and 3 soldiers killed and 4 wounded, out of 50 men, on the part of the French; and the Désgras des Cannes, mounting two brass 8 pounders, without any loss to Major Pinto, but with 2 killed on the part of the enemy, whose number, at the commencement of the action, was 40.

The entrance of the river being thus in possession of the allied forces, the signal agreed upon was made, and by noon the whole of the remaining troops were safely disembarked. Information now arrived that General Victor Hugues had

quitted Cayenne-town, at the head of 1,000 troops, to endeavour to recapture the fort. The force of the allies being too small to be divided, and the distance between the fort being great, and they only twelve miles from Cayenne, Captain Yeo resolved to dismantle Fort Diamant, and collect his whole force at Désgras des Cannes. Leaving Lieutenant Mulcaster, with a party of the *Confiance's* men, to do the needful at the Diamant, Captain Yeo, with the remaining troops and seamen, proceeded to Désgras des Cannes. On arriving here, Captain Yeo perceived two other batteries about a mile up the river on opposite sides: the one on the right bank, named Trio, situated upon an eminence commanding the creek (Cirque-fouillée) leading to Cayenne; the other on the opposite side, situated at the entrance of Canal de Torcy, on the creek leading to the house and plantation of Victor Hugues, and evidently erected for no other purpose than its defence. At 3 a.m., the Portuguese cutters, *Lion* and *Viganza* (each armed with a few 4-pounders), were anchored abreast of the two forts, when a smart action commenced, and continued for an hour. Finding the superiority of the enemy's metal and position, and that many on board the vessels were falling from the incessant showers of grape-shot, the captain resolved to storm both the forts. Accordingly, while Mr. Savory, with a party of Portuguese troops, landed at the battery that defended the house of Victor Hugues, Captain Yeo, accompanied by Lieutenant Blyth, and his gig's crew, also by a party of Portuguese troops, proceeded to attack Trio. Although both parties had to land at the very muzzle of the guns, the cool bravery of the assailants, in defiance of continuous fire of grape and musketry, soon carried both posts (each of which mounted two 8-pounders), and put to flight the 100 men divided between them.

Scarcely had this service been accomplished, than the French troops from the town of Cayenne attacked Colonel

Marques at Désgras des Cannes. The allied forces being much dispersed, Captain Yeo, without waiting an instant, pushed off with the boats, and, arriving at the post, compelled the French, after a smart action of three hours, to retreat to Cayenne. At about the same time 250 men appeared before Fort Diamant; but, perceiving Lieutenant Mulcaster prepared to receive them, imagining his force to be much greater than it was, and learning what had been the fate of their general, they quickly followed his example. The strongest post yet remained to be taken, the general's private house, before which he had planted a field-piece and a swivel, with 100 of his best troops. On the 8th, in the morning, the allied forces proceeded to attack this post. As a preliminary measure, Captain Yeo tried the effect of a summons. The general's advanced guard allowed the gig with the flag of truce to approach within a boat's length, then fired three volleys at Lieutenant Mulcaster and his party, and quickly retreated. Upon this, Captain Yeo landed his men; but, considering that the outrage might have been committed without the knowledge of the French general, he again sent Lieutenant Mulcaster, at whom, this time, the field-piece was discharged. One of the general's slaves was then sent, and he returned with an answer that the communication must be made in writing. At the same moment the general fired his field-piece as a signal to the troops, who lay in ambush in the wood to the right of the allied forces, and who now opened upon the latter a steady and well directed fire, the field-piece also continuing to play upon them. Finding it impracticable to advance with his field-piece on account of fosses in the road, Captain Yeo proceeded without it; and his men, with the pike and bayonet, cheering as they rushed on, soon carried the general's gun and the general's house, Victor Hugues and his gallant troops flying through the back premises into the wood as the British and Portuguese entered the front.

Information now arriving that about 400 of the enemy were about to take possession of Beauregard Plain, an eminence which commands the several roads to and from Cayenne, the British and Portuguese commanders instantly marched thither with their whole force. On the 9th, the allied troops reached the spot; and on the 10th, Lieutenant Mulcaster and a Portuguese officer were sent into the town of Cayenne with a summons to the general. An armistice followed; and, finally, on the 14th, the Portuguese troops and the British seamen and marines marched into Cayenne, and took possession of the town. The enemy's troops, amounting to 400, laid down their arms upon the parade, and were embarked on board the vessels belonging to the expedition; at the same time, the militia, amounting to 600, together with 200 blacks, both of whom had been incorporated with the regular troops, delivered in their arms.

Thus was acquired by a force, the most effective if not the most numerous part of which was a British 22-gun ship's complement, the whole of the French settlement of Cayenne, extending along the coast to the eastward as far as the river Oyapok, where the Portuguese possessions begin, and along the western coast to the river Maroni, that separates the colony from the Dutch. All this was effected at a comparatively trifling loss of men. The British had 1 killed (Lieutenant Read) and 23 wounded; the Portuguese 1 killed and 8 wounded; the French 16 killed and 20 wounded. The previous achievements of Captain Yeo had prepared us for a display of extraordinary zeal and courage; but we did not expect to find a naval officer so well qualified to fill the station of a general. Even the *Confiance*, in the absence of her commander and full three-fourths of her crew, had the good fortune to accomplish, by her very appearance, what a ship double her size and treble her force (her guns were only 18-pound carronades) would have been proud of effecting by the fire of her

artillery. For instance, on the 13th of January, the French 40-gun frigate, *Topaze*, Captain Lahalle, appeared in the offing, with a reinforcement for the garrison; but Mr. George Yeo (the captain's brother, and a mere lad), although his whole numerical force consisted of another young midshipman, Edward Bryant, 25 English seamen and 20 negroes, managed by his skilful manœuvre to scare the French 40-gun frigate from the coast.

### 1809.—February.

#### CAPTURE OF MARTINIQUE, BY ADMIRAL THE HON. SIR ALEXANDER COCHRANE.

THE interception, in the summer of 1808, of some despatches from the Colonial Prefect of Martinique to the French Minister of Marine, exposing the wants of the island, and calling for a supply of provisions and troops, is thought to have directed the attention of the British Government to the reduction of this valuable French colony. At all events, preparations for the attack began at Barbadoes as early as November, and the authorities at Martinique, as they themselves acknowledge, anticipated an attack towards the end of that month or beginning of December. Matters, however, were not in perfect readiness until the latter end of January. On the 30th of that month, the expedition, consisting of six sail of the line (the *Neptune*, 98, Capt. Chas. Dilkes; the *Belleisle*, 74, Capt. W. C. Fahie; the *Pompée*, 74, Capt. George Cockburn; the *York*, 74, Capt. Robert Barton; the *Captain*, 74, Capt. J. A. Wood; and the *Intrepid*, 64, Capt. C. J. W. Nesham), one 44-gun ship (the *Ulysses*, Capt. Edward Woolcombe), six frigates (the *Acasta*, 40, Capt. Philip Beaver; the *Penelope*, 36, Capt. John Dick; the *Ethalion*, 36, Capt. T. J. Cochrane; the *Æolus*, 32, Capt. Lord

Wm. Fitz-roy; the *Circe*, 32, Capt. F. Collier; and the *Cleopatra*, 32, Capt. S. J. Pechell); one 22-gun ship, the *Eurydice*, Capt. James Bradshaw; thirteen ship and brig sloops and gun-brigs (*Cherub*, *Gorée*, *Pelours*, *Star*, *Stork*, *Amaranthe*, *Eclair*, *Forrester*, *Frolic*, *Recruit*, *Wolverine*, *Express*, *Haughty* and *Swinger*); total 28 vessels of war, under the command of Rear-Admiral the Hon. Sir Alexander Cochrane, having in charge a body of transports containing about 1,000 troops, under the command of Lieut.-General Beckwith, arrived off the island of Martinique, from Carlisle Bay, whence it had sailed on the 28th. The land force at this time in Martinique consisted of about 2,400 regular troops, and about an equal number of militia, or "National Guards," a name, as it turned out, rather inappropriately given them; and there were mounted upon Fort Desair, the arsenal, Fort Royal, and the batteries on the coast, about 289 pieces of cannon. The naval force consisted of the French 40-gun frigate, *Amphitrite*, lying at Fort Royal, the 18-gun corvette, *Diligente*, at St. Pierres, and brig, *Carnation* (late British) at Maron. The Governor-General of the Island was Vice-Admiral Villarêt-Joëuse, the opponent of Lord Howe in the memorable action of "The 1st of June."

Early on the morning of the 30th, one division of the troops, nearly 3,000 in number, commanded by Major-General Frederick Maitland, landed, without opposition, at Santa Luce under the superintendence of Captain Fahie, of the *Belleisle*, and a detachment of 600 men, under Major Henderson, of the York Rangers, landed at Cape Salomon, also without opposition. The appearance of the former in Martin Bay was the signal of destruction to the *Carnation*, which had been lying there. While these proceedings were going on upon the south-west or leeward coast of the island, a division of about 6,500 men, commanded by Lieutenant-general Sir George Prevost, disembarked, under the direction of Captain Beaver, of the *Acasta*, at Baie-Robert, on the north-east or

windward coast, still without experiencing any opposition. The fact is, that the French Governor-general had committed such a mistake as to send to each of the two points at which the British had landed, Baie-Robert and Pointe Sainte-Luce, two of the four battalions of militia, unaccompanied by troops of the line. The consequence was that the militia, or "gardes nationales," left the field to the enemy, and retired peaceably to their homes. This treacherous conduct was partly the effect of a proclamation addressed by the two British Commanders-in-Chief to the black, or coloured, population of which, almost exclusively, the militia was composed.

The first meeting between the regular troops on each side was upon the heights of Defourneaux and Surirey, on the 1st and 2nd of February, on each of which days the British forces, under the command of Brigadier-general Hoghton, were successful, but not without a loss amounting to 84 killed, 334 wounded, and 18 missing. The French who, though decidedly inferior in numbers, were strongly posted, acknowledged a loss, in killed and wounded, of 700 men. On the same night, or succeeding morning, the French troops in this vicinity abandoned their advanced posts, and retired upon Fort Desaix. After the detachment of 600 York Rangers, under Major Henderson, had possessed themselves of the battery on Pointe-Salomon, an attack was made upon Islet-aux-Ramiers, or Pigeon Island, which, after being bombarded for 12 hours by 10 mortars and howitzers (5 of which had been got to the top of a commanding position by the very great exertions of a detachment of seamen under Captain Cockburn, of the *Pompée*), surrendered on the 4th of February. This post was acquired with only the loss of 2 seamen killed and one soldier wounded, nor did the garrison of 136 men, the retreat of whom had been cut off by the *Æolus*, *Cleopatra*, and *Recruit*, detached to the other end of the bay, lose more than 5 killed and 11 wounded. Sir Alexander, with the squadron, immediately stood in and

anchored in Fort Royal Bay; but the French had, on the approach of the two frigates and sloop, set fire to and destroyed the *Amphitrite* and the other vessels in the harbour. They had also abandoned all the posts in this quarter, at Case-Navire, and along the neighbouring coast, and shut themselves up in Fort Desaix. On the 5th, Major-general Maitland, who had marched from Sainte-Luce to Champion and La Croissades without the slightest opposition, pursued his march, and on the 8th arrived at Case-Navire, equally unmolested, thereby completing the investment of Fort Desaix on the western side. On the 9th, the town of St. Pierre and its dependencies, being garrisoned solely by militia, surrendered, along with the corvette, *Diligente*, at anchor in the port, on the first summons, to Lieutenant-colonel Barnes, and on the 10th the town of Fort Royal was occupied by the British troops.

From the 10th to the 19th the besiegers were occupied in constructing gun and mortar batteries, in landing cannon, mortars, and howitzers, with their ammunition and stores, in dragging them to the several points suggested by the engineers, and in the completion of the works preparatory to the bombardment of Fort Desaix. On the 19th, at 4.30 p.m., the British opened upon that fortress, from six points, with 14 heavy pieces of cannon and 28 mortars and howitzers; and the bombardment continued without intermission until the 25th at noon, when the French general sent a trumpet with a letter proposing terms. These being considered inadmissible, the bombardment recommenced at 10 the same night, and continued till 9 a.m. of the 24th, when three white flags were seen flying in the fortress. The British batteries immediately ceased, and in the course of the day the French colony of Martinique surrendered by capitulation to the arms of Great Britain. As far as appears in the *Gazette*, no loss was sustained by the British troops during the bombardment; but the seamen and marines serving on shore had 6

men killed, 10 badly, and 9 slightly, wounded, a loss to be attributed to the great use made of these gallant fellows in dragging the heavy cannon up the heights. The French acknowledge a loss in killed and wounded, by the bombardment alone, of 200 men, a loss that, but for the timely surrender of the garrison, might have been much greater, for it appears that the shells of the besiegers had cracked and damaged in several places the roof of the magazine, and that the French troops were in momentary dread of an explosion. This, indeed, was the alleged, and it must be admitted to have been a very natural, cause of the proposal to capitulate.

### 1809.—February the 10th.

CAPTURE OF THE FRENCH FRIGATE, JUNON, BY H.M.S. HORATIO, CAPTAIN GEORGE SCOTT, AND H.M.S. SUPÉRIEURE, CAPTAIN W. FERRIE.

ON the 8th of February, at 2 p.m., the British 16-gun brig-sloop, *Asp*, Captain Robert F. Preston, and 14-gun brig-sloop, *Supérieure* (with only, it appears, 4 of her carronades, 18-pounders, on board), Captain William Ferrie, cruising to the southward of the Virgin Islands, discovered and chased a ship standing to the northward, with the wind at east-north-east. At 3 p.m., the leading brig, the *Supérieure*, having got into the latter's wake, tacked, and stood directly for her. The ship, then about 7 miles ahead, was the French 40-gun frigate, *Junon*, Capitaine-de-frégate, Jean B. A. Rousseau, from the *Saintes*, four days, bound to France. At 11.30 p.m., when distant full 4 miles to-windward of her consort, and about 2 astern of the *Junon*, the *Supérieure* fired a shot at the latter to bring her to; but the frigate very naturally disregarded the summons, and pursued her route to the northward. In

the course of the night, the *Asp* dropped completely out of sight, and at daylight, on the 9th, the *Supérieure* and *Junon* were left to themselves. At 8 a.m., just as the Virgin Gorda bore from the *Supérieure* north-west-by-north, distant 5 or 6 miles, the latter fired several shots at the frigate, who, at 10 a.m., hoisted French colours, and fired two harmless broadsides at the brig, then about 2 miles off, on her lee-quarter. Even this did not check the ardour of Captain Ferrie, the *Supérieure* merely tacking to avoid a repetition of the salute, and then again pursued the French frigate, who, after bearing up to fire, again hauled up on the starboard tack, with the wind now at north-east-by-east. In the afternoon the 38-gun frigate, *Latona*, Captain Hugh Pigot, made her appearance to-leeward, and joined in the chase.

On the 10th, at daylight, the *Supérieure* had the *Junon* on her weather-bow, 12 miles off, and the *Latona*, at about the same distance, on her lee-quarter, all three steering upon a wind, as before, about north-by-west. The brig soon shortened her distance from the chase, but the *Latona* rather increased hers, and the *Junon*, from her extraordinary sailing, would no doubt have escaped, had not, at 10.30 a.m., latitude 19° 50' north, and longitude 61° 30' west, an enemy hove in sight on her weather-bow. This was the British 38-gun frigate, *Horatio*, Captain George Scott, steering on the larboard tack south-by-east, and having astern of her, at the distance of about 15 miles, the 18-gun ship-sloop, *Driver*, Captain Charles Claridge. At noon, the *Junon*, making out the *Horatio* to be an enemy's frigate, put right before the wind, but, in less than half an hour, perceiving the *Latona* standing across her path, hauled up again, and, having previously hoisted French colours, resumed her course to the northward, Captain Rousseau rightly considering that, if he could disable the weathermost frigate, he should in all probability be able to outsail the one that was to-leeward. At 12.45 p.m. the *Horatio* and *Junon* met, and exchanged

broadsides, on opposite tacks. The former then wore under the latter's stern, raked her, and hauled up on the larboard tack to engage her opponent to-leeward, but the *Junon*, with admirable promptitude and judgment, herself wore, and passing ahead, raked the British frigate so effectually as to cut away her three top-masts. The *Junon* then ranged up on the larboard side of the *Horatio*, and the two frigates became warmly engaged within pistol-shot distance. On this occasion the *Horatio's* first lieutenant was badly wounded, and in 20 minutes afterwards (about 1.10 p.m.) Captain Scott received a severe wound in the shoulder by a grape-shot. The command now devolved upon Lieutenant the Honourable George Douglas. At 1.25 p.m. the *Horatio* first descried upon her larboard quarter the *Latona* standing towards her upon a wind. The former, at this time, was much disabled in masts and rigging, and still in close action with the *Junon*, who, whatever damages she might have sustained in the hull (and they, doubtless, were severe), had only her fore-topsail tye shot away. Now was the time for the *Driver* to render assistance, but she was still 2 miles on the *Horatio's* starboard-bow.

At 2.12 p.m., the *Junon* tried to effect her escape by running ahead, having previously received a few raking shots from the *Supérieure*. In 10 minutes more the brig, as she had been directed to do, by hailing, took the *Horatio* in tow, in order, as the latter had only her fore-sail standing, to enable her again to get along side of the *Junon*. At 2.35 p.m., the *Driver* passed the starboard-bow of the *Horatio* (whose head was now to the south-south-west), and, hauling up, in 5 minutes more fired her chase-guns at the *Junon*, then nearly a mile distant on the former's weather-bow. In addition to the two signals already made to the *Driver* (one at 12.24 p.m., to chase, and the other at 2 p.m., to make more sail), the continued yawing of the latter, which prevented her from closing, occasioned, at 2.50 p.m., a third signal to

be made, calling upon the British sloop-of-war to engage more closely. As the *Horatio* was without her top-masts, the *Supérieure* had been ordered to hoist the signal. Having done so, and doubting, as it was not obeyed, whether it was rightly understood, the brig resolved herself to show its practical meaning. Accordingly, at 3.4 p.m., the *Supérieure* hauled across the French frigate's stern, and gave her a broadside, in a very gallant style, but, having only two 18-pounders to fire, not in so effectual a manner as the *Driver* might have done with her eight 24's and one 6. Finding that the force of example was in this instance thrown away, the *Horatio* herself, at 3.10 p.m., repeated the *Driver's* signal to engage more closely, with two guns shotted. This produced some effect, for, in 5 minutes, the sloop set her fore-sail and steered towards the *Junon*, who was now firing at the *Latona*, as the latter was advancing to engage her. At 3.25 p.m. the *Latona*, having arrived within pistol-shot, opened her broadside, and shortly afterwards the *Driver*, become more bold from having so efficient a consort, hauled across the French frigate's stern and discharged her broadside, receiving in return from the latter's chase-guns a fire that cut away her fore-topsail tye and wounded one seaman. In five minutes after this the *Junon*, being closely pressed by the *Latona*, hauled up on the starboard-tack, and had scarcely come to the wind before her main and mizen-masts fell over the side; she instantly struck her colours. This was at 3.40 p.m., and in two minutes more the *Junon's* fore-mast fell over her bows.

The *Horatio* had 1 midshipman and 6 seamen killed, her captain, first lieutenant, boatswain, and 14 seamen badly, and 1 lieutenant of marines, the master's mate, and 7 seamen and marines slightly wounded; and the *Latona* 1 midshipman and 5 seamen slightly wounded, making, with the *Driver's* 1 wounded, 7 killed and 33 wounded. The *Junon*, who, from the number of shot-holes low down in her hull,

was in a very leaky state, had, out of her complement of 323 men and boys, as many as 130 killed and wounded, including among the mortally wounded her gallant commander.

Had the *Horatio* and *Junon* met singly, a fairer match could not have been desired, nor, considering the skilful and resolute manner in which the latter manœuvred and fought, is it possible to say which combatant would have ultimately gained the victory. The case, as it stands, displays nothing very striking, unless it be the conduct of Captain Ferrie, of the *Supérieure*, who, in his little vessel, so closely and perseveringly pursued the French frigate, and who, during the action between the latter and the *Horatio*, did more with his four guns than the commander of another sloop that was present did with his eighteen. The *Junon* was nearly a new frigate, and of rather larger dimensions than the *Horatio*, who was herself one of the finest British-built frigates of the 18-pounder class. The former was carried to Halifax, Nova Scotia, and as soon as repaired was commissioned as a cruising frigate in the British Navy.

### 1809.—*April the 5th.*

CAPTURE OF THE NIEMEN, BY H.M.S. AMETHYST, CAPTAIN SIR MICHAEL SEYMOUR, BART.

On the 5th of April, at 11 a.m., the Cordovan light-house bearing east-by-north 42 leagues, and the wind at east, the British 36-gun frigate, *Amethyst*, Captain Sir Michael Seymour, Bart., having in her company, within signal distance to the northward, the 36-gun frigate, *Emerald*, Captain F. Maitland, both ships standing on the larboard tack, perceived, in the east-south-east, a ship steering to the westward, and which, on discovering the two frigates, suddenly hauled to the south-south-east. Both British ships made sail in

chase, but with so little effect, that at 7.20 p.m. the *Amethyst* lost sight of her consort that was astern, and the stranger that was ahead of her.

Having, as soon as it grew dark, shaped a course deemed the likeliest to fall in with the object of her pursuit, the *Amethyst*, at about 9.30 p.m., the wind then blowing in squalls from the north-east, discovered on her weather-beam the same ship she had not long lost sight of, and who now, as when first seen in the forenoon, was steering to the westward. The former lost no time in giving chase; and the French 40-gun frigate, *Niemen*, Capitaine-de-fregate Jean H. J. Dupotet, being on her way to Isle-de-France, on a special mission, immediately hauled, as before, upon the larboard tack, and made all sail to get away. At 11.30 p.m. the *Amethyst* began firing her bow-chasers, and was fired at in return by the stern-guns of the *Niemen*. At about 1 a.m. on the 6th, having brought the latter within a quarter of a mile on her starboard beam, the *Amethyst* luffed to, and opened her starboard broadside. In return, the *Niemen* fired her guns on the larboard side, then wore round on the larboard tack, and endeavoured to make off. The *Amethyst*, as soon as she could shorten sail, wore and stood after her opponent; and as the *Niemen's* rigging and sails had already received some damage, the former soon ranged close alongside of her to-windward.

After an exchange of broadsides, the *Amethyst*, passing ahead, bore round-up, raked the *Niemen*, and then braced sharp up again on the same tack under the latter's lee-bow. In the confusion occasioned by the raking fire, the *Niemen* fell on board the *Amethyst*, on her starboard beam quarter, but in a few minutes got clear. Scarcely had the mutual cannonade recommenced than the *Niemen* caught fire in her larboard netting. On this she dropped astern and wore off, as did also the *Amethyst* in close pursuit. At about 2.30 a.m., by which time the *Amethyst* had stationed herself close

on the starboard and lee side of the *Niemen*, the latter's mizzen-mast was shot away, and the ship, in consequence, dropped astern. At about 3.5 a.m. the main-mast of the *Amethyst*, owing chiefly to the quantity of canvas that lay aback against it and the damaged state of the rigging, also came down, carrying with it the mizzen-mast, and the wreck of the two masts fell over the lee-quarter. In less than four minutes afterwards the main-mast of the *Niemen*, all in a blaze on the top, went overboard, and the two ships put before the wind, side by side. At 3.15 a.m., the *Niemen*, still partially on fire, began making slow and feeble returns to the animated cannonade kept up by the *Amethyst*. In ten minutes more, when the guns of the *Niemen* were nearly silenced, the British 38-gun frigate, *Arethusa*, Captain Robert Mends, signalled her approach. At about 3.45 a.m. the latter opened her fire, and in less than a quarter of an hour the *Niemen*, then incapable of any further resistance, hoisted a light as the signal of having struck.

The guns of the *Amethyst* were precisely the same as those she had mounted in her action with the *Thétis*, but in complement the former was short, having 2 lieutenants and 37 men absent; all, except one of the lieutenants, in prizes, the prisoners from which, 69 in number, were then on board. Of her 222 men and boys, the *Amethyst* had 8 killed and 37 wounded. The armament of the *Niemen* was the same as that of the *Thétis*, except that the former mounted two additional 36-pound carronades, making her total number of guns 46, two more than are stated in Sir Michael Seymour's letter. The French frigate, whose hull was most cut up by shot, and whose remaining mast was in a tottering state, had on board as her complement, when the action commenced, 319 men and boys: of whom she lost 47 in killed and 73 in wounded. The *Arethusa*, not having been fired at, except by a single gun, sustained no loss or damage whatever. The same statement of comparative force, given in the action between

the *Amethyst* and *Thétis*, will, without being more particular, suffice to state the relative force of the *Amethyst* and the *Niemen*.

Every Englishman who is proud of the martial spirit of his countrymen, must regret that a third party came to interrupt a meeting which his own, though numerically the weaker side, was so near bringing to a favourable termination. A view of the relative damage and loss sustained by the two frigates, and of their relative means of further annoyance, as displayed by the vigorous fire of the one, and the slackened and still slackening fire of the other, cannot leave a doubt that, at the time the *Arethusa* made her appearance, the combat between the *Amethyst* and *Niemen* was virtually, if not formally, decided.

The *Niemen*, when fallen in with, was two days from Verdon roads, with six months' provisions and naval stores on board, bound, as already stated, to Isle-de-France. Consequently, the object of M. Dupotal was rather to avoid than to seek an engagement. That, as Sir Michael Seymour is careful to state, "the French captain defended his ship with great ability and resolution," the lengths of the action, the execution done to the *Amethyst*, and the circumstances under which the surrender took place, sufficiently testify.

On the day succeeding the capture, the fore-mast of the *Niemen* fell over the side, and the *Arethusa* took her in tow. The former, being only nine months' old, and a remarkably fine frigate, became a great acquisition to the British navy, in which she classed the same as the *Amethyst's* former prize, the *Thétis*. The First Lieutenant of the *Amethyst*, Mr. William Hill, who, from the absence of two lieutenants, had a triple share of duty to perform, was deservedly promoted to the rank of commander.

1809.—*April the 12th.*

DESTRUCTION OF SHIPS IN BASQUE ROADS, BY ADMIRAL LORD GAMBIER.

ADMIRAL LORD GAMBIER had received the first intelligence of the escape of the Brest squadron. On the 23rd of February, when, with nine sail of the line, on his way to resume the blockade, the admiral instantly, as he had been ordered, detached Vice-Admiral Duckworth, with eight sail of the line, in pursuit of the French squadron, and returned to Cawsand Bay with the *Caledonia*. In her way thither, the latter fell in with the *Naiad*, bearing the intelligence of the arrival of the French squadron in Basque Roads; and on the 3rd of March Admiral Lord Gambier, with five sail of the line, sailed for that station. On joining Rear-Admiral Stopford, his lordship's force became increased to thirteen sail of the line; but the *Defiance* and *Triumph* shortly afterwards parting company, eleven sail only remained.

On the 17th of March Lord Gambier anchored his fleet\* in Basque Roads, stationing his frigates and smaller vessels about a mile in advance, either towards Isle d'Aix or the

\* This fleet consisted of the *Caledonia*, 120, Captain Sir H. B. Neale, Bart., Admiral Lord Gambier's flag-ship; the *Cesar*, 80, Captain Charles Richardson, Rear-Admiral Stopford's flag-ship; the *Gibraltar*, 80, Captain H. L. Ball; the *Revenge*, 74, Captain A. R. Kerr; the *Donegal*, 74, Captain P. Malcolm; the *Hero*, 74, Captain J. N. Newman; the *Illustrious*, 74, Captain W. R. Broughton; the *Valiant*, 74, Captain John Bligh; the *Bellona*, 74, Captain Stair Douglas; the *Resolution*, 74, Captain George Burlton; the *Theseus*, 74, Captain J. P. Beresford; the frigates *Indefatigable*, *Imperieuse*, *Aigle*, *Emerald*, *Mediator*, *Uisicorn*, and *Pallas*; the gun-brig sloops, *Beagle*, *Doterel*, *Foxhound*, *Lyra*, and *Redpole*; and the gun-brigs *Trident*, *Conflict*, *Covent*, *Encounter*, *Fervent*, and *Growler*.

town of Rochelle, according to the direction of the wind. As an additional guard against any attempts upon the fleet by fire vessels, the ships were to be in constant readiness for action and for slipping their cables, leaving buoys upon them: two boats from each ship of the line, with fire grapnels, were also to be sent every night after sunset on board the advanced frigates, to be ready to tow off the French fire-vessels the instant they should approach. Although neither of the French admirals, M. Willaumez, nor M. Allemand, his successor, had, as far as we can learn, any idea of resorting to such a mode of attack against the British fleet, Lord Gambier, a day or two only before he made his own defensive preparations, had himself suggested to the Admiralty the employment against the French fleet. But the Admiralty had, by a few hours, anticipated, or rather, as we shall see, had gone beyond his lordship's wishes; and on the 26th of March the Admiral received orders "to take into consideration the possibility of making an attack upon the enemy, either conjointly with the line-of-battle-ships, frigates, and small craft, fire-ships, bombs, and rockets, or separately by any of the above-named means." Lord Gambier was at the same time informed that 12 transports were fitting as fire-ships, that Mr. Congreve was to proceed in a transport, with a supply of rockets and of men skilled in the management of them, and that five bomb-vessels were under orders to fit for sea with all possible expedition and proceed to Basque Roads. It will be observed that the order differs from Lord Gambier's suggestion in this: he was for making the attack with fire-ships only; that contemplated a cannonade by the line-of-battle-ships and frigates, either conjointly with the use of fire-ships, or as a separate and exclusive operation. Lord Gambier, in his reply, dated the same day on which he received his orders, after describing the position of the French fleet, says, "The most distant ships of their two lines are within point-blank shot of the works

upon the Isle d'Aix : such ships, therefore, as might attack the enemy would be exposed to be raked by the hot shot, &c., from the island ; and, should the ships be disabled in their masts, they must remain within the range of the enemy's fire until destroyed, there not being sufficient depth of water to allow them to move to the southward out of distance."

On the 3rd of April, Lord Cochrane, in the *Impérieuse*, arrived in Basque Roads, sent out from Plymouth by the Admiralty for the purpose of conducting, under Lord Gambier's directions, the projected attack upon the French fleet. Twelve of the fire-ships to be employed were at this time lying in the Downs, waiting for a fair wind, and 6 transports, to be fitted as fire-ships by the fleet, had been ordered to sail from Plymouth. The Board of Ordnance had also been directed to send from Woolwich a ship laden with combustible matter, including a quantity of Valenciennes composition, as also 1,000 carcasses of an 18-pound calibre. The Plymouth transports not being likely to join for some days, Lord Gambier ordered eight of the largest transports of the 30 sail then in company to be fitted as fire-ships in their stead, and it happened very opportunely that three French chasse-marées, laden with tar and rosin, had recently been captured by the fleet. With this supply of combustibles, and with such other materials as the fleet could furnish, the eight transports, and also, at the suggestion of Lord Cochrane, the *Mediator*, frigate, were fitted as fire-ships, the latter by her own officers and crew, and the former by the officers and crews of the line-of-battle ships. Three explosion vessels were also equipped, under the immediate inspection of Lord Cochrane. On the 6th the *Ætna*, bomb, anchored in the road, and on the 10th the 12 fire-ships from the Downs, escorted by the *Beagle* and *Redpole*, sloops, who had also under their charge the *Cleveland*, transport, laden with Congreve rockets, the ingenious inventor of which had previously arrived in the *Ætna*.

Whether it was owing to a preconcerted arrangement, or to the preparations visible in Basque Roads, Vice-Admiral Allemand had, since the middle of March, arrived at Rochefort to supersede Rear-Admiral Willaumez in the command of the fleet. The last named officer thereupon struck his flag and went on shore, and Vice-Admiral Allemand hoisted his flag on board the *Océan*. The latter immediately began his defensive preparations. The 10 sail of the line and armed ship *en flûte*, which had hitherto been moored in two strong lines, each line with one extremity terminating opposite to the centre ship of the other, were now formed in a double line, bearing nearly north and south, the outer line consisting of 5 ships, and the inner of 6, and these, except the first and last ships, facing the openings between the former. The ships were moored with one cable to the north-west and another to the south-east, the headmost ship of the outer line, the *Calcutta*, distant about 3 cable's length, and the sternmost ship of the inner and longer line, the *Tonnere*, a full mile from the batteries on Isle d'Aix. At about 740 yards ahead of the outer line lay the four frigates, and at about 150 yards in the same direction, a boom, half a mile in length, and composed of *cavees* secured by anchors and floated by buoys, was thrown across, having its northern end within rather less than 1,000 yards of the rocks that lie off the south-western extremity of the island. For anything that appears in the accounts, the existence of this boom was not known to the British until after the attack had commenced. The strength of the batteries that protected the anchorage has been variously stated at from 13 to 50 guns. It is probable the number did not exceed 30, but the greater part of these were long 36-pounders, and there were also several mortars of the largest description in use. Exclusive of the batteries on Isle d'Aix, the island of Oleron, distant about  $3\frac{1}{2}$  miles to the west-south-west of the citadel, contained 3 or 4 gun and mortar batteries, one of which, named Saumonard,

could throw its shot and shells nearly within the range of the former. Besides these artificial defences, the road of Isle d'Aix had a shoal in its rear, and another stretching towards its southern extremity.

The arrival of the 12 fire-ships on the afternoon of the 10th leaving no doubt in the mind of M. Allemand as to the nature of the attack in contemplation, he ordered the armed launches and boats of the fleet, 13 in number, to be assembled in five divisions, in order to be ready, at the close of day, to take their stations near the boom, for the purpose of boarding and towing away the fire-ships, and of engaging any British boats that might be sent down to assist the former in their operations. The vice-admiral also ordered the ships of each line to strike their topmasts and get their top-gallant-masts on deck, and to unbend all useless sails: the four frigates, however, were to keep their topmasts un-bent, and to be in readiness to get under way the instant the signal to that effect should be made.

On the 11th, early in the afternoon, the British Admiral having completed his arrangements, the different frigates and smaller vessels moved to the stations assigned them. The *Impérieuse* ran down the inner end of the Boyart Shoal, and came to in 9 fathoms close to the shoal; having the north point of Isle d'Aix bearing east, the south point south-east-by-east, and the centre of the French fleet south-east-by-south distant  $2\frac{1}{2}$  miles. The *Aigle*, *Unicorn*, and *Pallas* anchored a short distance above, or on the north-west of the *Impérieuse*, in order to receive the crews of the fire-ships on their return, to support the boats of the fleet which were to accompany the fire-ships, and also to render assistance, if required, to the *Impérieuse*. The *Whiting*, schooner, and the *King George* and *Nimrod*, cutters, which had been fitted for throwing rockets, took also their stations near the Boyart Shoal. The *Ætna*, the only bomb-vessel present, although four others had been promised, and eight would not have

been too many, placed herself to the north-west of Isle d'Aix, as near to the fort as possible in that direction, and was covered by the *Indefatigable* and *Foxhound*. The *Emerald*, *Beagle*, *Doterel*, *Conflict* and *Growler* were stationed to make a diversion at the east end of Isle d'Aix; and the *Redpole* and *Lyra*, with lights hoisted, and properly screened from the enemy's view, were stationed, the one near the Shoal to the north-west of the island, the other close to the Boyart Shoal, in order to guide the fire-ships in their course to the attack. The British line of battle ships, which lay at a distance of 7 miles from the French fleet, had also unmoored, to be ready to co-operate if necessary; but having unavoidably anchored in a strong tide-way, and the wind blowing hard from the north-west, they were again moored upon the weather-tide, made in order to prevent them from falling on board each other.

The wind, although in its direction as favourable as it could blow for the progress of the fire-ships, was too violent to admit one part of the plan to be carried into effect, that of chaining the vessels together in divisions of four. Each fire-ship, therefore, was left to act an independent part, and at about 8.30 p.m., the night uncommonly dark, the wind even fresher than it had been, and the tide flowing at the rate of about two knots an hour, the *Mediator*, and the other fire-ships that had anchored around her, cut their cables and made sail. In the meanwhile, two explosion vessels, one of which was conducted by Lord Cochrane, assisted by Lieut. Bissell and four seamen, proceeded towards the road of Isle d'Aix. These explosion vessels appear to have been ignited when within less than three-quarters of a mile from the French line. How near to it they exploded, and what effect they produced, the French themselves are the most competent to state. The effect that such machines were calculated to produce may be conceived from the asserted fact that Lord Cochrane's vessel alone contained about 1,500 barrels of gunpowder,

started into puncheons placed end-upward, fastened to each other by cables wound round them, and jammed together with wedges, having moistened coal rammed down between them, so as to render the whole, from stem to stern, quite solid, and thereby increase the resistance; besides which, on the top of this mass of gunpowder, lay between 300 and 400 shells, charged with fuses, and as many thousand hand grenades.

Several of the fire-ships were ignited and abandoned long before they got abreast of even the northernmost of the two vessels stationed as guides; others, again, were admirably conducted, especially the *Mediator*, the largest and most efficient of all of them. This ship, from her great weight and the strength of the wind and tide, broke the boom, and thus afforded a clear passage to the remainder of the fire-ships. So resolved was the *Mediator's* gallant commander to see the service he had engaged in properly executed, that himself and the officers and men who had volunteered to accompany him, nearly perished along with their vessel; one officer and the gunner were killed, and Capt. Wooldridge and Lieuts. N. Benjamin Clements and James Pearl were blown out of the ships; the two latter slightly, but the captain very badly scorched. Those officers who had the judgment and presence of mind to wait till the proper time before they set fire to the trains of their vessels were exposed to imminent danger in their endeavours to regain the advanced frigates. They had to pull against a strong tide and rough sea, which nearly swamped many of the boats, and they were also endangered by a flight of rockets, many of the latter, from having been placed in the rigging of the fire-ships, taking a direction quite contrary to that intended.

The boats of the fleet, under the direction of Rear-Admiral Stopford, had been ordered to support the fire-ships, and were assembled accordingly alongside the *Cæsar*; but the rear-admiral, judging from the boisterous state of the weather

that their services would not be required, did not proceed with them. He was so far correct. But, although the fourth and fifth divisions of the French boats had been ordered to the boom, there to wait till 2 a.m., nearly the whole of them owing to the strength of the wind and tide, were obliged to put back. Dark as was the night, the sky soon became illuminated by the glare of so many vast fires; and, what with the flashes of the guns from the forts and the retreating ships, the flights of shells and rockets from the fire-vessels, and the reflection of the rays of light from the bright sides of the French ships in the background, a scene was formed, peculiarly awful and sublime. But such was the strength of the wind at the commencement of the attack that, in the British fleet, not even the explosions, loud as they were, could be heard. One of the early effects, however, was to lull the breeze considerably. What other effects the fire and explosive vessels produced we shall proceed to relate, as well as we can glean from the accounts published on the subject.

At 9.30 p.m., according to the time kept by the *Indienne*, a floating body at the boom, à l'estacade, in the direction of her starboard cat-head, blew up with a tremendous explosion; but, though distant only half a cable's length from the frigate, did not, as we are told, do her the slightest injury. In ten minutes more, a second vessel exploded, also on the boom, and almost under the bowsprit of the *Indienne*. This explosion is described to have been more loud and appalling than the first, and to have covered the frigate with a shower of fire, and yet we are not informed of any injury that she sustained. At 9.45 p.m. the *Mediator* broke through the boom; and she and the ships with her were instantly fired at by the French ships, the shots of the line-of-battle-ships passing between the masts of and no doubt injuring the frigates in advance. The latter presently cut their cables and retreated among the line-of-battle ships.

Of these, the first boarded by a fire-ship that approached, is represented to have been grappled for a quarter-of-an-hour; and yet the French 74 escaped, as it appears, without any material injury. The *Océan* was also grappled by a fire-ship; and both the three and the two-decker, in their efforts to extricate themselves, fell on board, the one of the *Tourville*, the other of the *Tonnere*. In her efforts to fend off the second fire-ship that assailed her, the *Océan* had 5 of her men killed and several wounded. Such, in fact, was the terror naturally inspired by the fleet of flaming bodies approaching, that every French ship, except the *Foudroyant*, cut or slipped her cables, and went adrift. The *Cassard*, however, brought up again in the road, at about two cable's lengths ahead of the *Foudroyant*, which appears to have been the third or the fourth ship in the innermost line.

By midnight the whole of the remaining 13 French ships were aground; and the following were their situations at daybreak on the 12th, as described by the captain of the *Indienne*. The latter herself was aground on the mud off the Point d'Aiguille, close to the fort, with her head to the east-north-east. The *Pallas* lay on the mud off the port of Barques, and the *Elbe* and *Hortense* upon the Fontenelles. The *Tourville*, *Patriot*, and *Tonnere* were, as viewed from the *Indienne*, in one line upon the Palles, and the *Calcutta* was upon the extremity of that shore near the wreck of the *Jean-Bart*, and along with the *Regulus* and *Jemmappes*. The *Varsovie* and *Aquilon* were aground upon Charenton; and the *Océan* lay about half a league to the westward of the *Indienne*, and close to the edge of the channel of the Charente; all the ships, more or less upon the heel. With respect to the fire-ships, the wreck of one grounded on Oleron, another on Enette isle, two drove past the latter to the northward of Isle d'Aix, one was stopped by the reef of Aiguille, and nearly all the others went up the Charente. So that, although the fire-vessels of the British had not

caused the immediate destruction of a single ship of the French fleet, they had left nearly the whole of the ships in a comparatively defenceless state; exposed, if promptly acted upon, to an attack of a different description, an attack more conformable to the rules of regular warfare, and more congenial to what is usually the prevailing spirit on board a British ship.

From her proximity to the scene of disaster, the *Impérieuse* was the first British ship to observe, and the first to communicate to the commander-in-chief, the grounded state of the French ships. The falling tide obliged the former to weigh at daylight, and stand out, but at 10 a.m. the *Impérieuse* returned and re-anchored nearly in the same spot, having, at 9.30 a.m., made the signal that the enemy was preparing to heave off. In consequence of the previous telegraphic signals of the *Impérieuse*, Lord Gambier, at 11 o'clock, weighed with the fleet, and in half-an-hour re-anchored, with the *Caledonia* and seven other line-of-battle ships, at the distance of about four miles from the road of the Isle d'Aix; his lordship not considering it prudent, under all the circumstances, to proceed further. The admiral had, however, directed the *Valiant*, *Bellona*, and *Revenge*, with the frigates, to take a more advanced anchorage; and the *Ætna*, bomb-vessel, covered by the three gun-brigs, *Insolent*, *Conflict*, and *Growler*, had been ordered to go down and bombard the nearest of the grounded French ships.

This movement on the part of the British fleet auguring an immediate attack, the *Foudroyant* and *Cassard*, who had since daylight been getting up their topmasts, cut or slipped, and made sail for the Charente, the latter at 1.10 a.m., and the former at 1.20 a.m.; but, in attempting to ascend that river, they again grounded on the shoal at its entrance. As the tide flowed, all the grounded ships began to get upright, and their crews to exert themselves anew to float them off. The

water and provisions were started, many of the guns and much ammunition thrown overboard, and anchors laid out for warping. By these means the *Océan*, *Jemmappes*, *Régulus*, and *Patriote* succeeded, between 2 and 3 o'clock, in getting off the Palles; but they again grounded on the shoal at the entrance of the Charente. The *Tonnerre* had, since 2 a.m., thrown all her guns overboard, except 10 of her 36-pounders, and had cut away her main-mast; but, having struck on a rocky bottom, she had bilged, and was irrecoverable; the ship lay with her head to the south-east of Isle Madam, and north-east of the Isle of Enette. The *Tourville*, between whom and the *Tonnerre* the *Patriot* had lain till she floated, lay upon the bank of Isle Madam, to the north-north-east of the outermost rocks, with her head to the eastward, and at a very short distance from the channel of the Charente. Notwithstanding every exertion, by lightening and warping, the *Tourville* for the present remained fast. The *Calcutta* lay considerably to the west-north-west of the *Tonnere* at the extremity of the Palles, near the wreck of the *Jean-Bart*, and bore about north-west from Isle Madam, with her head to south-west; her efforts to get afloat proved also unavailing. Similarly circumstanced were the *Varsovie* and *Aquilon*; these ships, as already stated, had grounded on a rocky part of the shoal named Charenton, and lay to the northward of the *Calcutta*, the first a short distance to the south-west of the second, and both with their heads inclining to the eastward. There were thus five line-of-battle ships aground on the Palles, with the remaining six, with the frigate *Indienne*, either on the shoal at the entrance, or on the mud at the side of the Charente.

At 1 o'clock the *Ætna*, followed by the three gun-brigs, passed the *Impérieuse* at anchor, and in half-an-hour anchored also, and began bombarding the *Calcutta*, *Varsovie*, and *Aquilon*. In less than another half-hour the *Impérieuse*, who had weighed anchor at a few minutes after 1, come-to

considerably within the bomb-vessel and gun-brigs, and opened a heavy fire upon the *Calcutta*. Previously to this, Lord Cochrane, conceiving that no serious attack was intended to be made upon the French ships on the Palles, telegraphed the commander-in-chief, first, that the enemy's ships were getting under sail; next, that the enemy was superior to the chasing ships, but inferior to the fleet; that the *Impérieuse* was in distress and in want of immediate assistance. This last signal was intended merely as a ruse, to induce Lord Gambier to send down some ships to cannonade the enemy; and it partly succeeded; for at about 2.15 p.m., the *Indefatigable*, *Aigle*, *Emerald*, *Unicorn*, *Pallas*, and *Beagle*, and soon afterwards the *Valiant* and the *Revenge*, weighed and proceeded to the assistance of the *Impérieuse*. The frigates anchored in a close line near to the wreck of the *Jean-Bart*, with their heads to the northward; the *Valiant*, to the southward of them, close to the *Indefatigable*, the rearmost frigate, and the *Revenge*, on the north-east about 3 cable's length within the *Impérieuse*. The *Beagle* had previously anchored without the *Impérieuse*, between the latter and the *Ætna* and the brigs; but she afterwards weighed, and running in between the *Indefatigable* and the *Jean-Bart*, re-anchored in a much more effective position. At 3 p.m., or a little after, a tremendous cannonade was opened upon the *Calcutta*, *Varsovie*, and *Aquilon*; and for a short time they returned the fire, the two latter from their stern-chasers, the only two guns that would bear. At 4 p.m., the officers and crew of the *Calcutta* abandoned their ship, leaving her colours flying, and in 10 minutes afterwards she was taken possession of by the British. The *Varsovie* and *Aquilon* continued an unavailing resistance until about 5.30 p.m., when they also struck, a part of the crews of both having previously quitted them. At 6 p.m., the *Tonnere*, who lay just out of range of the nearest British ship, the *Revenge*, was set fire to by her officers and crew, all of whom landed

safe upon Isle Madam; and at 7.30 p.m. the ship exploded. The *Calcutta* appears to have been set on fire by a midshipman of the *Impérieuse* without orders, and blew up at 9 p.m. with a tremendous explosion, her hold containing an immense quantity of powder and other ordnance stores.

The only British ships that sustained any loss in this attack were the *Revenge* and *Impérieuse*. The *Revenge* had 3 men killed, and 1 lieutenant and 14 men wounded: 2 of them mortally. She also had her bowsprit severely wounded, a great part of the running rigging and sails cut to pieces, 5 planks of the quarter-deck cut through, and a beam carried away, besides a number of shots in different parts of her hull. The damage in the hull and the killed and wounded are stated to have been caused by the fire of the batteries on Isle d'Aix, and the cut rigging by that of the *Aquilon* and *Varsôvie*. The loss sustained by the *Impérieuse* consisted of 3 men killed, her surgeon-assistant, purser, and 9 men wounded. The frigate received several shots in the hull, and had her masts, rigging, and sails a good deal cut, both loss and damage principally the effect of the fire of her three antagonists on the Palles, especially of the *Calcutta*. The *Indefatigable* and *Beagle*, although they escaped without loss, received more or less damage in their masts or yards from the enemy's shot. The brig had particularly distinguished herself. Finding her rudder coming in contact with the wreck of the *Jean-Bart*, and being endangered by the *Indefatigable's* fire, she weighed and made sail for the stern of the *Aquilon*. On arriving within pistol-shot, the *Beagle* opened upon the French 74 a well-directed fire that mainly contributed to the latter's surrender. It is remarkable that, although the batteries of Isle d'Aix and of Scumonard, on the isle of Oleron, kept up a constant fire of shot and shell, the *Revenge* and *Indefatigable* were the only British vessels of the thirteen engaged that suffered from it. The damage to the *Indefatigable*, indeed was merely a wounded topmast. With respect to the French

loss in this attack, little is known beyond what the *Calcutta* sustained. Her hull is described to have been riddled before any assistance came to the *Impérieuse*, and her loss, out of a crew of 232 men, to have amounted to 12 wounded. The captain of the *Aquilon* appears to have been killed as he was sitting by the side of Lord Cochrane in the boat of the *Impérieuse*, by a shot from one of the *Tonnere's* guns, that accidentally went off while she was burning.

### 1809.—April the 17th.

CHASE AND CAPTURE OF THE FRENCH SHIP-OF-THE-LINE, D'HAUTPOULT, BY A DETACHMENT UNDER CAPTAIN W. C. FAHIE.

ON the 17th of April, at about 2.45 a.m., the *Castor* shortened sail, and at 3 a.m., when within little more than half a mile of the *d'Hautpoult's* starboard quarter, commenced a fire with her larboard guns. In this way the action was continued between the English frigate (with 12-pounders only) and the French 74 till 4 a.m., when, owing to the latter having had frequently to yaw to bring her guns to bear, the British 74, *Pompée*, Captain William Charles Fahie, got up. Passing between the *Castor* and *d'Hautpoult*, the *Pompée* engaged the latter within musket-shot distance, gradually closing, until 5.15 a.m., when the *d'Hautpoult* passed ahead, steering before the wind, and became again engaged with the *Castor*. Before many shots had been exchanged, the *Pompée*, putting her helm a-port, fired her bow guns at, and was preparing with her broadside to rake the *d'Hautpoult*, when the French ship, now a complete wreck in rigging and sails, lowered her topsails, and hauled down her colours. Thus terminated a running fight, which had commenced to the southward of Vieux-Fort, Guadaloupe, at 10 o'clock on the night of the 14th, and had ended within

eight leagues north-east-by-north of Cape Roco, Porto-Rico, at 5.15 on the morning of the 17th.

The *Pompée* was nearly in as disabled a state, especially in rigging and sails, as the *d'Hautpoult* herself, and had her gaff, mizzen-mast, main-yard, and bow-sprit badly wounded, besides having received a number of shots in her hull. The *Pompée's* loss consisted of her boatswain, 7 seamen, and 1 marine killed; her captain, 1st lieutenant, 1st lieutenant of marines, 22 seamen, and 5 marines wounded. The damages of the *Castor* were comparatively nothing, and her loss amounted to only 1 seaman killed and 6 wounded. The *d'Hautpoult*, whose hull, as is usually the case against British opponents, had suffered more than the appearance of her sails and rigging indicated, lost, out of her crew of 680 men, between 80 and 90 killed and wounded, including several officers.

In this case, there was nothing that could cast the slightest imputation upon the French ships: the *d'Hautpoult* had run from a superior force, had manœuvred skilfully, and when at last overtaken, had fought bravely. There were periods, probably, when her captain might have shortened sail and engaged to advantage; but he, doubtless, considered that long before he could bring the contest to a favourable issue his enemy would be considerably strengthened by an additional force arriving to her aid. The conduct of the *Pompée* was such as was expected of her, and the *Castor* gave proofs of a commendable zeal in closing with so powerful an antagonist.

1809.—July the 6th.

CAPTURE OF THE FRENCH FRIGATE, FURIEUSE, BY H.M.S.  
BONNE CITOYENNE, CAPTAIN MOUNSEY.

ON the 5th of July, 3 p.m., latitude 43° 41' north, and longitude 34° west, the British 18-gun ship-sloop, *Bonne Citoyenne* (18 32-pound carronades and 2 long 9's, with 121 men), Captain William Mounsey, steering north-west-by-west with the wind at south, descried in the west-south-west a large frigate, in the act of taking possession of an English merchant-ship. The former went in immediate chase of the ship of war, which was the French armed *en flûte*, but late 36-gun frigate, *Furieuse*, of 20 guns (2 long 18's, and 6 long 8-pounders, and 12 36-pound carronades), with 195 men, commanded by Lieutenant G. E. L. Le Marant-Kerdaniel, from Basse-Terre, Guadeloupe, bound to France. On the *Bonne Citoyenne's* approach, the *Furieuse* abandoned the merchant-ship, and steered, under a press of sale, to the northward, followed by the former, who, from the French ship's inability to answer the private signal, had already discovered her to be an enemy. At sunset, the two ships were about five miles apart, striving their utmost to get forward. During the night the *Bonne Citoyenne* lost sight of the *Furieuse*; but at 3 a.m., on the 6th, again descried her at a great distance on the larboard-quarter. The *Bonne Citoyenne* immediately hauled to the wind (now a point or two more easterly) on the larboard tack, and by 4 a.m. got within nine or ten miles of the *Furieuse*.

At length, about 9.10 a.m., the *Furieuse* shortened sail,

and hauled upon a wind, as immediately afterwards did the *Bonne Citoyenne*, in pursuit. In another ten minutes the former hove-to, and in five minutes more the latter got alongside, and commenced the action, within pistol shot distance. A smart cannonade was now mutually kept up, during which the *Furieuse* fired away more than 70 broadsides, and the *Bonne Citoyenne* 129; the latter alternately from the larboard and the starboard sides, as she changed her position to avoid the necessity of slackening her fire from the carronades being over-heated. This was, however, the case with three, which were dismounted and rendered useless early in the action. After the combat had lasted in this way for six hours and fifty minutes, and each ship had become greatly crippled in masts and shattered in hull, and after the *Bonne Citoyenne*, in particular, had expended nearly the whole of her powder, the latter took a position close athwart the bows of her antagonist, preparatory to boarding her with all hands. This bold demonstration decided the affair, and the *Furieuse*, at 6.16 p.m., struck her colours.

The *Bonne Citoyenne* had her fore and main top-gallant masts and mizen-topmast shot away, her three lower masts badly wounded in several places, and nearly all the standing rigging and every part of the running rigging, sails, boats, and booms cut to pieces. With all this serious damage, the *Bonne Citoyenne's* loss amounted to only 1 seaman killed, and 4 seamen and 1 marine badly wounded. The *Furieuse* was in a far more wretched condition. Her topmasts and all her yards, except the crossjack and sprit-sail, were shot away, and her lower masts reduced to a tottering state. She had, also, 14 shot holes between wind and water, and 5 feet water in the hold. Her loss consisted of 2 quarter-masters, 27 seamen, and 6 soldiers killed; her commander, 2 lieutenants, 3 midshipmen, 4 cannoneers, 19 seamen, 1 lieutenant of artillery and 7 soldiers, all

dangerously wounded. The slightly wounded probably amounted to 18 or 20 more.

COMPARATIVE FORCE OF THE COMBATANTS.

			<i>Bonne Citoyenne.</i>	<i>Furieuse.</i>
} Broadside guns	{ No. ...	...	10	10
	{ lbs. ...	...	297	279
Crew in number	...	...	121	195
Size in tons	...	...	511	1,085

Few cases occur wherein the usual figure statement requires less to be left without remarks than the present case. The *Furieuse* presented herself, at first, in the size and formidable appearance of a full-armed 36 or 40-gun frigate. The *Bonne Citoyenne*, nevertheless, made sail in chase; and it was not until a near approach that she could have discovered that the main-deck ports of the frigates were but partially filled with guns. After the action had commenced, and the rigging of the *Furieuse* became injured, the latter's size was rather a disadvantage: it rendered her unwieldy as compared with the *Bonne Citoyenne*; who, even when disabled in her rigging, could manœuvre much more quickly than her antagonist. Moreover, the lowness of the sloop's, and the great height of the frigate's hull, gave a decided advantage to the former in the cannonade; and to that may be attributed, in a great degree, the comparative impunity with which the *Bonne Citoyenne* came out of the action.

1809.—July the 7th.

CAPTURE AND DESTRUCTION OF GUN-BOATS AND CONVOY AT HANGO HEAD, BALTIC, BY BOATS UNDER LIEUTENANT JOSEPH HAWKEY.

On the 7th of July, as a British squadron, composed of the 74-gun ships, *Implacable*, Captain T. B. Martin; and *Bellerophon*, Captain Samuel Warren; 38-gun frigate *Melpoméne*,

Captain Peter Parker ; and 18-gun-sloop, *Prometheus*, Captain Thomas Forrest, was cruising on the coast of Finland, a Russian flotilla of gun-boats and merchant vessels was observed at anchor under Porcola Point. The gun-boats were eight in number, each armed with one long 24 and one long 34-pounder, and manned with 46 men. The position they had taken was of extraordinary strength, being betwixt two rocks, that served as a cover to their wings, and whence a destructive fire of grape could be poured upon any boats that should assail them. Notwithstanding this, it was resolved to attempt the capture and destruction of the flotilla ; and Lieutenant Joseph Hawkey, first of the *Implacable*, was gratified with the command of the enterprise, consisting of the boats of the four ships, 17 in number, containing about 270 officers and men. At 9 p.m. the boats proceeded to the attack, and, regardless of the heavy fire opened upon them in their advance, pushed on, not firing a musket till they touched the sides of the gun-boat ; when the British seamen and marines boarded, sword in hand, and carried all before them. Of the 8 gun-boats, six were captured, one was sunk, and one escaped ; and the whole 12 merchant vessels, under their protection, and which were laden with powder and provisions for the Russian army, were also captured, together with a large armed ship : the latter was burnt, but the other vessels were brought out. This very gallant exploit was not accomplished without a serious loss. Lieutenant Hawkey, the commanding officer of the party, having taken one gun-boat, was killed by a grape-shot in the act of boarding the second ; and the last words of this gallant young man were : " Huzza ! Push on, England for ever ! " The whole of the loss on the British side amounted to 17 officers and men killed, and 37 wounded. Among the loss acknowledged to have been sustained by the Russians were 63 killed. A great many of the Russian seamen escaped on shore, and several perished in the attempt ; and, of the 127 prisoners taken, 51 were wounded.

1809. — *November the 1st.*

CAPTURE OF ELEVEN ARMED VESSELS IN THE BAY OF ROSAS,  
BY BOATS UNDER LIEUTENANT TAILOUR.

ON the evening of the 31st of October, after dark, a British squadron bore-up, with a fresh south-east wind, for the bay of Rosas. Every suitable arrangement having previously been made, the boats of the squadron, commanded by Lieutenant John Tailour, first of the *Tigre*, having under him as commanding officers of the boats of the respective ships, Lieutenants A. W. J. Clifford, of the *Tigre* ; John Murray, of the *Cumberland* ; James Begbie, of the *Apollo* ; John Tarrant, of the *Scout* ; Charles Hammond, of the *Topaze* ; Dalhousie Tait, of the *Volontaire* ; and Pasco Dunn, of the *Tuscan*, pushed off, with characteristic order, to execute the business assigned them.

The French convoy, consisting of seven merchant vessels, in charge of the armed store-ship, *Lamproie*, of sixteen 8-pounders, and 116 men, commanded by Lieutenant J. M. Bertrand-la-Breteecke, two armed bombards, the *Victoire* and *Grondeur*, and the armed xebec, *Normande*, had previously put into the bay of Rosas, and anchored under the protection of the castle of that name, of Fort Trinidad, and of other batteries in the neighbourhood. M. Bertrand-la-Breteecke, as if apprehensive that an attack would be made, had made every preparation to meet and repel it. The *Lamproie* was enclosed in boarding-nettings, and a gun-boat, or armed launch, advanced ahead of her, to give notice of the enemy's approach ; the bombards and xebec, and the batteries on shore, were also on the alert. The boats approached, the alarm-gun fired, and, rending the air with their cheers, the British seamen and marines stretched out, each division of boats taking the part

that had been allotted to it. The *Lamproie* was boarded at all points, and, notwithstanding a very spirited resistance, was carried in a few minutes. The *Victoire*, *Grondeur*, *Normande*, and a felucca, armed with musketry, defended with equal gallantry, shared the same fate; and all this in the face of a heavy fire from the Castle of Rosas, Fort Trinidad, and several other batteries, and of repeated volleys of musketry from troops assembled on the beach. Notwithstanding that the force opposed to the British was double what they had reason to expect, such was their alacrity in subduing it, that, at the opening of the day on the 1st of November, every French vessel of the eleven was either burnt at her moorings, or brought off by the aid of a light air of wind from the land.

The loss sustained by the British was severe, but not more so than corresponded with the opposition they experienced. It amounted to 1 lieutenant (Tait), 1 master's mate, 10 seamen, 1 sergeant and 2 marines, killed; 2 lieutenants (Tailour and Forster), 1 midshipman, 7 seamen, 1 marine, severely; and 3 lieutenants, 1 master's mate, 2 midshipmen, 28 seamen, and 5 marines, slightly wounded—total, 15 killed and 55 wounded. The loss on the part of the French has not been recorded, but from the opposition they made, it must have been extremely severe.

#### 1810.—*January the 10th.*

CAPTURE OF L'AIMABLE NELLY, BY H.M.S. CHEROKEE,  
CAPTAIN RICHARD ARTHUR.

ON the 10th of January, the British 10-gun brig-sloop, *Cherokee*, Captain Richard Arthur, reconnoitered the harbour of Dieppe, and perceived lying at anchor under the batteries, close together, and within a cable's length of the pier head, seven French lugger privateers. Notwithstanding

the number and strong defensive position of these vessels, Captain Arthur resolved to attack them, and, accordingly, at 1 a.m., of the 11th, the *Cherokee*, favoured by a southerly wind, stood-in, and, running between two of the luggers, gallantly laid one on board; which, after a fruitless attempt to board the *Cherokee*, was carried by the crew of the latter. The vessel proved to be *l'Aimable Nelly*, a new lugger of 16 guns, 106 tons, and 60 men, of whom 2 were killed and 8 wounded, 3 of them dangerously. The remaining privateers kept up a smart fire of musketry, but the *Cherokee* succeeded in getting out her prize, with the loss of only two wounded (both in the hand), a lieutenant and her boatswain. So daring and successful an act met its due reward, as is evident from the date of Captain Arthur's post-commission.

#### 1810.—*January the 12th.*

CAPTURE OF THE SIXTEEN-GUN BRIG, L'ORESTE, BY H.M.S.  
SCORPION, CAPTAIN FRANCIS STANFELL.

ON the 11th of January, Captain Ballard, commanding a British squadron, consisting of one frigate (H.M.S. *Blonde*, 38), one gun ship-sloop (H.M.S. *Cygnets*), and the three gun brig-sloops (the *Scorpion*, 18; the *Pultusk*, 14; and the *Attentive*, 12), stationed off Basse-terre Bay, Island of Guadeloupe, directed the brig-sloop, *Scorpion*, Captain Francis Stanfell, to bring out a French nationed brig at anchor near the shore. At 9 p.m., while standing-in to execute this service, the *Scorpion* discovered the object of her attack, *l'Oreste*, a French 16-gun brig, commanded by Lieutenant-de-vaissseau, Jean B. A. Mousnier, just clearing the north point of the bay. The former immediately made all sail in chase, having very soon to use her sweeps, on

account of the wind falling. At 10.30 p.m., the *Scorpion* began firing her bow-chasers, and at 11 p.m., brought the French brig to action. A sort of running fight was maintained between the two brigs till 1.30 a.m., when *l'Oreste*, being completely unrigged by her opponent's well-directed fire, hauled down her colours. At this moment the barge of the *Blonde* arrived, and assisted in taking possession of the prize, who, could she have protracted the action many minutes longer, would have run herself ashore.

The *Scorpion*, whose guns were 16 32-pounder carronades and 2 6's, with a complement of 120 men and boys, received several shots in her hull, had her mainyard wounded in the slings, also her mainmast and gaff and her sails and rigging much cut; but she escaped with no greater loss than 4 men wounded. *L'Oreste*, whose guns were 14 24-pound carronades and 2 8's or 6's, with a complement of 110 men and boys, was damaged in the manner already stated, and lost 2 men killed, and her first and second captains and 8 men wounded. Twelve officers and 79 men were received from her as prisoners; total, 91; the remaining survivors reaching the shore in the brig's boats.

### 1810.—*January and February.*

#### CAPTURE OF GUADALOUPE BY VICE-ADMIRAL SIR ALEXANDER COCHRANE.

On the 27th of January, a combined naval and military expedition, under the respective commands of Vice-Admiral the Hon. Sir Alexander Cochrane and Lieutenant-General Sir George Beckwith, anchored off the town of Gosier, island of Guadaloupe. On the 28th, the troops landed without opposition. On the 3rd of February, an engagement took place between Brigadier-General Harcourt's

division and a body of French troops on the ridge Beaupère St. Louis, and again in the evening between the British reserve, under Brigadier-General Wale, in forcing the passage of the river de la Père. In both cases the British were successful; and on the following morning, the 4th, the French hoisted flags of truce in all their positions. On the 5th, the terms of capitulation were settled; and on the 6th, the island of Guadaloupe surrendered to the British arms. In justice to the governor, General Enouf, and the French troops on the island, it must be stated that a great proportion of them were sick; that the force opposed to them, even in the first instance, was an overwhelming one; and that, as in the case of Martinique, there was a defection among the colonial militia. The British army sustained a loss of 52 officers and privates killed, 250 wounded, and 7 privates missing. The navy, not having been engaged, suffered no loss. That on the part of the French troops is represented to have been between 500 and 600 in killed and wounded.

Before the 22nd of the same month of February the same two commanders followed up their success with obtaining the peaceable surrender of the Dutch islands of St. Martin, St. Eustatius, and Saba, thereby completing the reduction of all the French and Dutch colonies in the Antilles.

### 1810.—*February the 10th.*

#### CAPTURE OF THE DUTCH CORVETTE, HAVIK, BY H.M.S. THISTLE, LIEUT. PETER PROCTOR.

On the 10th of February, at 10.30 a.m., latitude 25°22' north, longitude 61°27' west, the British 10-gun brig, *Thistle* (18-pound carronades and 50 men), Lieut. Peter Proctor, steering north-east-by-north, with the wind at south-

east, discovered and chased a strange ship in the east-south-east. At 4 p.m., having, by superiority of sailing, neared the stranger considerably, the *Thistle* fired a gun and hoisted her colours. The example was immediately followed by the ship, which was the Dutch *Havik*, Lieut.-de-*vaisseau*, Jean Stééling, a large India-built ship, pierced for 18 guns and mounting 10 (6 long 4-pounders and 4 2-pound swivels), with a complement of 52 men, including the Batavian Rear-Admiral, Armond-Adrian Buyskes, late governor-general of Batavia, and his suite, bound from that island to New York, and partly laden with spice and indigo.

A 5 p.m., which made just  $7\frac{1}{2}$  hours from the commencement of the chase, the *Thistle* got alongside of the *Havik*, and firing across her bows, hailed her to bring-to. The reply to this was a broadside. The action immediately commenced, and continued until 6.15 p.m., when the *Havik* attempted to run the schooner down, but the latter, quickly hauling aft her sheets, adroitly avoided the bows of her huge opponent. The *Thistle*, 3 of whose carronades had been dismantled since the early part of the action, continued closely engaging the *Havik* until 6.45 p.m., when the latter made all sail and endeavoured to escape before the wind. This being the ship's best point of sailing, the schooner was until 7.40 p.m. ere she got near enough to open her bow guns. Gradually advancing in the chase, the *Thistle*, at 8.30 p.m., again got alongside. A second close engagement ensued, and continued until 9.45 p.m., when the *Havik* hauled down her colours and hailed that she had struck.

In this 5 hours' engagement and running fight, the *Thistle* had 1 marine killed, and her commander and 6 men wounded; on board the *Havik* one man also was killed, and the Dutch Admiral and 7 men badly wounded. The conduct of the *Thistle* in the affair was highly creditable to her commander, his officers, and crew. It was an act of some boldness for a schooner of 150 tons to attack a large warlike enemy's ship;

nor was it less an act of persevering courage for the *Thistle*, after 3 of her carronades had been dismantled, to continue the engagement until she at length brought it to a successful issue. For his conduct on this occasion Lieut. Proctor was promoted to the rank of commander.

1810.—*May the 3rd.*

ACTION WITH THE FRENCH FRIGATE, CÉRÈS, AND CONSORT, AND CAPTURE OF THE SPARVIÈRE, BY H.M.S. SPARTAN, CAPTAIN JAHLEEL BRENTON.

On the 1st of May the British 38-gun frigate, *Spartan*, Captain Jahleel Brenton, and 32-gun frigate, *Success*, Captain John Ayscough, cruising in the bay of Naples, chased into the Mole a French squadron, consisting of the *Cérès*, frigate, of 42 guns and 350 men, *Fame*, corvette of 28 guns and 260 men, *Sparvière*, brig of 8 guns and 98 men, and *Achille*, cutter, of 10 guns and 80 men. Rightly judging that these four vessels would not leave their place of refuge while two British frigates remained in the bay, and being desirous to show what one British frigate could perform, should the French squadron venture to attack her, Captain Brenton detached the *Success* to the *Spartan's* rendezvous, from five to ten leagues south-west of the isle of Capri, and lay-to off the port in which the French frigate and her consorts were at anchor.

This plan had the desired effect, for in the middle of the night of the 2nd the squadron weighed and stood out, to capture, if possible, but at all events to drive away, the enemy's ship that was hovering about the bay, to the annoyance of all trade with the capital. On the 3rd, at daylight, the *Spartan* had the satisfaction to descry her opponents

standing out in close line of battle, the *Cérès* leading, followed by the *Fame*, *Sparvière*, *Achille*, and six or eight gun-boats. At 7.56 a.m. the action began by an exchange of broadsides, within pistol-shot distances, between the two frigates, each on the starboard tack, the *Spartan* the weather-most, with a light air of wind. The latter very soon contrived to cut off the cutter and gun-vessels, whereupon the commodore wore to rejoin them; but the *Spartan* frustrated this object by placing herself upon the weather-beam of the *Cérès* and her two nearest consorts. A close and obstinate contest ensued, during which light and variable winds carried the *Spartan* near the batteries of Bai, under whose shelter the *Cérès* used every effort to get. The *Spartan*, owing to her crippled state, not being able to follow, at about two hours after the commencement of the action, bore-up, raked the *Cérès* and *Fame* in passing, and cut off and captured the *Sparvière*. The *Cérès* soon reached the protection of the batteries; and the *Fame*, who had her fore-topmast shot away, effected her escape with the assistance of the gun-boats: which latter, by lying on the *Spartan's* quarter during the action, had galled her considerably.

The loss sustained by the *Spartan* was tolerably severe. She had 1 master's mate, 6 seamen, and 3 marines killed; her captain (severely), first lieutenant (slightly), 15 seamen, and 5 marines wounded; total, 10 killed and 22 wounded. This heavy loss was chiefly caused by the long 24-pounders of the gun-boats; and, although the *Spartan* had no mast shot away, her rigging and sails were much cut, her masts more or less wounded, and her hull struck in several places. The French acknowledge a loss of 30 officers and men killed and 90 wounded, exclusive of the loss sustained by the captured brig, but the amount of which does not appear in the British official account. Captain Brenton received his wound about the middle of the action, and, on account of its severity, was obliged to be taken below; but his place

was ably filled by the *Spartan's* first lieutenant, Mr. George Wickens Willes.

The *Spartan* mounted 46 guns, but, having an officer and 18 men away in a prize, mustered only 258 in complement. The nature of the guns mounted by the French frigate, corvette, brig, and cutter does not appear either in the English or the French account; nor have we any means of showing that the complements officially assigned to the French frigate and corvette, and which, it must be confessed, are rather high, have been correctly stated. Upon the whole, the action, from beginning to end, was extremely creditable to Captain Brenton, his officers and crew; and, if we do not pronounce the affair a "brilliant" performance, it is simply because the French, or the Neapolitans, rather, have so designated the part they acted in the business.

### 1810.—June the 28th.

#### CAPTURE OF TWENTY-FIVE VESSELS AT GRAO BY THE BOATS UNDER LIEUTENANT SLAUGHTER.

IN the month of June a British squadron, composed of three frigates, *Amphion*, *Active*, and *Cerberus*, under the orders of Captain Hoste, cruised in the Gulf of Trieste. On the 28th, in the morning, the boats of the *Amphion* chased a convoy of several vessels, reported to be laden with naval stores for the arsenal of Venice, into the harbour of Grao. The capture of the convoy, although, on account of the shoals, only to be effected by the boats, being an object of considerable importance, Captain Hoste resolved to make the attempt without delay. In the evening the *Amphion* telegraphed the *Active* and *Cerberus* to send their boats to her by 12 at night; but, owing to her distance in the offing, the *Active* was not able to comply with the signal in time. Accordingly the

boats of the *Amphion* and *Cerberus*, commanded by Lieutenant William Slaughter, second lieutenant of the former, and assisted by lieutenants Donat H. O'Brien, of the same frigate, and James Dickinson of the *Cerberus*, Lieutenants of Marines, Thomas Moore (*Amphion*), and Jeremiah Brattle (*Cerberus*) pushed off, and before daylight on the morning of the 29th landed, without a musket-shot, a little to the right of the town.

The British immediately advanced to the attack of the town, above which the vessels lay moored, and were met, about the dawn of day, by a body of French troops and peasantry, who opened a very destructive fire, and obliged the former to retire to the shelter of some hillocks. Conceiving that their opponents were retreating to their boats, the French quitted their advantageous position, and charged with the bayonet. They were received with the bravery and steadiness so characteristic of British seamen and marines, and a lieutenant, sergeant, and 38 privates of the 81st regiment of French infantry were made prisoners. Lieutenant Slaughter and his party now entered the town, and possessed themselves of the vessels, 25 in number.

At about 11 in the forenoon a detachment of the 5th regiment of the French infantry, consisting of a lieutenant and 22 men, entered Grao from Maran, a village in the interior. They were instantly attacked by the force that was nearest to them, consisting of a division of seamen and marines under Lieutenants Slaughter, Moore, and James Mears, of the *Active*, whose boats had landed just as the men of the *Amphion* and *Cerberus* had achieved their exploit. The same intrepidity which had secured success on that occasion produced it on this; and the 22 French troops, with their officers, laid down their arms and surrendered. Every exertion was now made to get the convoy out of the river; but it being almost low water, it was seven o'clock in the evening before that object could be effected, and then

not without great labour and fatigue, the men having to shift the cargoes of the large vessels into smaller ones, in order to get the former over the bar. By 8 o'clock, however, the whole detachment and the prizes reached the squadron, which had anchored about four miles from the town.

The loss on the part of the British, in performing this very gallant service, amounted to 4 marines killed, 1 lieutenant (Brattle), 3 seamen, and 4 marines wounded; and the loss sustained by the French amounted to 10 killed (8 by bayonet wounds, a proof of the nature of the conflict), and 8 wounded. Of the captured vessels, 11 were burnt in the river, because too large to pass the bar in the state of the tide, 5 were brought out and sent to Lissa with cargoes; as were also 14 or 15 small trading vessels laden with the cargoes of the 11 burnt vessels.

### 1810.—July the 25th.

ACTION WITH GUN-BOATS AND CAPTURE AND DESTRUCTION OF  
A NUMBER OF TRANSPORTS AT AMANTHEA, BY A  
DETACHMENT UNDER CAPTAIN G. G. WALDEGRAVE.

On the 25th of July, at daybreak, the British 32-gun frigate, *Thames*, Capt. Granville George Waldegrave, and 18-gun brig-sloop, *Pilot*, Capt. John Toup Nicolas, were standing along the coast of Naples, the 18-gun brig-sloop, *Weazle*, Capt. Henry Prescott, appeared off Amanthea, with the signal flying for an enemy's convoy, consisting, as afterwards discovered, of 32 transport vessels, from Naples, laden with stores and provisions for Murat's army at Seylla, and escorted by 7 gun-boats of one gun each (all long 18-pounders but two, which were brass 36-pound carronades,) 4 scampavias, or armed vessels, also of one gun each (8, 6,

and 4-pounders,) and one armed pinnace with swivels. Immediately on perceiving that the British ships were approaching them, the transports ran upon the beach under the town of Amanthea, where they were flanked by two batteries, while the gun-boats and the other armed vessels, under the command of Capitaine-de-frégate, Caraceolo, drew up in a line for the protection of the former.

It being nearly calm, it was 2 p.m. before the frigate and the two brigs were enabled to form in a close line; when running along within grape-shot distance, they presently drove the Neapolitans from the vessels, and then anchored. Immediately Capt. Prescott set the example of pushing off with the *Weazel's* boats, and those of the *Thames* and *Pilot*, under the command of Lieut. Edward Collier, first of the frigate, promptly followed. The marines of the *Thames* were also landed, to cover the seamen while they were launching the vessels, the ships all the time firing upon the batteries and on every spot where musketry was collected to oppose the party on shore. The Neapolitans had not only thrown up an embankment outside the vessels, to prevent the British from getting them off, but also one within them, to afford shelter to the numerous troops collected; who, when driven from their entrenchments, still greatly annoyed the British from the walls of the town. At length, every difficulty was surmounted, and by six in the evening all the vessels were brought off, except one transport laden with bread, too much shattered by shot to float, and one gun-boat, two armed vessels, and two transports, that could not be got off, but all of which were destroyed. This very gallant and important enterprise was accomplished with so slight a loss on the part of the British as 1 marine killed, and 6 seamen and marines wounded. The loss on the part of the Neapolitans nowhere appears; nor, indeed, can we discover that any account of the affair has been published.

1810.—August the 9th.

BANDA NEIRA ATTACKED BY A DETACHMENT UNDER CAPTAIN CHRISTOPHER COLE.

THE island of Banda Neira, one of a group of seven Banda islands, is about two miles long and about three-quarters of a mile broad. It is extremely mountainous, and contains many excellent positions for repelling an invading force. At the time in question it possessed 10 sea-batteries, exclusive of Casteel-Belgien and Casteel-Nassau. The first of these castles, mounting 52 pieces of heavy cannon, commanded the other, as well as the sea defences at that extremity of the island, and was deemed, by the Dutch, at least, an impregnable fortress; and the whole number of guns mounted for the defence of the island was 138. The garrison of Banda Neira amounted to 700 regular troops and at least 800 militia, making a total of 1,500 men. The party now rapidly and silently advancing to surprise this force consisted of 140 British seamen and marines, and about 40 soldiers of the Madras European Regiment, under the command of Captain Christopher Cole, of H.M. 36-gun frigate, *Caroline*, assisted by Captain Richard Kenah, of the 18-gun brig-sloop, *Barracouta*, and by the following officers: Lieutenants Thomas Carew, Samuel Allen, George Pratt, Robert Walker, and Edmund Lyons, of the navy; Captain-Lieutenant Nixon, Lieutenant Charles W. Yates, Philip Brown, and William Jones Daker and Ensign Charles Allen, of the Madras troops.

Just as a black cloud, attended by wind and rain, had thrown a temporary darkness over the island of Banda Neira, the British boats grounded on a coral reef, situated within one hundred yards of the shore, and, though unknown at

the time, directly opposite to the battery of Voorzigtigheid, mounting 10 long 18-pounders. Such, however, was the violence of the storm, that the garrison of this battery remained in utter ignorance of what was going on so near them; and the officers and men, leaping into the water, launched their boats over the reef. Shortly afterwards the British landed in a small, sandy cove, bordered with jungle; and the men were quickly formed, as well as the pitchy darkness of the morning would admit. That done, Captain Kenah and Lieutenant Carew, at the head of a party of pikemen, advanced to take the battery in the rear. This service was so promptly and effectually executed, that the sentinel was killed, and an officer and 60 men made prisoners without the firing of a pistol, although the enemy was at his guns with the matches lighted. Captain Kenah had been directed to storm the next sea-battery, also mounting 10 18-pounders, but Captain Cole, being resolved to take the bull by the horns, or, in other words, to attempt carrying the castle of Belgien by a *coup-de-main*, recalled Captain Kenah and his party, and leaving a small guard at the captured battery, pushed on, with the aid of one of his native guides, through a narrow path that skirted the town, towards the Dutch citadel, about half a mile distant.

The sound of the bugle was now spreading the alarm over the island; but, favoured by the storm that was raging overhead, and making a rapid march, the British arrived within 100 yards of the citadel before they were discovered. An ineffectual fire was now opened from the ramparts. Regardless of this, the brave fellows rushed up the steep ascent, placed their scaling ladders between the guns upon the outer pentagon, and were in an instant in possession of the lower works. The ladders were quickly hauled up and placed against the inner wall, but were found too short. This appeared to inspire the besieged with fresh courage, and three guns and several volleys of musketry were discharged;

but the stormers soon found another way into the heart of the citadel. Just at this moment the gate was opened by the Dutch guard, to admit the Colonel-Commandant (During), and three other officers, who lived in houses at the foot of the hill. At that gateway the British now made their rush. The Dutch colonel fell, covered with honourable wounds; and, after a slight skirmish, in which ten others of the garrison shared the fate of their commanding officer, the British colours waved at the flagstaff of the Castle of Belgien. "With such examples," says Captain Cole, in allusion to his officers, "our brave fellows swept the ramparts like a whirlwind; and, in addition to the providential circumstance of the service being performed with scarcely hurt or wound, I have the satisfaction of reporting, that there was no instance of irregularity arising from success." A part of the garrison, in the panic that prevailed, escaped over the walls; and the remainder, amounting to four officers and about 40 artillerymen, surrendered themselves prisoners. Just as all this had been accomplished, "the day beamed on the British flag," and discovered to the new garrison of Belgien, the fort of Nassau, the town, and the different sea-defences, at their feet; but, as some drawback to the joy of the British at their extraordinary success, no ships were to be seen, nor even the boats containing the remainder of the landing party. While a flag of truce is being despatched to the Dutch Governor-General, we will pay some attention to the *Caroline*, and the other ships, and also to the missing boats.

Immediately after the boats, containing Captain Cole and his party, had pushed off from the *Caroline*, the latter made a short stretch off; then tacked, and at 1 o'clock in the morning, followed by the *Piémontaise*, rounded the east point of Great Banda, close to the shore, and entered the outer harbour, or that formed by the north-west side of Great Banda, by the islands of Goonong-API and Neira, and by the two still smaller islands of Pulo-Ay and Pulo-Rhun to the

eastward of the latter. The wind now became so baffling, and was attended with such heavy gusts, that the ships were frequently obliged to lower their topsails; not being able, in their short-handed state, to work the yards quick enough to keep them trimmed to the breeze. At about 2 a.m. the *Piémontaise* hailed the *Caroline*, and informed Lieutenant Gilmore, the officer in charge of her, that Captain Cole had hailed to say that he and Captain Kenah had missed the boats at the rendezvous, and that, meaning to defer the attack till a more favourable opportunity, he wished the *Caroline*, who had a pilot on board, to lead into an anchorage. Every exertion was now used to approach the land; and the *Caroline* frequently got within her own length of it, but could not find bottom with the deepest line. Then a squall would pay her head right off, and in another moment she would be becalmed and ungovernable. At one time, the *Piémontaise*, baffled in a similar manner, made a stern-way at the rate of seven or eight knots an hour, and only avoided running foul of the *Caroline* by bearing up; the effect of which was, that the *Piémontaise* lost as much ground in a few minutes as she had been all the night toiling to gain. As the *Caroline*, soon after daylight, approached Banda Neira, several of the forts fired at her; but the frigate not being able to spare any hands from working the sails, made no return. Fortunately for her, only one shot took effect; nor did that do any greater damage than entering the quarter deck bulwarks, and carrying away the midship spoke of the wheel. At 7 p.m., the *Caroline* descried the Castle of Belgien; and, at about the same time, a well-directed shot from the latter silenced the sea-battery that had annoyed her the most. It was now that a small English "jack" discovered itself above the Dutch colors; and all on board the *Caroline* used increased exertions to reach the spot, where their gallant comrades had effected so much, and where they might yet have to effect more.

As the flag of truce had not yet returned from the Governor, another was sent to say that, unless all hostility immediately ceased, Fort Nassau, at whose flag-staff the Dutch colours were still flying, would be stormed by the British, and the town laid in ashes by the cannon of Belgien. This decisive message produced the immediate and unconditional surrender of Banda Neira and its dependencies; and the *Caroline*, just before she anchored off the town, saw the Batavian flag lowered from Fort Nassau and the British supply its place. About the same time that the *Caroline* came-to, some of the missing boats, after a night of great hardship and suffering, entered the harbour; the remainder had got on board the *Piémontaise*, who, as well as the *Barracouta* and *Mandarin*, anchored a little before noon with the *Caroline*. In the course of the day 1,500 regulars and militia laid down their arms on the glacis of Fort Nassau; a clear proof, coupled with the manifest strength of the defences, that the force of Banda Neira had not been over-rated.

Viewed in every light, the taking of the Banda Islands was an achievement of no common order. Where are we to find, even in the annals of the British Navy, more skill and perseverance than was employed in overcoming the difficulties of the navigation to the scene of conquest? Or where a greater share of address and valour than was displayed by Captain Cole and his 180 brave associates in the crowning act of their bold exploit? Without seeking to discover shades of difference between two cases in the general features alike, we may point to the conquest of another Dutch colony; a conquest which, in the manner of its execution, spread as much renown over the British name in the western, as this was calculated to do in the eastern hemisphere; let no one, then, call up to his recollection Captain Brisbane and Curaçoa without affording an equal place in his esteem to Captain Cole and Banda Neira.

## 1810.—September the 18th.

ACTION WITH FRENCH SQUADRON AND CAPTURE OF THE  
FRENCH FRIGATE, VÉNUS, AND RECAPTURE OF THE CEYLON,  
BY A DETACHMENT UNDER COMMODORE J. ROWLEY.

ON the 18th of September, at about half-past seven, the British frigate, *Boadicea*, Commodore Rowley, ship-sloop, *Otter*; and gun-brig, *Staunch*, lying at anchor in the road of St. Paul, Isle Bourdon, first descried two French ships and their prize, who were there abreast of St. Denis about 3 leagues off the shore. In a very few minutes the *Boadicea* and her consorts were under all sail in chase, and the *Victor*, French 18-gun brig ship; who at eight, had discovered and signalled the *Boadicea*, hastened to take the *Ceylon* prize in tow and follow the French 40-gun frigate, *Vénus*, Capitaine-de-vasseau, Jacques F. E. Hamelin, now using her best endeavours to get back to Isle-de-France. Scarcely had the *Victor* made sail with the *Ceylon* than the tow-rope broke, and it was not until near noon that the latter was again secured. The corvette, with the wind fresh east-south-east, again steered after the *Vénus*, who was standing on the star-board tack, under her fore-sail and main-sail, and a small sail upon the stump of her mizzen-mast. At 3.30 p.m., the *Victor*, who was too small and light to tug the *Ceylon* with any effect, again parted the hawser, and immediately hauled up towards the *Vénus*. The latter wore to join her consort, and then came to again on the larboard tack with her head towards the *Boadicea*, while the *Victor* herself, as ordered by Commodore Hamelin, stood away to the eastward. As soon as the *Victor* had got out of gun-shot, the *Ceylon*, whose prize-crew, it appears, had returned to their

ship, rehoisted the colours which had been struck in the morning, and was again a British ship of war, under the temporary command of the second lieutenant. At 4.40 p.m., the *Boadicea* ran the *Vénus* alongside, and, after a ten minutes' mutual cannonade, in which the *Boadicea* had her bowsprit badly struck, and two men wounded, and the *Vénus* sustained a loss of 9 men killed and 15 wounded, the latter hauled down her colours. Soon after the *Boadicea* had taken her prize in tow, the *Otter*, by signal, rendered the same service to the *Ceylon*. The *Victor* being too far off to be pursued with any effect, Commodore Rowley returned with his prize and re-capture to the bay of St. Paul, and the *Vénus* was commissioned as the *Néréida*, and became a valuable acquisition to the reduced British naval force at Isle Bourdon and its vicinity.

## 1810.—October the 14th.

CAPTURE OF THE SANS SOUCI, BY H.M.S. BRISEIS, LIEUTENANT  
GEORGE BENTHAM.

ON the 14th of October, at noon, the British 10-gun brig sloop, *Briseis* (eight 18-pound carronades and two sixes, with 60 men), acting commander, Lieut. George Bentham, cruising about 80 miles west-by-south of Horn Reef, in the North Sea, fell in with a French privateer-schooner, *Sans Souci*, of Amsterdam, mounting 14 guns (ten 12-pound carronades, and four long 2-pounders), with a complement of 55 men, commanded by Jules Jacobs. After an anxious chase of eight hours, the *Briseis* succeeded in bringing the schooner to an action, which the latter maintained, in the most determined manner, for an hour, the two vessels touching each other during the greater part of the time, and

the privateer's men making three vain attempts to board the British brig. The *Sans Souci* then struck her colours, with the loss of 8 men killed and 19 wounded, and the *Briseis* sustained a loss of 4 men killed, including a master's mate, and 11 badly wounded; a proof that the privateer was fought with skill as well as with resolution.

### 1810.—November the 4th.

CAPTURE OF THE CÉSAR PRIVATEER, BY THE BOATS OF H.M.S. BLOSSOM, UNDER LIEUTENANT SAMUEL DAVIES.

ON the 4th of November, the 18-gun ship-sloop, *Blossom*, Capt. Wm. Stewart, cruising off Cape Sicie, observed in the south-east and immediately chased a xebec. At 4 p.m., just as the ship had arrived within 2 miles of the xebec, it fell calm. Captain Stewart immediately despatched the yawl and cutter, under Lieut. Samuel Davies, first of the ship, and midshipman John Marshall to reconnoitre the vessel, "strictly charging the senior officer not to risk the life of a man, should he find her disposed to make obstinate resistance." As the boats approached, the privateer, which was the *César*, of Barcelona (of how many guns does not appear, but,) with 59 men, fired and killed the commanding officer of the boats. Master's mate, Richard Hambly, now commanding the cutter, and Mr. Marshall in the yawl, boarded the privateer at the same moment, and after an obstinate resistance, in which 4 of the British were killed and 9 wounded, and 4 of the French killed and 10 wounded, made a prize of the *César*.

### 1810—December the 24th.

DESTRUCTION OF THE FRENCH FRIGATE, L'ELIZE, BY THE BOATS OF H.M.S. DIANA, UNDER LIEUTENANT THOMAS ROWE.

ALL that is said of this affair, for which a medal appears to have been given, by Mr. James is, that the French frigate, *L'Elize*, lying a wreck off the Port of Havre, Captain Charles Grant, of the 38-gun frigate, *Diana*, sent the boats of that ship, under the command of Lieutenant Thomas Rowe, who succeeded in effectually destroying her.

### 1811—March the 13th.

ACTION WITH AND CAPTURE OF FRIGATES OFF LISSA, BY SIR WILLIAM HOSTE.

ON the evening of the 11th of March, M. Dubourdieu sailed from Ancona with a squadron composed of four 40-gun frigates (*Dane*, *Favourite*, *Flore*, and *Corona*, Venetian), two 32-gun Venetian frigates (*Bellona* and *Carolina*), one 16-gun brig (*Mercure*), two schooners, one of ten, the other of two guns, a xebec of six, and a gun-boat of two guns, having on board from 300 to 500 troops, under Colonel Giffenga, of the Italian army, as a garrison for the Island of Lissa. Early on the morning of the 13th this squadron arrived off the north point of Lissa, and there fell in with a British squadron of three frigates (*Active*, 38, Captain J. A. Gordon; *Amphion*, 32, Captain William Hoste; *Cerberus*, 32, Captain Henry Whitby), and a 22-gun-ship (*Volage*), Captain Phipps Hornby), under the orders of Captain William Hoste.

At 3 a.m., when about a mile from the entrance of Port St. George, the *Active*, the weathermost ship of the squadron,

then close-hauled on the larboard tack, with the wind a fine breeze from the north-north-west, discovered the Franco-Venetian squadron lying-to to-windward. The *Active*, after making the night signal for an enemy, bore up to join her consorts. At 4 a.m., the extremes of Lissa bore from the *Amphion*, who was then one mile off shore, from west-by-north, to north-by-east. At daylight the force of M. Dubourdiou's squadron was made out, and the squadron of Captain Hoste carried all sail in chase. At 6 a.m. the Franco-Venetian squadron began bearing down to the attack in two divisions; the starboard or weather one consisting of the *Favorite*, *Flore*, *Bellona*, and *Mercure* brig, and the larboard or lee one, of the *Corona*, *Danae*, *Carolina* and small craft. The British ships immediately formed in line ahead, with, besides the customary red ensign at their respective peaks, union-jacks, and ensigns, blue and red, at their foremast heads and at their different stays, and continued working to-windward to close the enemy. Just before the two squadrons got within gun-shot, Captain Hoste, aware of what would be the talismanic effect, at such a crisis, of the name and example of his late friend and patron, telegraphed "REMEMBER NELSON!" a signal that was immediately followed by the three "hurrahs" of the four ships' companies, and was well calculated to inspire the hearts of both officers and men with all the zeal, all the valour, and all the confidence necessary to withstand a force so apparently overwhelming as that which, in the full expectation of achieving an easy victory, was now rapidly approaching.

At 9 a.m. the *Amphion*, then under easy sail on the starboard tack, with the *Active*, *Cerberus*, and *Volage*, in close order astern of her—so close, indeed, that the ships almost touched each other—opened her fire upon the *Favorite*; who was rather ahead of the *Corona*, the leading ship of the larboard division. The *Amphion* and *Active* kept up so well-directed a fire upon the *Favorite*, and the line they formed

was so close and compact, that M. Dubourdiou was completely frustrated in his gallant attempt to pass between them. The *Favorite* now evinced a disposition to board the *Amphion*, and the former's numerous crew seemed all ready on the fore-castle, to carry the plan into effect, when, just as the former had got within a few yards of the *Amphion*, a brass 5½-inch howitzer upon the latter's quarter-deck, loaded with 750 musket-balls, was discharged at the larboard bow of the *Favorite*, and, sweeping her fore-castle, must have committed dreadful havoc among the crowd of boarders there assembled. Amidst them was observed, ready to lead on his men to the assault, the French Commodore himself; and he was among those who fell on this occasion. The *Favorite* next endeavoured to round the *Amphion's* bows, with the intention of placing the British squadron between two fires; but she was so warmly received, and had already been rendered so totally unmanageable by the heavy fire of the *Amphion* and her second astern that, in the act of wearing, the ship went on shore, in the utmost confusion, on the rocks of Lissa.

At 9.40 p.m., which was just as the *Favorite* had struck the ground, the *Amphion*, being then within half a cable's length of the shore, wore round on the larboard tack, as did also her three consorts; whereby the *Volage* became the leading ship, and the latter and the *Cerberus* were soon in hot action with the *Corona* and her division. The *Flore*, sheltered as she, in some degree, had been by her leader, was in better trim for fulfilling the *Favorite's* gallant intention; and, accordingly, the former succeeded in passing the stern of, and destructively raking the *Amphion*. The latter quickly bore-up, to evade a repetition of the salute, and bring her starboard broadside to bear. The *Flore*, luffing up a little, as if to meet her opponent on fair terms, an animated contest, broadside to broadside, ensued between her and the *Amphion* and continued until about 11.20 p.m.; when the *Flore*, being then within less than 70 yards of the *Amphion's* starboard

beam, hauled down her ensign and pendant. Some of her officers, also, observing that several shots, which they took to be the *Amphion's*, but which were in reality the *Bellona's*, fell near them, waved their hats as an additional token of surrender. A little before this the *Bellona*, as she followed the *Flore* in line, seeing that the *Amphion* lay off the wind, with her stern exposed, hauled-up on the larboard tack, so as just to lay abaft the *Active's* line of fire, and poured several raking broadsides into the *Flore's* opponent. The first object of the *Amphion*, therefore, after having subdued the *Flore*, was to compel the *Bellona* to cease her annoyance. The *Amphion*, accordingly, hauled-up again on the larboard tack, and then plied her larboard-guns so well that, in a very few minutes (making it about 11.45 p.m.), the Venetian colours dropped from the *Bellona*, as the French ones had done from the *Flore*. The *Mercure* brig, whose station was next astern to the *Bellona*, had, after taking, or, indeed, being able to take, a very small share in the action, gone to the assistance of the *Favorite*, near to whom she anchored, and with her boats began removing from the wreck the survivors of the crew and troops.

The larboard Franco-Venetian division now demands our attention. The distance run by the British ships, when on the starboard tack, having obliged the *Corona* and her consorts astern gradually to make a lasking course on the same tack, the former, when they wore round upon the larboard tack, necessarily passed the *Corona's* division upon the larboard bow. Hence, the *Volage* and *Cerberus*, as they stood on in succession, had only the foremost guns of the *Corona*, *Danæ*, and *Carolina* opposed to their broadsides. Aware of this, and, probably wishing to avoid running into the fire of a ship, whose size and appearance, compared with the frigates on each side of her, caused her force to be overrated, the *Corona* made the signal for her division to tack together. The *Carolina* leading, followed by the

*Danæ* and *Corona*, accordingly stood-on upon the larboard tack, to-windward of the *Volage* and *Cerberus*. The *Carolina*, from her distance, probably, took but a small share in the contest, and was soon completely out of the action; but the *Danæ* bore down to close and make a meal of the *Volage*, and the *Corona* took her station abreast of the *Cerberus*. The *Volage*, thus honoured with occupying a frigate's post, bravely maintained a frigate's character. She poured in her 32-pound shot with steadiness and precision. Finding the unexpected weight of these, and discovering, of course, that they proceeded from carronades, the *Danæ* hauled off to a greater distance, where her long 18's could produce their full effect, but where carronades could not reach. The *Volage* was thus obliged to increase the charge of powder for her carronades; and they, in consequence, broke their breechings and upset, so that, at last, the 6-pounder on the fore-castle was the only gun which this gallant little ship had to oppose to the fourteen long 18-pounders of her wary antagonist. The *Volage*, by this time, was cut almost to pieces; she therefore dropped astern, and bore-up to close the *Amphion* and repair her damages, while the *Danæ* stood on, under all sail, in the direction of Lessina.

While the *Danæ* and *Volage* had thus been combating, the *Corona* and *Cerberus* had not been looking inoffensively at each other. In fact, the *Cerberus* (who was upwards of 90 men short of her complement) got terribly mauled in hull, and nearly disabled in rigging, by the *Corona's* well-sustained fire. At length, the *Active*, who, since the moment she discovered the overwhelming force opposed to her two friends, had been striving her utmost to get to their assistance, approached. The *Corona*, immediately quitted the *Cerberus*, and made what sail she could after the *Danæ*. The *Active*, however, having her sails and rigging in a more perfect state than either the *Cerberus* or *Corona*, soon

passed to windward of the former, and, at about 7.30 p.m., when just in mid-channel, between Lissa and Spalmadon, received the fire of the latter, a most galling fire, too, as the *Active* could not bring any number of her own guns to bear without keeping off the wind, and of course losing way in the chase. At length, at about 1.45 p.m., the *Active* closed the *Corona* to-leeward. A spirited action now ensued between the two frigates, and continued until 2.30 p.m., when the *Corona* surrendered, after a resistance highly honourable to the Venetian flag, and which resistance she had protracted until almost within reach of the batteries of Lessina. The *Carolina* and *Dancæ*, the latter of whom, had she supported the *Corona*, might, perhaps, have saved her from capture, were already in safety under the guns of those batteries, and just about entering the harbour. The whole of the Venetian small craft also effected their escape in different directions; and the French frigate, *Flore*, finding that the *Amphion*, owing to the shattered state of her boats and her close engagement with the *Bellona*, was unable to take immediate possession, waited only until the *Active* had gone in chase of the *Corona*, and no British ship was in a position to molest her, then rehoisted her colours, and made sail after the *Dancæ* and *Carolina*, an act highly dishonourable in her commanding officer, as the *Amphion*, under whose guns she at first lay, might have sunk her. The *Active*, until she made sail, might also have done the same, and, probably, would have taken possession of the *Flore*, but that it did not comport with Captain Gordon's spirit, to stay by a beaten enemy while a fighting-enemy remained to be subdued; and, above all, when a friend stood in need of his assistance.

The *Amphion* had all her lower masts badly shot through, her larboard main yard-arm, and mizzen topmast shot away, and her sails and rigging much cut. Her loss amounted to her boatswain, 2 midshipmen, 7 seamen, and 5 marines,

killed; her captain, 1 lieutenant, 1 captain of marines, 4 midshipmen, 2 first-class volunteers, 34 seamen, and 4 marines wounded; total, 15 killed, and 47 wounded. The *Active*, whose damages were comparatively slight, had 4 seamen killed; 1 lieutenant of marines, 18 seamen, and 5 marines wounded; total, exclusive of subsequent loss, which will be noticed presently, 4 killed and 24 wounded. The *Cerberus*, although she had not a stick shot away, but her mizzen-top-sail yard, was a good deal battered in the hull, as her loss will testify. She had her purser, 1 midshipman, 8 seamen, and 3 marines killed; 1 lieutenant, 33 seamen (one mortally) and 7 marines wounded; total in the action, 13 killed and 41 wounded. The *Volage* had her main-yard shot away in the slings, and lost her fore top-gallant mast; she was also greatly damaged in sails, rigging, and masts. Her hull, on the larboard side especially, was completely riddled, and her loss of men was in proportion; in reference, indeed, to her complement, it was far more severe than that of any one of her consorts, except, perhaps, the *Cerberus*. The *Volage* had 1 midshipman, 10 seamen, and 2 marines killed; 1 lieutenant of marines, 27 seamen, and 4 marines wounded; total, 13 killed, and 33 wounded: making the total loss of the British in the action, 45 killed and 145 wounded. Contrary to what is customary, the British official account contains not the slightest reference to the loss sustained by the opposite party; a circumstance attributable, no doubt, to the difficulty of ascertaining it, and to the necessity of forwarding the despatch, in all possible haste, to Captain Eyre, of the *Magnificent*, the British commanding officer in the Adriatic, in order that he might adopt measures to complete the capture and destruction of the enemy's squadron. Minute as in other respects, does Colonel Giffen's letter enumerate the killed and wounded on board the *Favorite*. We may gather, however, that, as 200 of her men were all that remained after the action, about the same number com-

prised the killed and badly wounded. Among the former were Captains Dubourdieu and Meilleire, the first lieutenants, and other of the principal officers; so that the command, at last, devolved upon Colonel Giffengà, with an enseigne-de-vaissaux to direct the working of the ship. The *Corona* had her rigging and sails cut to pieces, her masts all badly wounded, and her hull shattered in every direction; and appears, from subsequent enquiry, to have sustained a loss of upwards of 200 in killed and wounded together. The *Bellona* had 70 officers and men killed, and about the same number badly wounded, including, among the number, Captain Duodo himself, who died of his wounds. This ship's masts and yards, at the close of the action, were all standing; but her hull, a mere shell in point of scantling, and at which the *Amphion* had principally directed her shot, was pierced through and through. The hull of the *Flore* was also the part in which she had suffered the most; and her loss of men, which was known to include her captain, badly wounded, must have been tolerably severe.

At 4 p.m., the *Favorite*, having been set on fire by her surviving crew, blew up with a great explosion. Both the *Corona* and *Bellona* were very near sharing the same fate, and placed in considerable jeopardy the lives of all that were on board of them. As soon as Lieutenant Donat Heneky O'Brien, of the *Amphion*, with two seamen, with sinking boats, arrived on board the *Bellona* to take possession, he (to whom the French language was familiar), interrogated the gunners as to the state of the magazine; when the latter privately informed him, that Captain Duodo, at the commencement of the action, had ordered to be placed in the small bower-cable tier two or three barrels of gunpowder, intending, as soon as all hopes of further resistance were at an end, to set fire to the train, and, if not blow up the ship, to intimidate the British from taking possession, and thus enable the survivors of the crew to effect their escape. But Captain Duodo's

wounds came opportunely to prevent the fructuation of his diabolical design; and the officers of the *Bellona* themselves probably having, for their own safety, watched very narrowly the movements of their Captain, Lieutenant O'Brien visited the cable-tier, saw the barrels of gunpowder, and placing one of his men as sentry over them, proceeded to the cabin, where lay the mortally wounded projector, wholly unconscious of the discovery of his plot. He expressed his gratitude in the strongest manner for the attention paid by the British officers to a "beaten foe," but said not a word about the powder; nor were his dying moments disturbed with the slightest allusion to the subject. The *Corona* was much nearer destruction. At 9 o'clock, when in tow by the *Active*, the prize caught fire in the main-top; and the whole of her main-mast, with its rigging, was presently in flames. The *Active* immediately cut herself clear, and the *Corona* continued burning until 11.30 p.m., when, owing to the prompt and energetic exertions of Lieutenant James Dickenson, of the *Cerberus*, and George Haye, of the *Active*, and their respective parties of seamen, the flames were got under, with the loss of the ship's main-mast, and, unfortunately, of some lives. Four seamen and one marine of the *Active* were drowned, and Lieutenant Haye was severely burnt; as were also a midshipman, and 2 seamen belonging to the *Cerberus*.

In reviewing the merits of this action, although we might easily show that, in point of force, the *Amphion* and *Cerberus* were each inferior, and the *Active* herself not more than equal, to any one of the four 40-gun frigates on the opposite side, and that the *Bellona* and *Carolina* were either of them a decided overmatch for the *Volage*, we shall consider that the seven larger ships agreed with each other in force, and that the three smaller ones did the same. There were also, it will be recollected, one Venetian 16-gun brig, 2 armed schooners, 1 xebec, and a gun-boat, mounting altogether 36

guns, and perhaps equal, in the light winds that prevailed, to a second *Bellona* or *Carolina*, or, at all events, to a second *Volage*. Hence, upon a moderate calculation, the British had opposed to them a force a third greater than their own, and the whole of that force discovered itself to them as they undauntedly stood-on to the attack. The action was fought and the victory won, and fresh and unfaded have been the laurels which Captain Hoste and his gallant companions gained at Lissa.

### 1811.—*March the 27th.*

DEFENCE OF ANHOLT, BY CAPTAIN J. W. MAURICE.

THE small island of Anholt, in the Cattogat, which was captured from the Danes in May, 1809, became, this year, the scene of a very splendid exploit. The British garrison at present upon it consisted of 350 Royal Marines, and 31 Marine Artillery, the Marines under the command of Captain Robert Torrens, of that corps, and the whole under the command of Captain James Wilkes Maurice, of the navy, the Governor of the Island, and the officer who, six years before, had so distinguished himself in the defence of the Diamond Rock. The island of Anholt, in the languishing state of commerce occasioned by the rigorous edicts of Buonaparte, was found very useful to England as a depôt and point of communication between her and the Continent. Whether Napoleon instigated the Danes to aid his views by expelling the British from Anholt, or that the Danes themselves felt the laudable desire of recovering possession of an island that had once belonged to them certain it is that preparations for the attack began to be made in the summer of 1810. But so long as the sea remained open, British cruisers continued to hover round the island, and the same hard weather that had at length driven the ships into more southern waters, shut up in their lakes and harbours the Danish gun-boats and transports.

The spring came, the ice melted, and the seas of Denmark and its vicinity again admitted the barks of the bold and adventurous to traverse its bosom. So early as on the 23rd of March, a flotilla, consisting of 12 gun-boats, each mounting 2 guns (24 or 18-pounders) and 4 brass howitzers, and manned with from 60 to 70 men, and of 12 transport vessels, many of them resembling the gun-boats in appearance, and containing between them about 1,000 troops, including an organized body of 200 seamen, assembled in Gierrild Bay. On the day following the island was reconnoitred, or, in other words, was visited by an intelligent officer of the Danish navy, First Lieutenant Holstein, in the character of a flag of truce. He soon ascertained that the garrison consisted of less than 400 men, that the light-house fort was the only fortification of importance, and that the only vessel of war cruising off the island was a small armed schooner. Nothing could be more satisfactory. Accordingly, on the 26th, the flotilla set sail from Gierrild Bay, and on the following morning, at 4 o'clock, in the midst of darkness and a heavy fog, the men were disembarked, in perfect order, at a spot about four miles from Fort Yorke, where the garrison was stationed, and being unseen, were, of course, unopposed.

Since the 10th of February Governor Maurice had received intimation of the intended attack upon his sovereignty, and had made use of every resource in his power to give a proper reception to the assailants. It was just before dawn on the 26th that the out-pickets on the south side of the island made the signal for the flotilla being in sight. The garrison was immediately under arms, and the brigade of howitzers (4), covered by 200 rank and file, commanded by the Governor in person, attended by Captain Torrens, major-commandant of the battalion, quitted the lines to oppose the landing; when Captain Maurice, having advanced to a ridge of sand hills, that was nearly the whole length of the south side, to reconnoitre, discovered that the Danes had already

landed, and were then proceeding along the beach under him. As the two Danish wings outflanked the British brigade, and if the latter continued to advance, would get between the British and their works, Captain Maurice ordered a retreat. Before this could be effected, the corps of 200 seamen, under Lieutenant Holstein, had gained the heights, and were advancing with rapidity, cheering the retreat of the howitzers, when a heavy fire from the south-west end of the Massareene battery obliged them to retire with precipitation to the beach, and soon afterwards to abandon a one-gun battery they had gained, and on which they had hoisted their colours. The Danes then took possession of two houses, and, on being driven from them by the fire of the Yorke and Massareene batteries, sheltered themselves behind the neighbouring sand-hills. Meanwhile, the brigade of howitzers and the British marines that covered them, had regained the works, in good order, and without any loss.

As the day opened, the Danish flotilla was observed to have taken a position within point-blank shot of the works. A signal that the enemy had landed, and that the gunboats had begun the cannonade, was immediately made to the British 32-gun frigate, *Tartar*, Captain Joseph Baker, who, in company with the 16-gun brig sloop, *Sheldrake*, Captain James P. Stewart, had, the instant the firing commenced, weighed from the north side of the island (where the two vessels had anchored the day before direct from Yarmouth Roads), to get among the gun-boats. Captain Maurice having signified, by telegraph, that the *Sheldrake* would be serviceable on the north side, the *Tartar* made the signal for the brig to remain behind, and then stood on alone. The wind being from the westward, the *Tartar* had either to run 10 or 11 miles to-leeward to get round the reef, extending from the east end of the island, or to beat up a still greater distance, in order to weather that branching-off from its north-west point. Rightly considering that the knowledge of the frigates being near the

island, a circumstance of which the Danes were then ignorant, would make a considerable impression, Captain Baker resolved on going to-leeward, round the shoal of the Knobem, that being a course which would bring the *Tartar* the soonest in sight of the invaders.

Meanwhile, the main division of the Danish army, under the orders of the Commander-in-Chief, Major Melstedt, had crossed the island, and taken up a position on the northern shore, covered by hillocks of sand and inequality of ground. A detachment from this division, consisting of 150 men, under Captain Reydez, advanced, with uncommon bravery, to the assault; the discharge of grape and musketry from forts Yorke and Massareene, which swept the plain and beach, obliging them to approach by degrees from sand-hill to sand-hill. The Danes rallied often and courageously, but were at length beaten back. Lieutenant Holstein's division, on the south side, had, by this time, succeeded in bringing up a field-piece, which enfiladed the Massareene battery. The apparent success of this induced Major Melstedt to order a general assault. The Danish troops pushed boldly forward, and the Danish gun-boats opened their fire; but the discharges of grape and musketry from the British batteries were irresistible. Major Melstedt was killed by a musket-ball, when gallantly leading on his men; the next in command, Captain Reydez, had both his legs shot away by a cannon-ball; and another shot put an end to the life of the gallant Lieutenant Holstein. The incessant fire from the batteries had already strewed the plain with killed and wounded; and, just at this moment, the *Anholt* schooner, a small armed vessel attached to the island, manned by volunteers, and commanded by Lieutenant Henry L. Baker, anchored close to the northern shore, on the flank of the besiegers. The sand-hills being no longer a protection, and finding it impossible to advance or retreat, the assailants hung out a flag of truce, and offered to surrender upon terms; but

Governor Maurice would accept nothing less than an unconditional surrender, and to that, after some deliberation, the Danes acceded.

The gun-boats on the south-side, observing the approach of the *Tartar*, had, in the meanwhile, got under weigh, and steered to the westward. Thus abandoned, and having no means of retreat, the Danes on this side also hung out a flag of truce. An officer from the works went to meet it, and must have smiled when he found the object of the truce was to call upon the British to surrender. However, the Danes were not long in withdrawing their claims, and, consenting themselves to surrender as prisoners of war; making, with those that had surrendered on the north side, a total of 520 officers and men, inclusive of 23 wounded. The remaining half of the assailants had fled towards the west end of the island, whither the gun-boats and transports had preceded to embark them. Captain Maurice, accompanied by Captain Torrens, immediately marched in that direction, with the brigade of howitzers, and about 40 men, all that could be spared with reference to the safety of the prisoners; but the formidable appearance of the Danes preserved them from molestation, and they embarked without further loss. That previously sustained amounted to between 30 and 40 killed, including 4 principal officers, and the wounded as already enumerated; and the loss on the British side amounted to 2 men killed and 30 wounded, including, among the latter, Captain Torrens slightly.

Being enabled to sweep directly to windward, and, from their lighter draught of water to pass within the western reefs, the gun-boats were at the point of embarkation long before the *Tartar* could get near them; nor could the *Sheldrake* molest them, she being to-leeward. Having re-embarked the remainder of the troops, about 4 p.m., the *Tartar* made sail in the direction of the *Sheldrake*, but shortly afterwards separated, eight of the gun-boats and nearly the whole of the

transport steering for the coast of Jutland, and the remaining four gun-boats and an armed transport running before the wind towards the coast of Sweden. While the *Tartar* stood after the division standing for Jutland, the *Sheldrake* pursued that endeavouring to escape for Sweden. At 4.30 p.m., the *Sheldrake* opened a heavy fire, and presently captured No. 9 gun-boat, mounting two long 18-pounders and four brass howitzers, with a lieutenant of the Dane's navy and 64 men. Having removed the prisoners, the brig resumed the chase, and at about 8 p.m., overtook and, after the exchange of a few shots, captured a large lugger, No. 1, mounting two long 24-pounders and 4 brass howitzers, with a lieutenant and 60, out of a complement of 70, men. Another gun-boat, as declared by several of the *Sheldrake's* people, and acknowledged to be missing by the Danes, was sunk by the brig's shot. The *Sheldrake*, on her part, sustained no loss, and very slight damage. The division of which the *Tartar* was in chase separated, and three of the transports steered for the island of Lessee. These the frigate pursued, and succeeded in capturing two, one with 22 soldiers and a considerable quantity of ammunition on board, the other laden with prisoners. Soon afterwards the shoal water to the southward of the island obliged the *Tartar* to haul off and discontinue the chase. Thus ended the Danish expedition to Anholt; an expedition, in the conduct of it, highly creditable to both parties; and if the British gained honour by their victory, the Danes lost none by their defeat.

1811.—*May the 4th.*DESTRUCTION OF A FOURTEEN-GUN BRIG AT PARENZA, BY  
BOATS UNDER LIEUTENANT M'CURDY.

ON the 4th of May, at 10 a.m., the British 38-gun frigates, *Belle-Poule*, Captain James Brisbane, and *Alceste*, Captain Murray Maxwell, being off the coast of Istria, discovered and chased a French man-of-war brig of 14 guns, which shortly afterwards hauled into the small harbour of Parenza. Having received intelligence that a vessel of that description was expected at Ragusa, with supplies for the French frigates *Danaë* and *Flore*, which had escaped from Captain Hoste, off Lissa, Captain Brisbane resolved to attempt the capture or destruction of the French brig. It being ascertained that there was only 15 feet of water in the harbour, and therefore no passage for the frigates, that the brig could be cannonaded with effect where she was lying, the *Belle-Poule*, followed closely by the *Alceste*, stood-in within a cable's length of the rocks at the entrance of the harbour, and opened an animated fire, as well upon the brig as upon a battery under which she lay, and, after an hour's cannonade, compelled the brig to haul on shore, under the town, out of gun-shot. In the attack the two frigates had been frequently hulled, but had sustained no other damage than could be immediately repaired, and with no greater loss than the *Belle-Poule* 1, and the *Alceste* 2, seamen slightly wounded.

All further efforts on the part of the ships being useless, the *Belle-Poule* and *Alceste*, after the close of the day, anchored about five miles from the shore, and Captain Brisbane determined to take possession of an island that lay in the mouth of the harbour, and was within musket-shot of the town. Accordingly, at 11 p.m., the boats of the two frigates, containing 200 seamen and the whole of the

marines (about 100 in number), under the orders of the first lieutenant of the *Belle-Poule*, John M'Curdy, assisted by Lieutenants R. B. Boardman, Edward A. Chartres, and Alexander Morrison, and Midshipmen B. Chapman, Finlay, Maxwell, Hall, and Grove, of the *Belle-Poule*, and Lieutenants John C. Hickman and Richard Lloyd, Mr. Moore, the master, and Messrs. Adair, Croker, and Ready, midshipmen, of the *Alceste*, proceeded and took quiet possession of the island. By 5 a.m., of the 5th, with incessant labour and the most extraordinary exertions, a defence was thrown up, and a battery of four guns (two howitzers and two 9-pounders), mounted on a commanding position. A field-piece was also placed at some distance to the left, to divide the attention of the enemy; who, aware of the operations of the British, had been busily employed during the night in planting guns in various parts of the harbour. Soon after 5 a.m., the French opened a cross-fire from four different positions, which was immediately returned; and the mutual cannonade continued, with great vigour, during five hours, at the end of which, the French brig, being cut to pieces and sunk, and, of course, the object of making the attack accomplished, the British re-embarked with their guns and ammunition, after having sustained a loss of 4 men killed (the gunner and a seaman of the *Belle-Poule* and 2 marines of the *Alceste*), and 1 man slightly wounded, making the total loss to the British on the occasion 4 killed and 4 wounded.

1811.—*May the 20th.*ACTION WITH FRENCH FRIGATES AND CAPTURE OF THE  
RENOMMÉE AND NÉRÉIDE, BY A BRITISH DETACHMENT,  
UNDER CAPTAIN C. M. SCHOMBERG.

ON the 6th of May, at 11 p.m., there arrived, within five miles of Isle-de-la-Passe, at the entrance of Grand Port, or

Port-Sad-Est, the three French frigates, *Renommée*, *Clorinde*, and *Néréide*, under the orders of Commodore Roquebert. Soon after midnight a boat from each frigate was despatched to the shore, to gain intelligence.

The night was calm, and yet not a musket could be heard. This encouraged the hope that the island was still in French possession. Daylight on the 7th arrived, and the colours hoisted at the fort upon Isle-de-la-Passe were French; but they were unaccompanied by the private signals. This gave the first serious alarm to M. Roquebert and his companions. At sunrise five sail successively hove in sight to-leeward; and about the same time was observed, at Isle-de-la-Passe, and along the coast, the signal of three French frigates being to-windward, a signal fully understood by the latter, as being made according to the code in use at the island previously to its surrender. Two of the five sail thus seen were unarmed vessels, probably coasters; but the remaining three were the British frigates, *Phæbe*, Captain J. Hillyer; *Galatea*, Captain W. Losack; and the brig-sloop, *Racehorse*, Lieutenant J. de Rippe, part of a squadron which had been ordered by Rear-admiral Stopford, the commander-in-chief on the Cape Station, to cruise off Isle-de-la-Passe, to endeavour to intercept these very frigates, and two others (the *Nymphe* and *Médusa*) of whose expected arrival intelligence had also been received.

The British were presently under all sail upon a wind in chase; the *Galatea's* gig with the intelligence having been previously despatched to Captain C. M. Schomberg, of the *Astrea*, lying in Port-Louis. In the course of the forenoon the *Renommée's* boat returned on board with information of what had befallen the colony; the details of which were communicated by two negroes whom the boat had brought off. The boats of the *Clorinde* and *Néréide* appear to have been captured, as they did not return with the *Renommée's* boat. The three French frigates now tacked and

stood to the eastward, followed by the two British frigates, and the brig. At 3 p.m. the former hoisted their colours, and the latter soon afterwards did the same. At sunset the French squadron bore south-east of the British, distant about three leagues, the wind a moderate breeze from the same quarter. On the 8th, at 4 a.m., the distance between the two squadrons was diminished to six or seven miles; and at 8 a.m. the French frigates bore-up, and, with a light air of wind, stood towards the *Phæbe* and *Galatea*. These, along with the *Racehorse*, shortly afterwards wore and steered to the westward, in the direction of Isle-Ronde, then distant five or six leagues. Expecting every moment to be joined by the *Astrea* from Port Louis, Captain Hillyar rather avoided than sought an engagement; and towards the evening, when the two squadrons were scarcely five miles apart, Captain Roquebert, considering it unsafe to follow the British ships into the current that runs between Isle-Ronde and Isle-Serpent, discontinued the chase, and hauled-up to the eastward. On the 9th, at daylight, the two squadrons regained a distant sight of each other; but, the *Phæbe* and *Galatea* bearing up about noon to join the *Astrea*, the French ships disappeared. The three British frigates then steered for Port Louis, and on the 12th came to anchor off the harbour.

Meanwhile, Captain Roquebert, having reduced his crew to two-thirds allowance of provisions, resolved to attempt a surprise upon some port on the windward side of Isle-Bourbon. Having, by the 11th, passed 20 leagues to-windward of Isle-de-France, the 3 French frigates bore up for Isle-Bourbon, and on the same night made the land. The boats of the squadron, having on board a division of the troops, attempted to disembark at a port that was known to be weakly manned, but were prevented by the heavy surf. Thus disappointed, the French commodore stood across to the coast of Madagascar, to endeavour to obtain a supply of

provisions. On the 19th the ships made the isle of Preones, and the same evening surprised the small settlement of Tamatave, in Madagascar, the garrison of which, consisting of about 100 officers and men of the 22nd Regiment, were, except a small proportion, sick with the endemial fever of the country. On the 20th, at daybreak, Captain Schomberg, with his 3 frigates and brig-sloop, and who, very judiciously, had sailed from Port Louis on the 14th direct for this spot, discovered himself to M. Roquebert, then with his 3 frigates close to the land near Foul Point, and directly to-windward of the former.

The British ships immediately made all sail in chase, with a light breeze; but the French ships continued lying-to, to await the return of 2 of their boats from Tamatave. The *Renommée's* boat at length came off, and at noon the commodore formed his 3 frigates in line of battle, placing the *Renommée* in the centre, the *Clorinde* ahead, and the *Néréide* astern. The British, in the meanwhile, were closing their opponents as fast as the light and variable winds would permit, formed in the following order: *Astrea*, *Phæbe*, *Galatea* in line ahead, and the *Racehorse* nearly abreast of the *Phæbe*, or centre ship, to-leeward. At about 3.50 p.m., the French frigates, being on the larboard tack, wore together, and, having kept away for a short time, hauled up again on the same tack. The British ships were now approaching on the opposite or starboard tack; and as soon as the *Astrea*, who was considerably ahead of her second astern, had arrived abreast of the *Renommée*, the latter opened her fire at long range. The *Astrea* returned the fire, as did also the *Phæbe* and *Galatea*, as they advanced, in succession.

Just as the *Astrea* had wore to engage the *Néréide* with her larboard broadside, and the *Renommée* and *Clorinde* were bearing up across the quarters of the *Phæbe* and *Galatea*, the cannonade stilled the light air of wind that had blown, and left the ships of both squadrons in an unmanageable state.

While the *Néréide* was engaging the *Astrea*, and receiving an occasional distant fire ahead from the *Racehorse*, who, by sweeping boldly up, might now have distinguished herself, the *Renommée* and *Clorinde*, by the aid of the boats, succeeded in taking a most destructive position athwart the sterns of the *Phæbe* and *Galatea*; which ships now lay close abreast of each other, the former a little abaft the starboard beam of the latter, who, with her main-sail hauled-up, was striving to regain her position in the rear. A little before the starboard beam of the *Galatea*, and on the starboard bow of the *Phæbe*, lay the *Néréide*, who had just cleared herself from the *Astrea* and *Racehorse*, then upwards of a mile and a half ahead of their two consorts, and like them in an ungovernable state for the want of wind. At 6.30 a.m., a light air from the south-east enabled the *Phæbe* (who had hitherto been able only to bring her bow guns to bear on the *Néréide*, and her quarter ones on the *Renommée*, as the swell hove her off and brought her to) to close the *Néréide*, in a raking position; and whom, at the end of twenty-five minutes, she completely silenced, but was then obliged to quit, as the *Renommée* and *Clorinde* were fast approaching to the support of their nearly overpowered consort.

These two frigates had, in the meantime, terribly mauled the *Galatea*. The cutter having been cut adrift by a shot while towing astern, the jolly boat was got ready to tow the ship's head round; but a shot sunk her just as the tow rope was being hauled on board; and scarcely were the tackles got up to hoist out a third boat than a shot carried away the fore-yard tackle. Some seamen now got sweeps out of the head, and at length the *Galatea*, was enabled to open her broadside upon her two antagonists. About this time a light breeze sprang up; and, while they made sail to the *Néréide*, the *Galatea*, with her masts tottering and her hull greatly shattered, hauled towards the *Astrea* and *Racehorse*, and at 8 a.m. ceased firing. At 8.30 a.m., just as the

*Galatea* was passing to-leeward of the *Astrea*, and Captain Losack had hailed the latter, to say that his ship had suffered considerably, the former's fore-topmast fell over the larboard bow, and the mizzen-topmast upon the main yard. Having at this time 3 feet 10 inches of water in her hold, her foremast, main-yard, main-topmast, and bowsprit badly wounded, and her rigging of every sort cut to pieces, the *Galatea*, as she shot past the *Astrea*, hailed the *Racehorse* for assistance (who sent on board a midshipman and 10 men), and made the night-signal of distress to the commodore. The *Astrea* immediately closed the *Galatea*, and, hailing, was informed that the latter was in too disabled a state to put her head towards the enemy and renew the action.

The *Astrea* then wore round on the larboard tack, and Captain Schomberg ordered the *Racehorse* to follow him closely, as he intended to renew the action as soon as the *Phæbe* was in a state to give her support. This frigate was promptly reported ready; and the *Astrea*, *Phæbe*, and *Racehorse* bore-up towards the enemy, whose lights were then visible in the west-north-west. It appears that after the *Renommée* and *Clorinde* had obliged the *Phæbe* to quit the *Néréide* the latter, on account of her disabled state, was ordered by the commodore to make for the land; while the *Renommée*, followed by her remaining consort, hauled-up in line of battle to renew the engagement. Shortly afterwards the *Clorinde* lost a man overboard, and, in bringing-to to pick him up, naturally dropped astern of her leader. Captain Roquebert, however, in the most gallant manner, stood on his course, and at 9.50 p.m., came to close action with the *Astrea*, whom, with a heavy fire of round, grape, and musketry, the *Renommée* attempted to lay athwart hawse; but the *Astrea*, aware of the numerical superiority of her opponent, avoided coming in contact. After an animated cannonade of about an half-an-hour, during which the *Phæbe* had poured in a raking broadside, and the *Racehorse* had

fired also, but not near enough to effect much with her carronades, the *Renommée* made the signal of surrender. The *Phæbe* now ordered the *Racehorse* to take possession; but the latter, just at this moment losing her fore-topmast from a wound it had received, was unable to do so. Captain Schomberg then sent on board the prize, in a sinking boat, his second lieutenant, a lieutenant of marines, and 5 seamen; and the *Astrea* and *Phæbe* made all sail after the *Clorinde*, who had shamefully kept aloof during her commodore's gallant action, and was now under a press of canvas, endeavouring to effect her escape. The chase was continued until 2 a.m. of the 21st; when, finding the *Clorinde*, on account of the perfect state of her rigging and sails, had gained considerably on the two British frigates, the latter wore to recover the captured ship, and form a junction with the *Galatea*. At this moment the fore-topmast of the *Phæbe*, from the wounds it had received, fell over the side, and it was not until daylight that the *Renommée* or *Galatea* was again seen.

The principal damages of the *Astrea* were in her sails and rigging, and they were not material. Out of her complement of 268 men and boys (admitting all to have been on board), she had 2 seamen killed, her first lieutenant (John Baldwin), 11 seamen, 3 marines, and 1 boy wounded; total, 2 killed and 16 wounded. The *Phæbe*, beside the loss of her fore-topmast, had her three masts and bowsprit badly wounded, her sails and rigging much cut, and her hull hit in several places; her loss (complement the same as *Astrea*) consisted of 7 seamen killed, 1 midshipman (severely), 21 seamen (one mortally, and 9 severely), and 2 marines wounded; total, 7 killed and 24 wounded. The disabled state of the *Galatea's* masts and rigging has already been described; she had fifty-six shot-holes in her hull, twenty-nine on the starboard and twenty-six on the larboard side, and her stern was also much shattered. Her loss, out of a complement the same as that

of either of her consorts, was her first lieutenant of marines, 8 seamen, and 5 marines killed, her second lieutenant of marines, 14 seamen (two mortally), 5 marines severely, and her first lieutenant, 2 midshipmen, 17 seamen, 4 marines, and 3 boys slightly wounded; total, 16 killed and 45 wounded. The *Racehorse*, notwithstanding that some chance shot had partially dismasted her, appears to have escaped without any loss whatever. With regard to the French ship, the *Renommée*, according to the French accounts, sustained a loss, out of a complement, including troops, of 470 officers and men, of 93 killed and wounded; including among the former, her gallant captain, M. Roquebert, and among the severely wounded, Colonel Barrois, the senior officer of the troop, also her first lieutenant, Louis A. Dufredot-Duplanty, who refused to be carried below, and, on succeeding to the command, fought his ship in the bravest manner. The *Néréide* had her captain and 24 seamen, marines, and soldiers killed, and 32 wounded; and the *Clorinde*, occasioned probably by the fire of the *Galatea*, when the latter got her broadside to bear, 1 man killed and 6 wounded.

The difference in guns, complement and size, between a British 36 and a French 40-gun frigate, rendered the parties in this action, notwithstanding the presence of the brig, about equally matched. Had not the misbehaviour of the *Clorinde* allowed the *Phæbe* to second the *Astrea* in her attack upon the *Renommée*, the latter, armed, manned, and appointed as she was, might at least have escaped capture. As it was, the *Renommée*, although ultimately made a prize of, gained for the French navy more glory than the *Clorinde* lost, which is saying a great deal; and the resolute conduct of the *Néréide* in not striking to the *Phæbe*, after having sustained so heavy a loss in killed and wounded, would lead us to infer a high spirit in her officers and crew. Far otherwise was it with M. Saint-Cricky, of the *Clorinde*. His subsequent trial for his dastardly cowardice by his own countrymen, his dis-

missal from the service, degradation from the Legion of Honour, and imprisonment for three years, form a sufficient epitaph for this renegade.

1811.—*July the 30th.*

CAPTURE OF FORT-MARRACK, JAVA, BY THE BOATS OF H.M.S. MINDEN, UNDER LIEUTENANT LYONS.

On the 29th of July the British 74-gun ship, *Minden*, Captain Edward Wallis Hoare, one of a small squadron cruising off Batavia and the north-west end of Java, under the orders of Captain George Sayer, of the 36-gun frigate, *Leda*, despatched her launch and cutter, with Lieutenant Edmund Lyons and 34 petty officers and seamen, upon some unexplained service, probably to collect and bring on board cattle for the use of the squadron. Convinced that the Dutch neither knew of the expedition being so near the island, nor expected it to arrive during the present monsoon, and conceiving that an attack at the north-western extremity of Java might operate a favourable diversion, Lieutenant Lyons determined to make a midnight assault upon Fort-Marrack, a battery situated upon a promontory, and mounting 54 pieces of cannon, 18, 24, and 32-pounders, with a garrison of 180 soldiers. This would appear, indeed, a rash undertaking; but Lieutenant Lyons was one of the officers who, about a twelve-month before, had accompanied Captain Cole in the storming of Belgisa. He, therefore, made light of difficulties that, to many, and those brave men, too, would have seemed insurmountable.

Having made, during the day, every necessary arrangement, Lieutenant Lyons, at sunset, placed his 2 boats behind a point that sheltered them from the view of the enemy's sentinels. At 12.30 a.m., the moon sinking in the horizon, the boats proceeded to the attack, and on opening

the point, were challenged by the sentinels, who, almost at the same instant, fired their pieces; a proof that all hopes of a surprise had vanished. Still resolved, Lieutenant Lyons ran the boats aground in a heavy surf; and he and his gallant fellows, placing the ladders, sprang up them in an instant. Some of the first that gained the walls killed 3 soldiers, who were in the act of putting matches to the guns; and in a few minutes the British found themselves in complete possession of the lower battery. Lieutenant Lyons now formed his men—his 34 men—and leading them on, stormed and carried the upper battery. On reaching the summit of the hill, the little band of British perceived the Dutch garrison drawn up to receive them. The sailors fired, then rushed to the charge, Lieutenant Lyons calling out that he had 400 men, and would give no quarter. On hearing this the Dutchmen fled, and shortly afterwards another battery and 2 gun-boats opened a fire upon the assailants. Some of the latter returned the fire with a few guns, while the remainder began disabling the cannon, and destroying as much as possible of the battery. This service was completed by the dawn of day, when Lieutenant Lyons deemed it prudent to retire. He did not do so, however, without leaving the British flag flying on the fort; and which flag had been hoisted under a heavy fire, in the most gallant manner, by Midshipman Charles Henry Franks, a lad only 15 years of age. On coming to their boats, the British found their barge bilged, and beat up so high on the surf as to leave no prospect of getting her afloat. The whole 35, including Midshipman William Langton, slightly wounded with a bayonet (and who distinguished himself greatly), and 3 seamen, also slightly wounded, embarked in the cutter, carrying with them the Dutch colours: a mortifying sight to see them carried off by a single boat's crew, instead of by 400 men, a number that might reasonably have been sent against Fort-Marrack, and that might have had some trouble in taking it, had it been properly defended.

### 1811.—August the 2nd.

#### CAPTURE OF THREE DANISH GUN-BRIGS, IN THE RIVER JAHDE, BY BOATS UNDER LIEUTENANT SAMUEL BLYTH.

On the 1st of August, as a small British squadron, consisting of one 32-gun frigate (the *Quebec*), one brig-sloop (the *Raven*, 16), two gun-brigs (the *Exertion*, 12, and the *Redbreast*, 12), and the hired armed cutters, *Alert* and *Princess Augusta*, under the orders of Captain C. S. J. Hawtayne, of the *Quebec*, was cruising off the coast of East Friesland, between the Texel and the Elbe, information was received that a division of gun-boats lay at anchor within the island of Nordeney. The *Quebec's* first lieutenant, Samuel Blyth, immediately volunteered, and was permitted to attempt, to cut them out. Accordingly, ten boats, containing 117 volunteers, officers, and men, pulled off from the frigate, and shaped their course towards the coast of East Friesland. On the 2nd, the boats entered the river Jahde, and captured a boat belonging to the imperial douaniers, whose peculiar duty it was to support the continental system, and to cut off all commercial intercourse with England. Passing through the intricate navigation called the Wadden, between the islands of Wanger-oog, Spyker-oog, and Langer-oog, the boats the same afternoon came in sight of the gun-boats, four in number, each armed with a long 12-pounder, and two long 6 or 8-pounders and 25 men, including 5 soldiers, and commanded by a lieutenant-de-vaisseau in the French Navy.

As soon as the British arrived within gun-shot, the gun-boats opened upon them a fire of grape and canister. Lieutenant Blyth, in the *Quebec's* barge, pulling rapidly up, sprang upon the deck of the first gun-boat, killing one man and wounding two in the struggle. Mr. James Muggridge,

of the *Princess Augusta*, acting pilot to the expedition, who was also in the barge, as he boarded, was opposed by two soldiers, one of whom he shot dead; but the other wounded the young man in the throat with his bayonet, and the latter, had he not fallen into the sea, must have been killed. He eventually reached one of the boats. In a few minutes the British mustered the crew of the headmost boat, and driving the hands below, turned the long 12-pounder upon the other three boats, which were so situated that they could not fire upon the captured vessel without destroying their own people. There was a quantity of cartridges lying on the deck, covered by a sail, and from these the British loaded the gun, but could find no lighted match. The gunner of the *Quebec*, having primed the 12-pounder from a French powder-horn, which, from its peculiar construction scattered a part of the powder on the deck, discharged the piece by discharging his pistol at the priming, when, the fire, communicating with the loose powder on deck, and thence to the cartridges under the sail, caused an explosion that killed or wounded 19 persons, including Lieutenant Blyth himself, who was blown into the sea, but afterwards reached one of his boats without any material injury. He had previously been wounded in the shoulder by a French soldier, and was burnt in his face, hand and foot by the explosion. This disaster, fatal as it was to the British on board the outermost gun-boat, did not save the other three from capture. In 10 minutes they were compelled to surrender, with a loss of 2 men killed and 10 wounded. In the attack the British lost 2 killed and 9 wounded, including, among the latter, Lieutenants Blyth and Samuel Slout, of the *Raven* (the latter mortally), and Messrs. Richard Millet (*Raven*) and James Muggridge (*Princess Augusta*). Of those blown up by the accident, 3 died next day, and several were dreadfully scorched, including Lieutenant Moore, of the marines. Having thus achieved their

very gallant exploit, Lieutenant Blyth and his party returned with their boats and prizes to the little squadron off the island of Heligoland.

### 1811.—*August and September.*

#### CAPTURE OF JAVA, BY REAR-ADMIRAL THE HONOURABLE R. STOPFORD.

THE two French 40-gun frigates, *Nymphe* and *Méduse*, under the orders of Capitaine-de-frégate, Joseph F. Raoul, of the former, were, on the 27th of August, lying in the harbour of Sourabaya, a town situated near the north-east end of Java, and distant 540 miles from Batavia. Rear Admiral Stopford, on the day after his arrival at Batavia Road (Aug. 10), despatched four frigates, the *Akbar*, *Phæton*, *Bucephalus*, and *Sir Francis Drake*, to look after the French frigates, and watch the different entrances by which they might make their escape. On the 30th of August, the *Akbar*, 44, Captain Henry Drury, who had been in company with the *Bucephalus*, 36, Captain Charles Pelly, at an anchor off the east-end of Java, weighed and sailed to the westward. On the 3rd of September, at 3 p.m., the two French frigates having received on board several of General Jansen's *aides-de-camp*, and others of the principal fugitives from Cornelis, weighed, and begun warping themselves into the outer road. The *Bucephalus* saw the manœuvre, and instantly weighed and made sail to close the enemy. On the 4th, at daylight, the *Barracouta*, 18, Captain W. F. Owen, joined the former; and, at 10 a.m., the British vessels wore and stood towards the two French frigates, who, during the night, had warped themselves considerably ahead, and were now under sail, working out of the harbour, with the wind a moderate breeze at north-east. The *Bucephalus* and *Barracouta* immediately pro-

ceeded in chase ; and, at midnight, the two French frigates bore from the first, who was far ahead of her consort, north-west-half-west, three or four miles.

By daylight on the 5th, the *Bucephalus* was ahead of the *Barracouta*, by six or seven miles, and the French frigates on the former's lee-bow, the weather nearly calm. At 5.30 a.m., a breeze sprang up from the eastward, and at sunset the French frigates bore north-east-by-north, seven or eight miles. During the 6th, 7th, and 8th, nearly the same distance was preserved between the two French frigates and the one British frigate, that was so earnestly pursuing them ; but, at midnight the *Barracouta*, notwithstanding all her efforts to keep up, dropped entirely out of sight of her consort. The latter, now entirely alone, persevered in the chase during the whole of the 9th, 10th, and 11th, and, at 6 a.m. of the 12th, saw the island of Great Pulo-Laut bearing east-south-east ; but the latter wore and bore-up, in order to keep off shore. The *Nymphe* now signalled the *Medusa* ; and, shortly afterwards the two frigates wore, and made all sail in line abreast after the *Bucephalus*, then within four miles of them, steering west-by-north, and soon under an equal press of sail with her pursuers. By noon the *Nymphe* had got ahead of her consort, and was gaining on the *Bucephalus*, now steering about west-by-south. At 1 p.m. the latter began firing her stern-chasers ; and shortly afterwards the *Nymphe* returned the fire with her bow-chasers, yawing occasionally, as she advanced on the British frigate's larboard quarter, to get her foremast main-deck guns to bear. This yawing necessarily checking her progress, the *Nymphe* dropped a little astern. At 2.30 p.m. the *Medusa* got up on the starboard or lee-quarter of the *Bucephalus*, and after receiving a few of the latter's shots, yawed also, and fired her broadside. By this time the *Nymphe* had hauled up to-windward, on the larboard quarter of the *Bucephalus*, out of gun-shot, and the *Méduse* dropping also out of gun-shot on the opposite quarter, the British

frigate ceased firing. At 4 p.m. the *Bucephalus* observed two shoals ahead of her. Confiding in his skill and experience, Captain Pelly passed between the shoals, in the hopes of decoying both or one of the French frigates upon them ; but they, seeing the danger in time, shortened sail and tacked to the north-east, and at dark were lost sight of. At daylight on the 13th, the island of Arentes bore from the *Bucephalus* south-south-west ; and at 11 a.m. the two French frigates were again seen at a great distance in the north-east, but shortly afterwards wholly disappeared.

The *Bucephalus* had not a man hurt, and sustained very slight damage in her rigging, sails, masts, or hull. To what extent her shot had injured the *Nymphe* and *Méduse* is not known, but it was evident that the rigging and sails of the *Nymphe* had in some degree suffered. Admitting that these frigates were justified in using the utmost despatch to get away from the Java coast, and from the fleet that was hovering near it, what had they to dread on reaching the coast of Borneo ? It is true that Commodore Raoul then chased in his turn ; but he desisted from the pursuit on the first appearance of danger from shoal water, and abandoned a British frigate, which, obstinately defended, as she undoubtedly would have been, must have ultimately been his prize. The conduct of Captain Pelly, on the other hand, was in the highest degree praiseworthy : he was induced to chase an enemy more than doubly superior to himself, in the hope of being able to separate one French frigate from the other, or of falling in with a consort, with whose assistance he might have a fair prospect of success by attacking the two ; and his perseverance in chasing, and success in keeping sight of two French frigates during so many days and nights, afforded a decided proof both of his gallantry and seamanship.

When the two French frigates were meditating an escape from the channel formed by the west end of the small island of Mandura, the two British frigates, *Sir Francis Drake* and

*Phæton*, lay unconsciously at anchor off the east-end, close under the island of Pondock. They were not, however, lying inactive, as the following details will shew. On the 29th of August, Captain Harris, of the *Sir Francis Drake*, the senior officer, having resolved to attack the fort of Samanap, the capital of the island, sent the *Dasher* sloop round the south end of Pulo 'I Lanjong, to gain an anchorage as near as possible to the fort, and in the evening, accompanied by Captain Pellew, of the *Phæton*, proceeded with the boats of the two frigates, in two divisions. On the 30th, at daylight, the boats sailed through the channel formed by the east end of Mandura and Pulo 'I Lanjong, and by 12.30 a.m. of the 31st, effected a landing, without discovery, at a pier-head about three miles from the fort. At 1.30 a.m. two columns, composed each of 60 bayonets and 20 pikemen, flanked by a 12, 4, and 2-pounder field-pieces, having in reserve the marines of the 38-gun frigate, *Hussar*, Captain J. C. Crawford, began their march, in the utmost order, towards the fort. Silence among the men was so rigorously observed that, notwithstanding the Governor had intimation of the *Dasher's* having weighed and been seen entering the harbour, and that the British boat had been seen standing in for the town, the Dutch garrison at the fort did not discover the approach of the storming party until the outer gate, which was open, was passed. The gallantry of the rush at the inner gate prevented the Dutch from securing it, and only allowed time for two or three guns at the south-west bastion to be fired. The assault was as sudden as it was resolute, and by 3.30 a.m., after a ten minutes feeble struggle with 300 or 400 Mandura pikemen, who, with their chief were made prisoners on the ramparts, the British became masters of the fort of Samanap, a regular fortification, mounting 16 6-pounders.

On the appearance of daylight, observing French colours flying on the flagstaff at the east end of the town, and perceiving the natives begin to assemble in numbers, Captain

Harris despatched Captain Pellew, at the head of a column of 100 bayonets and 1 field-piece, with a flag of truce, calling upon the Governor to surrender in 10 minutes, and promising that private property should be respected. To this was received an answer, requiring Captain Harris to evacuate the fort; and Captain Pellew sent intelligence that the Dutch force appeared to be about 2,000 men, protected by 4 field-pieces in front, and posted on a bridge possessing every advantage of situation, the troops of an enemy having to advance along an even and straight road for a quarter of a mile before they could force the bridge. Not at all daunted by this alleged superiority of force, Captain Harris sent to Captain Pellew to advance when the first gun was fired from a column that the former would lead out of the fort, and with which he meant to turn the enemy's left wing. With 70 small-arm and 20 pike-men, supported by a 4-pounder field-piece (leaving in the fort, as a reserve, 40 or 50 men), Captain Harris proceeded to put his bold plan into execution, and soon had the satisfaction to observe the Dutch Governor, whose force, as acknowledged by himself, consisted of 300 muskets, 60 artillery men, and from 1,500 to 2,000 pikemen, armed each with a long pike, a pistol, and a cross, draw off 2 field-pieces and break his line, in order to oppose the small but resolute column advancing against his left. Both British columns discharged their volleys nearly at the same time, and for 5 minutes a sharp fire was given and returned; but as Captains Harris and Pellew and their respective parties advanced nearer, the Dutch gave way, and an animated charge by the British left them masters of the field, colours, and guns. The Governor and the other Dutch inhabitants were made prisoners, and Captain Harris accepted a flag of truce from the Rajah of Samanap, who was present, on condition that none of the inhabitants of the district should again arm themselves against the British. This very gallant exploit was not achieved without a loss on the part of the

latter of 3 men killed and 28 wounded; and the loss on the opposite side, although it could not be ascertained, was known to be severe, including among the killed the commander-in-chief of the native troops, second in rank to the Rajah, and his two sons. This success was followed up by the total overthrow of the French authority in Mandura and the adjacent isles; and the spirited conduct of Captain Harris, in bringing matters to such a close, proves that his own element is not that alone in which a naval officer, possessing zeal, activity, and judgment, may be enabled to distinguish himself.

While the British Navy was thus effectually lending its aid by subduing and taking possession of the different sea-defences of the valuable colony of Java, the Commander-in-Chief of the British Army was pressing close upon the French General Jansens; so close that, on the 16th of September, the latter, then at the fort of Salatiga, about 30 miles to the southward of Samarang (which is 343 miles east of Batavia), proposed to capitulate; and on the 18th, the island of Java and its dependencies were surrendered to the British flag.

### 1812.—February the 22nd.

CAPTURE OF THE FRENCH SEVENTY-FOUR, RIVOLI, BY H.M.S. VICTORIOUS, CAPTAIN J. TALBOT, AND H.M.S. WEAZLE, CAPTAIN J. W. ANDREW.

On the 16th of February, the British 74-gun ship, *Victorious*, Captain John Talbot, accompanied by the 18-gun brig-sloop, *Weazle*, Captain John William Andrew, arrived off Venice, to watch the motions of the new French 74-gun ship, *Rivoli*, Capitaine-de-vaisseau Jean B. Barré, and 2 or 3 brigs of war, lying ready for sea in that port. Foggy weather made it the 21st before Captain Talbot was enabled

to reconnoitre the port. On that day, at 2.30 p.m., the *Victorious* descried a brig in the east-north-east, and at 3 p.m., in the same direction, a large ship, with two more brigs and two settees. The ship was the *Rivoli* herself; the three brigs were the *Jéna*, *Mércure*, and *Mâmelouck*, and the two settees were gun-boats, all about 12 hours from Venice, bound to the port of Pola, in Istria, and at this time steering in line of battle; the two gun-boats and one brig ahead, then the *Rivoli*, and astern of her the two brigs. The British 74 and brig were presently under all sail in chase, and soon began to gain on the French squadron.

At 2.30 a.m., of the 22nd, perceiving that one of the two brigs in the rear had dropped astern, and that the *Rivoli* had shortened sail to allow her to close, Captain Talbot ordered the *Weazle*, by hailing, to pass the *Victorious*, if possible, and bring the sternmost brig into action. Captain Andrew was so prompt in obeying the order that at 4.15 p.m. the *Weazle* overtook the *Mércure*, and engaged her within half-pistol-shot.

At 4.30 a.m., just a quarter of an hour after the *Weazle* had begun her engagement with the *Mércure*, the *Victorious*, having a light air of wind on her larboard beam, arrived within half pistol-shot of, and opened her starboard guns upon, the *Rivoli*, who immediately returned the fire from her larboard broadside, and continued with courses hauled-up, but royals set, standing on towards the Gulf of Trieste. A furious engagement now ensued between the two line-of-battle ships, interrupted only when, for a few moments together, the fog or the smoke hid them from each other's view. In the early part of the action Captain Talbot received a contusion from a splinter that nearly deprived him of his sight, and the command of the ship devolved upon Lieutenant Thomas Ladd Peake, who emulated his wounded chief in bravery and judgment. After the mutual cannonade had

thus continued for 3 hours, and the *Rivoli*, from the superior fire of the *Victorious*, had become unmanageable, and reduced to such a resistance as two quarter-deck guns only could offer, Lieutenant Peake, by signal, recalled the *Weazle*, to have the benefit of her assistance, in case either ship, the *Victorious* herself being in a disabled state, and both ships at this time in 7 fathoms water off Point of Groa, should happen to get aground. Having borne up in obedience to the signal, the *Weazle* stood across the bows of the *Rivoli*, and at 8 o'clock, when within musket distance, poured in her broadside. This the brig, wearing or tacking as necessary, repeated twice. Meanwhile the *Victorious* still maintained a steady cannonade, and at 8.45 a.m. shot away the *Rivoli's* mizzen-mast. In another quarter of an hour the French 74 fired a lee gun, and hailed the *Victorious* that she had struck; Point Legnian then bearing north-north-west, distant 7 miles.

The *Victorious* had her rigging cut to pieces, gaff and spanker-boom shot away, her three topmasts and mainmast badly wounded, her boats all destroyed, except a small punt belonging to the ward-room officers, and her hull struck in several places. Out of her actual crew of 506 men and boys (60 of the former sick, but only a few absent from their quarters), she had one lieutenant of marines, and 25 seamen and marines killed, her captain (slightly), one lieutenant of marines (mortally), 2 master's mates, 2 midshipmen, and 93 seamen and marines wounded; total, 27 killed and 99 wounded. She had the good fortune not to have a man hurt, either in her 40 minutes' engagement with the *Mercure*, which she blew up, on her very spirited, and in all probability, not ineffective cannonade of the *Rivoli*. Out of her 810 men and boys, in crew and supernumeraries, the *Rivoli* lost 400 men in killed and wounded, including her second captain and the greater part of her officers. Not only had her mizzen-mast been shot away, but her fore and mainmasts were so badly wounded that they fell over the side in a few days after the action.

In her hull the *Rivoli* was dreadfully shattered; as, indeed, the severity of her loss would indicate.

## COMPARATIVE FORCE OF THE COMBATANTS.

	<i>Victorious.</i>		<i>Rivoli.</i>
Broadside guns	{ No. ...	... 41	40
	{ lbs. ...	... 1,060	1,085
Crew in number	... ..	... 506	810
Size in tons	... ..	... 1,724	1,804

This may be considered as at least an equal match; for the slight overplus that appears in the right-hand figures is amply compensated by the ineffective state of the *Rivoli's* crew. These had but just quitted port for the first time since they had assembled together; and yet they fought their ship most bravely, as the length of the action, coupled with their severe loss, testifies, and far from unskilfully, as the loss sustained by their antagonist fully demonstrates. The *Rivoli's* commander had the good fortune to be captured by an officer who possessed both a heart to feel, and an understanding to appreciate, merit in an enemy; and, accordingly, Captain Talbot, in his official letter, says: "I feel great satisfaction in saying that the conduct of Commodore Barré, during the whole of the action, convinced me I had to deal with a gallant and most brave man, and, in the manœuvring of his ship, a most experienced and skilful officer. He did not surrender his ship until nearly two hours after she was rendered unmanageable, and had 400 killed or wounded, &c."

The *Rivoli*, placed under the charge of Lieutenants Edward Whyte and John Townshend Coffin, was conducted by the *Victorious* to Port St. George, in the island of Lissa, where both ships arrived on the 1st of March. The *Rivoli* was afterwards added to the British Navy. Captain Talbot, at a subsequent day, was knighted for his gallantry in having captured her; and Lieutenant Peake received the promotion that was no less his due upon the occasion.

1812.—*March the 27th.*

CAPTURE OF TWO BRIGS OF WAR BY H.M.S. ROSARIO, CAPTAIN BOOTY HARVEY, AND H.M.S. GRIFFON, CAPTAIN GEORGE TROLLOPE.

On the 27th of March, at 8.30 a.m., the town of Dieppe bearing south-west four or five miles, the British 10-gun brig-sloop, *Rosario* (eight 18-pounder carronades and two 6's), Captain Bootey Harvey, observed a flotilla, of 12 brigs and 1 lugger, standing along shore. This was the 14th Division of the Boulogne flotilla, commanded by Capitaine-de-vaisseau Sarue, each brig mounting three long 24-pounders and 8-inch brass howitzer, with a complement of 50 men. The commodore had sailed from Boulogne at 10 p.m., the previous night, and was bound to Cherbourg. As the *Rosario* made sail to cut off the leewardmost of these 12 brigs, the whole, by signal from the commodore, formed in line, and severally engaged the British brig as she passed on the opposite tack; and when the *Rosario* luffed-up to cut off the sternmost brig, the remaining 11 and lugger bore down to support their friend, and close with the daring enemy. Finding them thus determined to support each other, and the *Rosario's* small force not justifying the risk of being laid on board by such several opponents at once, Captain Harvey, with the signal flying for an enemy, bore-up to a brig then observed in the offing. The moment the latter, which was the 16-gun brig-sloop *Griffon* (fourteen 24-pound carronades and two 6's), Captain George Trollope, answered the signal, the *Rosario* again hauled to the wind, and at 12.40 p.m., recommenced harassing the rear of the flotilla, then endeavouring, under all sail, to get into Dieppe. The *Rosario* tacked and wore occasionally, in order to close, receiving each time the fire of the whole line. At

1.30 p.m., being far enough to-windward, the *Rosario* most gallantly ran into the body of the French flotilla, and, by cutting away the running rigging of the two nearest brigs, drove them on board each other. She then, backing her maintop-sail, engaged them within musket-shot, until they were clear, and afterwards stood-on and engaged a third brig, who, on her mainmast and fore-topmast falling by the board, dropped her anchor. The *Rosario*, passing her, drove the next brig in the line on shore. Two more brigs of the flotilla yet remained to-leeward. Bearing-up for these; the *Rosario*, then not more than three-quarters of a mile from the shore, ran the nearest brig on board, and in an instant carried her.

So far the *Rosario* had acted alone, the *Griffon*, with all her exertions, not having yet arrived within gun-shot. While, however, the *Rosario* was bearing away with her prize, clear of the batteries, Captain Harvey passed and hailed his friend, directing him to chase the remaining brig of the two, which the *Rosario* had last attacked with so much success. The *Griffon* immediately proceeded on the service, and drove the French brig on shore, near St. Aubin, under a very heavy fire from the batteries. Seeing no probability of the *Griffon* being able to destroy the brig, Captain Harvey, who was occupied in removing his prisoners and repairing the running rigging of the *Rosario*, signalled the *Griffon* to attack the remaining 9 brigs of the flotilla in the south-east, then anchoring close on shore. In obedience to the signal, the *Griffon* ran on shore of one of the brigs at anchor, near the centre, and, in the most gallant manner, laying her on board, carried her, cut her cable, and stood-out with her, in the face of a heavy fire from the batteries, and from the remaining 8 brigs. Finding, on passing the *Griffon*, that she was too much disabled in her rigging immediately to renew the attack, yet determined, although his prisoners already equalled his sloop's company,

to have another of the brigs, Captain Harvey ran on board the brig, which the *Rosario*, by her fire, had previously dismasted, and which, unknown to him at the time, on account of the darkness of the evening, the crew had just abandoned. While, with their three prizes, the *Rosario* and *Griffon* stood out in the offing, the French commodore, with the remaining brigs of his flotilla (two having been driven on shore), got under way and entered Dieppe. In this truly gallant exploit no other loss appears to have been sustained on the British side than 1 midshipman (Jonathan Widdicomb Dyer, who conducted himself most nobly) and 4 men wounded on board the *Rosario*. It is pleasant to have to state that merit in this instance met its reward. Captain Harvey was posted, and Mr. Dyer made a lieutenant, both commissions bearing date on the same day, the 31st of March.

### 1812.—May the 22nd.

DESTRUCTION OF TWO FRENCH FRIGATES AND A BRIG, BY  
H.M.S. NORTHUMBERLAND, CAPTAIN HENRY HOTHAM, AND  
H.M.S. GROWLER, LIEUTENANT WEEKS.

ON the 8th or 10th of January, the two new French 40-gun frigates, *Arienne* and *Andromaque*, and 18-gun brig, *Mamelouck*, under the orders of Capitaine-de-vasseau Martin Le Foretier, sailed from Nantes upon a cruise. On the 15th, at noon, in lat. 44° 10' N., long. 14° 4' W., they fell in with the British 40-gun frigate, *Endymion* (24-pounders), Captain Sir William Bolton. In about an hour afterwards the latter, who was to-leeward, exchanged numbers with the British 50-gun ship, *Leopard*, Captain William Henry Dillon, having under her protection a convoy from Lisbon. At 2 o'clock, the *Endymion*, one of the fastest sailing vessels

in the British Navy, tacked after the two French frigates and brig, and at 4 p.m., was joined in the chase by the *Leopard*, who had previously signalled her convoy to make the best of their way into port. At 4.30 p.m. the French vessels were observed to be under easy sail, as if in no dread of being overtaken. At 5 p.m. the *Endymion* ran the *Leopard* out of sight, and at 8 p.m. the French squadron ran her out of sight. Having thus effected their escape, the French frigates soon commenced their depredations upon commerce; plundering and destroying, not only English merchant vessels, but those of Spain, Portugal, and the United States of America. Intelligence of all this reaching the British Admiralty, Admiral Lord Keith, the Commander-in-Chief of the Channel Fleet, was directed to order the officer in command off Brest to detach a force to endeavour to intercept these French frigates on their return to France.

The vessel which Rear-Admiral Sir Harry Neale selected to cruise off the port of Lorient for the purpose in view, was the 74-gun ship, *Northumberland*, Captain Henry Hotham; and certainly an officer possessed of more zeal, ability, and local as well as general experience could not have been chosen. On the 19th of May the *Northumberland* parted company from the *Boyne* and squadron off Ushant, and made sail for her destination. On the 22nd, at 10 a.m., the north-west point of Isle Groix bearing N., distant 10 miles, and the wind a very slight breeze from west-by-north, the *Northumberland* discovered the three objects of her search in the north-west, crowding all sail before the wind for Lorient. The *Northumberland* endeavoured to cut off the French squadron to-windward of the island, and signalled the British 12-gun brig, *Growler*, Lieutenant John Weeks, then about 7 miles in the south-west, to chase; but, finding it impossible to accomplish that object, the *Northumberland* pushed, under all sail, round the south-east end of Groix, and, hauling to the wind close to-leeward of the island, was enabled to fetch

to-windward of the harbour of Lorient before the French squadron could reach it.

Seeing himself thus cut off from his port, M. Le Foretier signalled his consorts to pass within hail, and then hauled-up on the larboard tack to-windward of Pointe-Taleet. Meanwhile, the *Northumberland*, eager to close, continued beating to-windward between Groix and the continent, unavoidably exposed to the batteries on each side, when standing within their reach. At 2.49 p.m. the wind considerably fresher than it had been, and blowing about west-north-west, the *Arienne*, *Andromaque*, and *Mamelouck*, formed in close line ahead, bore-up, under every sail, with the bold and determined intention, favoured by the fresh wind, and covered by the numerous batteries along that part of the coast, to pass between the *Northumberland* and the shore. The British 74 immediately stood-in as close as she could to Pointe-de-Pierre-Laye, and there, with her head to the shore, and main-topsail shivering, took her station, ready to meet the frigates; but these hauled so very close round the point, following the direction of the coast to the eastward of it, that Captain Hotham, being ignorant of the depth of water so near the shore, did not think it practicable, consistent with the safety of the *Northumberland*, whose draught of water was nearly 25 feet, to lay the leading frigate aboard, as had been his intention. The *Northumberland*, therefore, bore-up, and steering parallel with the French squadron, at the distance of about two cables' length, opened her broadside, receiving in return, as well from the frigates as from the three batteries on the coast, a very animated and well-directed fire.

Captain Hotham's object being now to prevent the French frigates from hauling outside the dry rock, Graul, the *Northumberland* had not only to steer sufficiently near to that rock to leave her opponents no room to pass between it and her, but to avoid running on it herself—a most difficult and anxious duty, the clouds of smoke, as they drifted ahead

of the ship, totally obscuring the rock from view. However, by the care and attention of Mr. Hugh Stewart, the master, the *Northumberland* passed the rock, within the distance of her own length, on the south-west side, in a quarter less than 7 fathoms water; and the two French frigates and brig, as their only alternative, were obliged to steer inside of it. Here there was not water enough to float them; and they all grounded, under every sail, upon the ridge of rocks extending from the Graul to the shore. Having, in the course of 21 minutes' cannonading, had her sails and rigging considerably damaged, the *Northumberland* now left the two frigates and the brig to the effects of the falling tide (it being then one quarter ebb), while she repaired her rigging and shifted her fore topsail, which had been rendered entirely useless.

At 5 o'clock, while the *Northumberland* was thus employed, and was working out to-windward, under what sail she could set, to avoid falling to-leeward of the Graul, the *Growler* joined, and opened an occasional fire on the grounded vessels, all of which had, by this time, fallen over upon the larboard side, on that nearest the shore. At 5.28 p.m. the *Northumberland* anchored in six and a half fathoms water, Pointe-de-Pierre-Laye bearing north-west-half-north, the citadel of Port Louis north-west-three-quarters-north, and the Graul rock north-half-east, two cables' length distant, with her broadside bearing, at point-blank range, upon the two French frigates and brig, lying in the position already described, with their copper exposed to view, and the main-masts of the *Andromaque* and *Mamelouck* gone. At 5.34 p.m. the *Northumberland* opened her starboard broadside, receiving in return the fire of three batteries, but of which one only, in the judicious station she had chosen, was able to reach her. Having kept up a deliberate and careful fire until 6.49 p.m., which was near the time of low water, and observing the visible effects of it to be, that the crews had quitted their vessels, that the bottoms of the latter were

pierced through with shots, so low down as to ensure their filling on the rising tide, and that the leading frigate, the *Arienne*, was already in flames, from a fire which had broken out in her fore-top, the *Northumberland* got under sail, and stood out of gun-shot of the battery. The fire from this single battery had done the *Northumberland* as much injury in the hull as all the fire to which, in running along the coast, she had previously been exposed. Her loss, in consequence, amounted to 4 seamen and 1 marine killed, 1 lieutenant (William Fletcher), 3 petty officers, 19 seamen, and 5 marines wounded. The *Growler*, who, when the *Northumberland* ceased firing, stood-in and opened her fire upon the *Andromaque* and *Mamelouck*, to prevent their crew from returning on board, suffered neither damage nor loss.

At about 8 p.m. the *Arienne* blew up, with an awful explosion, leaving no remains of her visible. At the close of the day the *Northumberland* anchored out of reach of the batteries on both sides, and at 11.30 p.m. saw the flames burst from the ports of the *Andromaque*, with unextinguishable fury. The brig was, at this time, on her beam ends, with her bottom completely riddled. Nothing further, therefore, remaining to be done, the *Northumberland*, at midnight, got under way, with a light air from the northward, and accompanied by the *Growler*, stood out to sea. Being retarded in her progress by the calm state of the weather, the *Northumberland*, at 2.30 a.m. of the 23rd, witnessed the explosion of the *Andromaque*; and before the day was over, a third fire and explosion announced that the brig had ended her career in a similar manner.

A mortified spectator of this gallant achievement, by which two 40-gun French frigates and an 18-gun brig were driven on shore and destroyed, under the fire of at least one French battery, by a British 74 and gun-brig, lay a fine French two-decker, with sails bent and top-gallant-yards across, in

the harbour of Lorient. Mortified, indeed, for, in the state of the wind the commanding officer of the port could do no more than send boats to assist in removing the crews of the wrecks. With as many as 1,000 men, what was to hinder these two frigates and brig, when all hopes of escape by running had vanished, from boarding a ship having a crew of 640 men? Even had the attempt failed, it is not probable that more than one frigate would have been captured; the other, in the confusion, along with the brig, might have reached Lorient; and certainly, the loss of men would not have been by any means so great as, though we cannot enumerate it, was sustained by the grounded vessels, as well from the fire of the *Northumberland* and *Growler*, as from the endeavours of the panic-stricken to reach the shore. For this gallant service the first lieutenant of the *Northumberland*, John Banks, and the lieutenant commanding the *Growler*, John Weeks, were promoted to the rank of commander.

### 1812.—July the 6th.

DESTRUCTION OF TWO DANISH FRIGATES, AND TWO BRIGS,  
BY A DETACHMENT UNDER CAPTAIN J. P. STEWART.

On the 6th of July, in the evening, as the British 64-gun ship, *Dictator*, Captain James Patterson Stewart, accompanied by the brig-sloops, *Calypso*, 18, Captain Henry Weir, and *Podargus*, 14, Captain William Robilliard, and gun-brig, *Flamer*, Lieutenant Thomas England, was off the Mardoe, on the Norway coast, the mast-heads of several vessels were seen over the rocks, known to be a Danish squadron, consisting of the new 40-gun frigate, *Nayaden* (24 pounders on main-deck, and 48 guns in all), and 18-gun brigs (all long 18-pounders) *Laaland*, *Samsoc* and *Kiel*.

Captain Robilliard having, when on board, been acquainted with the place, volunteered to lead in after the enemy; but the *Podargus*, unfortunately, took the ground, just as she had entered the passage. Leaving the *Flamer* to attend her, Captain Stewart stood-on with the 64 and the remaining brig. By 7.30 p.m., the two, the *Calypso* leading, had arrived within a mile of the Danish frigate and her consorts, then running, under a press of sail, inside the rocks. Shortly afterwards the engagement began between the Danish squadron and several gun-boats on one side, and the *Dictator* and *Calypso* (who, having grounded for a short time, was now astern of her consort) on the other. At 9.30 p.m., after having run 12 miles through a passage, in some places scarcely wide enough to admit the *Dictator's* studding-sail booms to be out, Captain Stewart had the satisfaction to run his ship with her bow upon the shore, and her broadside bearing, within hailing distance, upon the Danish frigate and three brigs; all of whom had anchored close together, with springs on their cables, in the small creek of Lyngoe.

The *Calypso* closely followed the *Dictator*; and such was the well-directed fire from the two, especially from the 64, that the *Nayaden*, according to the British official account, was "literally battered to atoms," the three brigs compelled to haul down their colours, and such of the gun-boats, as were not sunk, to seek their safety in flight. Scarcely had the action ended, and the *Dictator* got afloat, than the gun-boats rallied; but the latter were so warmly attacked by the *Calypso* that they soon ceased their annoyance. Meanwhile, the *Podargus* and *Flamer* which latter had also grounded, were warmly engaged with the shore batteries and another division of gun-boats. At length, by the indefatigable exertions of their respective officers and crews, both the *Podargus* and the *Flamer* got afloat very much cut up. At 3 a.m., on the 7th, the *Dictator*, *Calypso*, and the two prize brigs, the *Laaland*, commanded by Lieutenant

James Wilkie, of the *Dictator*, and the *Kiel*, by Lieutenant Hooper, of the *Calypso*, in attempting to get through the passages, were assailed by a division of gun-boats from behind the rocks, so situated that not a gun could be brought to bear upon them from either vessel. In this attack both prize-brigs, already complete wrecks, grounded, and, notwithstanding every exertion on the part of the lieutenant and men placed in them, were obliged to be abandoned: that too, without being set on fire, owing to the wounded men of their crews remaining on board.

In this very bold and well-conducted enterprise, the British sustained a loss as follows: *Dictator*, 3 seamen, 1 marine, and 1 boy killed; 1 midshipman, 1 Captain's clerk, 16 seamen, 2 boys, and 4 marines wounded; *Podargus*, her purser, and 8 seamen and marines wounded; *Calypso*, 1 seaman and 2 marines killed; 1 seaman wounded, and 2 missing; and *Flamer*, 1 seaman killed; and 1 midshipman wounded; total, 9 killed, 39 wounded (13 slightly), and 2 missing. The Danes acknowledged a loss, in killed and wounded together, of 300 officers and men. For his gallant conduct on the occasion Captain Weir was posted, and the *Dictator's* first lieutenant, William Buchanan, made a commander.

1812.—*July the 21st.*

CAPTURE OF LE VILLE-DE-CÆN, BY H.M.S. SEALARK, LIEUTENANT THOMAS WARRAND.

ON the 21st of July, as the British 10-gun schooner, *Sealark* (12-pound carronades and 60 men and boys), Lieutenant Thomas Warrand, was cruising off the Start, a signal was made from the shore of an enemy in the south-east quarter.

The *Sealark* immediately made all sail in the direction pointed out, and after a three hours' run, discovered a large lugger, under English colours, chasing and firing at two ships, apparently West Indiamen, standing up channel. As soon as the lugger, which was the *Ville-de-Cæn*, of St. Maloes, mounting 16 guns (probably long 4 or 6-pounders), with a crew of 75 men, commanded by M. Cochet, discovered that the schooner approaching her was a cruiser, she quitted the merchant men, and altered her course to starboard, under all possible sail. Finding the *Sealark* gaining on her, the lugger shortened sail, and wore repeatedly to get to-windward of the schooner. The latter, fearing she might succeed, and thereby effect her escape, gallantly ran the *Ville-de-Cæn* on board, between her fore and main chains. A close and furious engagement now commenced, both with great guns and musketry, the privateer's men using a profusion of hand grenades to set their opponent on fire; instead of which, however, the lugger set fire to herself. Seeing this, Mr. James Beaver, the *Sealark's* acting master, at the head of a few men, sprang on board, and almost instantly carried the *Ville-de-Cæn*, after an action, nearly the whole time sides touching, of 1 hour and 30 minutes.

The *Sealark* had her captain's clerk, 5 seamen, and 1 marine killed, her commander, 1 midshipman, 17 seamen, and 3 marines wounded; a very serious loss, it must be owned, especially as several of the wounds were dangerous. The loss on the part of the *Ville-de-Cæn* amounted to her captain and 14 men, found dead on her deck, and 16 wounded, most of them severely. The gallantry of this little action obtained for the *Sealark's* commander that reward, the prospect of which is a never-failing stimulant to deeds of valour—his promotion.

1812.—September the 1st.

ACTION WITH AND CAPTURE OF GUN-BOATS, BY BOATS UNDER  
LIEUTENANT D. H. O'BRIEN.

ON the 31st of August, as the British 38-gun frigate, *Bacchante*, Captain William Hoste, lay at anchor off Rovigno, on the south-west coast of Istria, information arrived that several vessels, laden with ship timber for the Venetian Government, were at Port Lemo on the same coast. Captain Hoste, the same evening, despatched the *Bacchante's* boats, 5 in number, consisting of 62 officers and men, under first Lieutenant Donat Heneky O'Brien, assisted by Lieutenant Frank Gostling, lieutenant of marines, William Haig, Mr. Powell, master's mate, and Midshipmen James Few and Thomas William Langton. Having captured two merchant vessels at the entrance of the port, Lieutenant O'Brien received information that the vessels he was going to cut out lay under the protection of a French xebec of 3 guns, and 2 gun-boats. Notwithstanding this unexpected force, he left his two prizes in charge of Mr. Langton and 6 seamen, and, with the remaining 55 men, dashed on to the attack. The skill and gallantry of the commanding officer and his party carried all before them; and the British captured, without the loss of a man, as well the timber vessels, 7 in number, as the French xebec, *Tisiphone*, of one 6, and two 3-pounders and 24 men, and another of one 8-pounder and 20 men, intended for the protection of the trade on the coast of Istria, from Pola to Trieste.

1812.—*September the 17th.*

ACTION WITH AND CAPTURE OF GUN-BOATS, BY THE BOATS  
OF H.M.S. EAGLE, UNDER LIEUTENANT A. CANNON.

ON the 16th of September, in the evening, the British 74 gun-ship, *Eagle*, Captain Charles Rowley, having anchored off Cape Maistro near Ancona, the latter despatched Lieutenant Augustus Cannon, with the three barges, to intercept the enemy's coasting trade. On the morning of the 17th, Lieutenant Cannon perceived a convoy of 23-sail, protected by two gun-boats, standing towards Goro. As the barge intrepidly advanced, the convoy, each vessel of which was armed with a 6 or an 8-pounder, drew up to line-of-battle, under cover of a 4-gun battery, and the beach lined with armed people, with the two gun-boats advanced in front. The British, in the most gallant manner, and notwithstanding that their boats, owing to the shallowness of the channel, grounded frequently in their advance, attacked and carried the largest gun-boat, and then, turning her guns upon the second gun-boat, captured her and all the convoy but two, which effected their escape. Not being able to man all his prizes, Lieutenant Festing, who had succeeded to the command, in consequence of Lieutenant Cannon having been mortally wounded, burnt six, and brought out the remaining 17, including the two gun-boats. In this very gallant exploit, besides Lieutenant Cannon mortally wounded, and who died on the 22nd, there was 1 seaman killed, another mortally, and 3 slightly wounded.

1813.—*January the 6th.*

CAPTURE OF FIVE GUN BRIGS, OFF THE COAST OF CALABRIA,  
BY THE BOATS OF H.M.S. BACCHANTE, UNDER LIEUTENANT  
D. H. O'BRIEN.

ON the 6th of January, at daybreak, as the British 38-gun frigate, *Bacchante*, Captain William Hoste, and 18 gun-brig sloop, *Weazel*, Captain James Black, were lying becalmed about five leagues south-east of Cape Otranto, seven gun-vessels were discovered; five in the south-west, steering towards Otranto, and two in the south-east, steering to the eastward. Ordering by signal the *Weazel* to attend the latter, Captain Hoste sent the *Bacchante's* boats, under the command of Lieutenant Donat Heneky O'Brien, assisted by Lieutenants Silas Thomas Hood and Frank Gostling, and Lieutenant Haig, of the marines, also Master's Mates Edward Webb and James M'Kean, and Midshipman Thomas Edward Hoste, James Leonard Few, and one or two other young aspirants, in pursuit of the division in the south-west. At 8 o'clock Lieutenant O'Brien, in the barge, captured the sternmost gunboat, mounting two guns and manned with 36 men, commanded by the senior French officer of the three, all of whom were enseignes-de-vaisseau. Leaving, to take possession of the prize, the first gig, commanded by Midshipman Thomas Edward Hoste, Lieutenant O'Brien pushed on after the remaining gun-vessels, then sweeping with all their might towards the coast of Calabria. Sending his prisoners below, and fastening the hatches over them, young Hoste, with his seven men, in the most gallant manner, loaded and fired the bow-gun at the retreating gun-boats;

which, in a little time, were also captured. This gallant enterprise, with Lieutenant O'Brien's usual good fortune, was achieved without any loss, although the shots from the gun-vessels cut the oars from the mens' hands as the boats were pulling towards them.

### 1813.—April the 22nd.

#### DESTRUCTION OF SIX GUN-BOATS BY H.M.S. WEAZLE, CAPTAIN JAMES BLACK.

On the 22nd of April, at daybreak, the *Weazle*, cruising about four miles to the east-north-east of the Island of Zirana, discovered and chased a convoy, close to the main land, making for the ports of Trau and Spalatro. As the brig approached, the vessels separated in different directions, the greater part, with 10 gun-boats, bearing up for the bay of Boscalina. These the *Weazle* continued to chase under all sail, and after 5.30 a.m. they anchored in a line about a mile from the shore, hoisted French colours, and commenced firing at her. The wind blowing strong from the south-east, which was directly into the bay, the sails and rigging of the brig were considerably damaged before she could close. At 6 a.m., however, the *Weazle* anchored with springs within pistol-shot of the gun-boats, and a furious action commenced. At the end of 20 minutes the latter cut their cables, ran clear in, and again opened their fire. This increased distance not suiting her cannonades, the *Weazle* cut her cable, ran within half pistol-shot of the gun-boats, and recommenced the action. Three large guns, at the distance of 30 yards from each other, and two or three hundred musketry, on the heights immediately over the British brig, now united their fire to that of the gun-boats. The engagement thus continued

until 10 a.m., when three of the gun-boats struck their colours, two were driven on shore, and one was sunk. The remaining four gun-boats were now reinforced by four more from the eastward, who anchored outside the *Weazle*, and commenced firing at her. This obliged the brig to engage on both sides, but the outer gun-boats afterwards ran in and joined the others, all of whom now placed themselves behind a point of land, so that the *Weazle* could only see their masts from her deck. Here the gun-boats commenced a most destructive fire, their grape shot striking the brig over the land in every part. At this time the *Weazle's* crew, originally short by the absence of several men in prizes, was so reduced that she could with difficulty man but four guns, the marines and a few of the seamen firing musketry, her grape being all expended. The action lasted in this way until 3 p.m., when the gun-boats discontinued their fire. At the expiration of forty minutes the engagement recommenced, and continued, without intermission, until 6.30 p.m., when the firing entirely ceased on both sides.

The *Weazle* was now in a very critical position; she was but a very few yards from the lee-shore, almost a complete wreck, the whole of her running and the greater part of her standing rigging cut to pieces, most of her sails shot from the yards, her masts shot through in several places, her anchors all destroyed or rendered unserviceable, her hull pierced with shots, five of which had entered between wind and water and both her pumps shot away between the decks, so that the crew could with difficulty keep the brig free by constantly bailing at both hatches. In addition to all this, the *Weazle* had already lost 25 men in killed and wounded. Captain Black, nevertheless, after dark, sent his boats and destroyed, besides the gun-boats that had struck and gone on shore, eight of the convoy; the boats bringing away some of the enemy's anchors, by the aid of which the brig was enabled to warp herself out.

On the 23rd, at daybreak, having warped herself about a mile from the land, the *Weazle* was again attacked by the gun-boats, who, after taking a raking position, annoyed the brig much; especially as, her last cable being half shot through, and the wind blowing strong in, she could not venture to bring her broadside to bear upon them. All this day and night the *Weazle* continued warping out from the shore, but very slowly, her people being reduced in numbers and exhausted with fatigue. On the 24th, at noon, the French opened a battery, which they had erected on a point of the bay close to which the *Weazle* was obliged to pass; and at 1 p.m., the gun-boats, putting out in a line astern, recommenced their fire. The wind was now moderate, and shortly afterwards it fell calm. At 5 p.m., the gun-boats, having got within range, received the contents of the brig's larboard broadside and sheered off; but, owing to the calm, the *Weazle* was unable to follow up her advantage, and they effected their escape.

In this very gallant, and considering the extrication of the vessel from such a host of difficulties, admirably conducted enterprise, the *Weazle* had her boatswain, 3 seamen, and 1 marine killed; her commander, first lieutenant (Thos. Waley), 1 master's mate, 1 midshipman, 19 seamen, and 2 marines wounded. What loss was sustained by the French gun-boats, or at the batteries on shore, could not be ascertained, but must have been severe.

### 1813.—June the 1st.

CAPTURE OF THE AMERICAN FRIGATE, CHESAPEAKE, BY H.M.S. SHANNON, CAPTAIN PHILIP BROKE.

AMONG the captains of the British 38-gun ships who longed—ardently longed—for a meeting with one of the American 44's, was captain Philip Bowes Vere Broke, of the *Shannon*. This desire was not founded on any wish for a display of

personal valour, but in order to show to the world what apparently could be effected where the ships and the crew were in all respects fitted for battle. It was not since the late American war that Captain Broke had begun to put his frigate in order, and to practice his men at the guns. The *Shannon*, from the day on which Captain Broke joined her, the 14th September, 1806, and that was but a few months after she had been launched at Chatham yard, began to feel the influence of her commander's skill and intelligence. The laying of a ship's ordnance, so that it may be correctly fired in a horizontal direction, is justly deemed a most important operation; as upon it depends, in a great measure, the true aim and destructive effect of every future shot she may fire. On board the *Shannon* this was attended to by Captain Broke in person; and his ingenious mode of laying ship's ordnance has received the highest commendation. By draughts from other ships, and the usual means to which a British man-of-war is obliged to resort, the *Shannon* got together a crew; and an undersized, not very well-disposed, and in point of age, motley ship's company, by the paternal care and excellent regulations of Captain Broke, became in time as pleasant to command as they would have been dangerous to meet. In August, 1811, the *Shannon* sailed for the coast of North America; and, had this frigate, in the excellent order in which she was always kept, met the *Constitution* in August, 1812, we verily believe it would have been fatal to the latter; but the *Shannon* and *Constitution* did not meet; therefore, the thing was not tried.

On the 21st March, 1813, the *Shannon*, accompanied by the *Tenedos*, of the same force (and kept in nearly the same order), Captain Hyde Parker, sailed from Halifax, on a cruise in Boston Bay. On the 2nd of April the two frigates reconnoitred the harbour of Boston, and saw the *President* and *Congress*, the latter quite, and the former very nearly

ready for sea. The *Constitution* was at this time undergoing a large repair, and her decks were being lowered, to render her more snug, and give her a smaller and more inviting appearance. Captains Broke and Parker having resolved, if in their power, to bring the *President* and *Congress* to action, the *Shannon* and *Tenedos* took a station to intercept them. It was in this interval that the *Chesapeake* made this port; and on the 1st of May foggy weather and a sudden favourable shift of wind enabled the *President* and the *Congress* to elude the vigilance of the two British frigates and put to sea.

Captains Broke and Parker very soon discovered the chance they had missed, and sadly disappointed they were. There now remained in Boston, except the *Constitution*, only the *Chesapeake*; and the latter, having to get in new main and mizzen masts, would not be able to quit port for a week or two at least. Captain Evans (*Chesapeake*), having, we believe, obtained a furlough to enjoy his share of prize-money, was succeeded in the command by Captain James Laurence, the late fortunate, highly-applauded, and, no doubt, truly gallant commander of the *Hornet*. As two frigates were not wanted to attack one, Captain Broke, on the 25th of May, took a supply of water and provisions from the *Tenedos*, and detached her, with orders to Captain Parker not to rejoin him before the 14th of June; by which time, it was hoped, the business would be over. On the 26th the *Shannon* recaptured the brig *Lucy*, and on the 29th the brig *William*, both of Halifax. A meeting with the *Chesapeake* being now Captain Broke's firm intention, nothing but the circumstances of those vessels belonging to Halifax, could induce him to weaken the *Shannon's* crew by sending them in. The master of the *Lucy*, assisted by five recaptured seamen belonging to some ship on the station, carried his vessel in; and a midshipman and four of the *Shannon's* men took charge of the *William*. On the 29th,

in the afternoon, the *Shannon* boarded the *Nova Scotia*, private brig, Sir John Sherbrooke, and took from her 22 Irish labourers, whom the brig, three days before, along with 30 more (then volunteers on board herself), had recaptured in a prize belonging to the American privateer *Governor Plumer*; bound, when the latter fell in with her, from Waterford, to Buros, Newfoundland. Before we proceed further, let us show what guns were mounted by the two frigates, whose mutual animosity was on the eve of being quenched by the capture of one of them.

	<i>Shannon.</i>		<i>Chesapeake.</i>	
	Guns.	Pdrs. Eng.	Guns.	Pdrs. Eng.
Main deck ... ..	28 long	18	28 long	18
Quarter deck... ..	2 "	9	16 carronades	32
" ... ..	12 carronades	32		
" stern ports ...	2 "	12		
" starboard side..	1 "	12		
" larboard side...	1 long br.	6		
Forecastle ... ..	4 carronades	32	4 carronades	32
	2 long	9	1 long	18
	<hr/>	<hr/>	<hr/>	<hr/>
	52		49	

Early on the morning of the 1st of June, Captain Broke addressed to the commanding officers of the *Chesapeake* a letter of challenge, which, for candour, manly spirit, and gentlemanly style, stands unparalleled. The letter begins: "As the *Chesapeake* appears now ready for sea, I request you will do me the favour to meet the *Shannon* with her, ship to ship, to try the fortune of our respective flags." The *Shannon's* force is thus described: "The *Shannon* mounts 24 guns upon her broadside, and one light boat-gun, 18 pounders upon her main deck, and 32-pound carronades on her quarter-deck and forecastle, and is manned with a complement of 300 men and boys (a large proportion of the latter), besides 30 seamen, boys, and passengers, who were taken out of recaptured vessels lately." After fixing the place of meeting,

and providing against all interruption, Captain Broke concludes thus: "I entreat you, sir, not to imagine that I am urged by mere personal vanity to the wish of meeting the *Chesapeake*; or that I depend only upon your personal ambition for your acceding to this invitation. We have both nobler purposes. You will feel it as a compliment if I say that the result of our meeting may be the most grateful service I can render to my country; and I doubt not that you, equally confident of success, will feel convinced that it is only repeated triumph in *even combats* that your little Navy can now hope to console your country for the loss of that trade it can no longer protect. Favour me with a speedy reply. We are short of provisions and water, and cannot stay long here."

This letter Captain Broke intrusted to a Captain Slocum, a discharged prisoner, then about to proceed, in his own ship's boat, to Marblehead, a port a few miles north of Boston. Shortly afterwards the *Shannon*, with colours flying, stood in close to Boston lighthouse, and there lay-to. The *Chesapeake* was now seen at anchor in President Roads, with royal yards across, and apparently ready for sea. The American frigate presently loosed her fore-topsail, and, shortly afterwards, all her topsails, and sheeted them home. The wind blowing a light breeze from west-by-north, was perfectly fair.

Between 12 and 1, while the men were at dinner, Captain Broke went himself to the mast-head, and there observed the *Chesapeake* fire a gun, and loose and set top-gallant sails. She was soon under way, and made more sail as she came down, having a light breeze in her favour. While aloft, Captain Broke saw that Captain Slocum's boat had not reached the shore in time for the delivery of his letter of challenge to the Commander of the *Chesapeake*. The *Shannon* now filled, and stood out from the land, under easy sail, till 4 p.m.; when, the *Chesapeake* having hauled up, and fired a gun, as if in defiance, the *Shannon* hauled up also, and reefed topsails.

Both ships, now about 7 miles distant, again bore away; the *Shannon*, with her foresail brailed up, and her main topsail braced flat and shivering, that the *Chesapeake* might overtake her. At a few minutes past 5 p.m., Boston lighthouse bearing west, distant about 6 leagues, the *Shannon* again hauled up, with her head to the southward and eastward, and lay-to, under topsail, top-gallant sails, jib, and spanker, having barely steerage-way.

The *Chesapeake* came down upon the *Shannon's* starboard quarter, with three ensigns flying, one at the mizzen-royal-mast-head, one at the peak, and one in the starboard main rigging. She had also flying at the fore a large white flag, inscribed with the words, "Free Trade and Sailors' Rights," upon a supposition, perhaps, that that favourite American motto would paralyze the efforts, or damp the energy, of the *Shannon's* men. The *Shannon* had only an old rusty blue ensign at the peak; nor was her outside appearance at all calculated to inspire a belief of the order and discipline that reigned within. Captain Broke thought, at one time, that the *Chesapeake* would pass under his stern, and engage him upon the larboard side; he therefore directed his men, as she passed, to lie down flat, so as to avoid, in some degree, the raking fire; but Captain Lawrence, either overlooking or waiving this advantage, at 5.30 p.m. gallantly luffed-up within half pistol-shot upon the *Shannon's* starboard quarter.

The *Shannon's* men had received orders to fire as their guns would bear, and to aim principally at the enemy's ports. The first and second shots were discharged from the aftermost main-deck gun and quarter-deck carronade, just as the *Chesapeake*, while rounding-to, brought her fore-mast in a line with the *Shannon's* mizzen-mast. These two shots were distinctly heard before the *Chesapeake* commenced firing, and by the American account, both shots took effect, killing and wounding several officers and men. The *Chesapeake* discharged her whole broadside in return, which was replied to

by the *Shannon's* guns as fast as the men could level them with precision.

In about seven minutes from the commencement of the action the *Chesapeake*, having her jib-sheet and fore-topsail-tie shot away, fell on board the *Shannon*, the fluke of the latter's waist anchor (which, to assist in trimming the ship, had been stowed in the main chains) entering the former's quarter-galley window. The shot from the *Shannon's* aftermost guns now had a fair range along the *Chesapeake's* decks, beating in the stern-posts, and sweeping the men from their quarters. The shot from the foremost guns at the same time entering the ports from the mainmast aft, did considerable execution. When about 10 minutes had elapsed, an open cask of musket-cartridges, standing upon the *Chesapeake's* cabin skylight for the use of the marines, caught fire and blew up, but did no injury whatever. Even the spanker-boom, directly in the way of the explosion, was barely singed. The *Chesapeake's* head had, by this time, fallen off, so that she lay alongside the *Shannon*, the latter's mainmast being nearly in a line with her opponent's taffrail.

Captain Broke now saw that the *Chesapeake's* quarter-deck division were deserting their guns. He instantly called out, "Board!" and, accompanied by the first lieutenant and 20 men, sprang upon the *Chesapeake's* quarter-deck. Here not an officer or man was to be seen. Upon her gangway about 20 Americans made a slight resistance. These were instantly driven towards the fore-castle, where a few endeavoured to get down the fore-hatchway, but in their eagerness prevented each other. A few fled over the bows, and reached the main-deck through the bridle-ports, and the remainder laid down their arms and submitted. Between 30 and 40 of the *Shannon's* marines quickly followed the first boarding party. These kept down the men who were ascending the main hatchway, and answered a spirited fire still continued from the main and mizzen tops. The *Chesapeake's* fore-top was,

in the meantime, stormed by Midshipman William Smith and his top-men, about five in number, who either destroyed or drove on deck all the Americans there stationed. This gallant young man had deliberately passed alongside the *Shannon's* fore-yard, which was braced up, to the *Chesapeake's*, also braced up, and thence into her top.

After those upon the fore-castle had submitted, Captain Broke ordered one of his men to stand sentry over them, and sent most of the others aft, where the conflict was still going on. He was in the act of giving them orders to answer the fire from the *Chesapeake's* main-top when the sentry called lustily out to him. On turning round, the captain found himself opposed by three of the Americans, who, seeing they were superior to the British then near them, had armed themselves afresh. Captain Broke parried the middle fellow's pike, and wounded him in the face; but immediately received from the man on the pikeman's right a blow with the butt-end of a musket, which bared his skull and nearly stunned him. Determined to finish the British commander, the third man cut him down with his broad sword, and at that very instant was himself cut down by one of the *Shannon's* seamen. Captain Broke and his treacherous foe now lay side by side, each, although nearly powerless, struggling to regain his sword, when a marine despatched the American with his bayonet. Captain Broke was not the only sufferer upon this occasion; one of his men was killed, and two or three wounded. Can it be wondered if all that were concerned in this breach of faith fell victims to the indignation of the *Shannon's* men? It was as much as their commander could do to save from their fury a young midshipman, who, having slid down a rope from the *Chesapeake's* fore-top, begged his protection. Mr. Smith, who had also descended from the fore-top, and a seaman, were at this time helping the captain on his legs. The seaman, while tying a handkerchief round his com-

mander's head, called out (pointing aft), "There, sir, there goes up the old ensign over the Yankee colours." The captain saw it hoisting (with what feeling may well be imagined), and was instantly led to the quarter-deck, where he seated himself upon one of the carronade slides.

The gallant first lieutenant of the *Shannon* (George T. L. Watt) was struck on the head with a grape shot from one of that ship's foremost guns, while in the act of hoisting the British colours over the American. Another gun was discharged, unfortunately, before the officer commanding that division knew of the *Chesapeake's* surrender; and three or four of the *Shannon's* men shared the lamented fate of Mr. Watt, besides several being wounded. Even after the British colours were flying on board the *Chesapeake*, some of her men kept firing up the main hatchway, and killed a British marine. It was then, and not till then, that Lieutenant Charles Leslie Falkiner, who was sitting on the booms, very properly directed three or four muskets that were ready to be fired down. Captain Broke, from his seat upon the carronade slide, told him to summon them to surrender if they desired quarter. He did so. They replied, "We surrender," and all hostility ceased. Soon after this, Captain Broke's senses failed him from loss of blood; and the *Shannon's* jolly boat arriving with a supply of men (the two ships having separated, owing to the *Chesapeake's* quarter galley giving way), he was carried on board his own ship.

Between the discharge of the first gun, and the period of Captain Broke's boarding, 11 minutes only elapsed, and in 4 minutes more, the *Chesapeake* was completely his. Hundreds of spectators from Boston and the surrounding neighbourhood, holding their watches in their hands, were astonished at the speedy termination of the firing; and the fact of the *Shannon's* first lieutenant having been killed by a cannon shot, as he was hoisting the colours on board the

*Chesapeake*, clearly proves that the firing did not cease till the very moment of victory.

Now for the damage and loss of men sustained by the respective combatants. Five shots passed through the *Shannon*, one only below the main-deck; of several that struck her, the greater part lodged in the starboard side, ranged in a line just above the copper. A bar-shot had entered a little below the water-mark, leaving a foot or 18 inches of one end sticking out. Until her shot-holes were stopped, the *Shannon* made a good deal of water upon the starboard tack; but upon the other, not more than usual. Her fore and mainmasts were slightly injured by shot, and her bowsprit (previously sprung) and mizzenmast were badly wounded. No other spar was damaged. The *Shannon* carried a pole-mizzen-topmast. This, from its shortness, may have given rise to the assertion among the boat spectators, that her mizzen royal mast was shot away. Her rigging was a good deal cut.

Out of a crew, including 8 recaptured seamen and 22 Irish labourers, two days only in the ship, of 306 men and 24 boys, the *Shannon* lost, besides her first lieutenant, her purser, captain's clerk, 13 seamen, 4 marines, 3 supernumeraries, and one boy killed, her commander, boatswain, 1 midshipman, and 56 seamen, marines, and supernumeraries wounded; of whom 24, including the captain and boatswain (the latter mortally) were severely wounded; total, 24 killed and 59 wounded.

The *Chesapeake* was severely battered in her hull, on the starboard quarter particularly. A shot passed through one of her transoms (equal in stoutness to a 64-gun ship's), and several shots entered the stern window. She had 2 main-deck guns and 1 carronade entirely disabled. One 32-pound carronade was dismounted, and several carriages and slides were broken. Her 3 lower masts, the main and mizzen-masts especially, were badly wounded. The bowsprit received

no injury, nor was a spar of any kind shot away. Her lower rigging and stays were a good deal cut, but neither masts nor rigging were so damaged that they could not have been repaired, if necessary, without the ship going into port.

Out of her crew of 376 men and 5 boys or lads, the *Chesapeake*, as acknowledged by her surviving commanding officer, lost her master, fourth lieutenant, one lieutenant of marines, 3 midshipmen, and 41 petty officers, seamen and marines killed, her gallant commander and first lieutenant (both mortally), her second and third lieutenants, 4 midshipmen and 95 petty officers, seamen and marines wounded; total, 47 killed and 99 wounded, several of the latter mortally; but it must be added, the total that reported themselves, including several slightly wounded, to the *Shannon's* surgeon, three days after the action, were 115; and the *Chesapeake's* surgeon, omitting, most probably, the very slightly wounded, writes from Halifax, that he estimated the whole number of killed and wounded as from 160 to 170.

## COMPARATIVE FORCE OF THE COMBATANTS.

			<i>Shannon.</i>	<i>Chesapeake.</i>
Broadside guns	{ No.	...	25	25
	{ lbs.	...	538	590
Crew in number	...	...	306	376
Size in tons	...	...	1,066	1,135

Thus was the spell broken. Few observations are necessary. We may remark, however, that the *Chesapeake* was not finally subdued by a superiority in that quality which constituted the *forte* of the *Shannon*—her gunnery. No, it was by boarding; by Captain Broke's quick discernment in catching, and his promptitude and valour in profiting by, the critical moment when the *Chesapeake's* men were retreating from their quarters. Gallant, truly gallant, was the behaviour of Captain Laurence; his First Lieutenant, Augustus Charles Ludlow, emulated his commander; and both deserved a better crew than the *Chesapeake's*; a crew that (oh, woeful

addition!) consisted, within three or four, of native Americans. Among the various, and some of them very ludicrous, causes assigned by the American Court of Enquiry, of which Commodore Bainbridge (rather an interested party, as he had probably ordered the *Chesapeake* out to fight the *Shannon*) was president, was the *Shannon's* superior force. Whatever superiority of force existed was clearly on the side of the *Chesapeake*; as Britons, that we scorn to estimate; and even the American star, and chain shot, and hogsheads of lime shall not be allowed to disturb the equality and fairness of the action. But Captain Broke did something more than capture a frigate of equal force: he sought and commenced the attack close to an enemy's port, filled with armed vessels; then beat his ship in 11, and captured her in 15, minutes.

With Lieutenant Provo William Parry Wallis, second of the *Shannon*, in charge of her, and Lieutenant Falkiner, third of the same ship, in charge of the *Chesapeake*, the two frigates, having repaired the slight damage done to the rigging, made sail for Halifax; and, on the 6th, at 3.30 p.m., passed along the wharves of the town, amidst the cheers of the inhabitants, as well as of the crews of the ships-of-war that were lying in the harbour. Captain Broke, in nearly a senseless state, was removed to the house of his friend and brother officer, Commissioner the Honourable Philip Wodehouse. Lieutenants Wallis and Falkiner were both made commanders on the occasion: and some of the midshipmen were also promoted to be lieutenants. For his, in respect to its effect upon the public mind, most important achievement, Captain Broke was made a baronet, received the formal thanks of the Admiralty, and the warm congratulation of every well-wisher to England; and his trophy, the *Chesapeake*, a name by which, coupled with that of the *Shannon*, she will long be remembered both in England and America, was added to the British Navy.

1813.—*August the 14th.*

CAPTURE OF THE AMERICAN FRIGATE, ARGUS, BY H.M.S. PELICAN,  
COMMANDER MAPLES.

ON the 12th of August, at 6.30 a.m., the British 18-gun brig-sloop, *Pelican* (sixteen 32-pound carronades and two sixes), Captain John Fordyce Maples, anchored in Cork from a cruise. Before the sails were furled, Captain Maples received orders to put to sea again in quest of an American sloop-of-war, which had been committing serious depredations in St. George's Channel, and of which the *Pelican* herself had gained some information on the preceding day. At 8 a.m. the *Pelican*, having supplied herself with some necessary stores, got under way, and beat out of the harbour against a very strong breeze and heavy sea; a proof of the earnestness of her officers and crew.

On the 13th, at 7.30 p.m., when standing to the east, with the wind at north-west, the *Pelican* observed a fire ahead, and a brig standing to the south-east. The latter was immediately chased under all sail, but was lost sight of in the night. On the 14th, at 4.45 a.m., latitude 52° 15' north, longitude 5° 50' west, the same brig was seen in the north-east, separating from a ship which she had just set on fire, and steering towards several merchantmen in the south-east. This active cruiser was the *United States*, 16-gun brig-sloop, *Argus* (eighteen 24-pound carronades and 2 long 12's), Master Commandant William Henry Allen, then standing close-hauled on the starboard tack, with the wind a moderate breeze from the south. The *Pelican* was on the weather-quarter of the *Argus*, bearing down under a press of sail to close her; nor did the latter make any attempt to escape, her

commander, who had been first lieutenant of *The United States* in her action with the *Macedonian*, being confident, as it afterwards appeared, that he could take any British 22-gun (as all the 18-gun brigs were called in America) sloop-of-war in ten minutes.

At 4.30 p.m., being unable to get the weather-gauge, the *Argus* shortened sail, to give the *Pelican* an opportunity of closing. At a few minutes before 6 p.m., St. David's Head east, distant about five leagues, the latter hoisted her colours. The *Argus* immediately did the same, and having wore round, at 6 p.m. opened her larboard-guns within grape distance, receiving in return the starboard broadside of the *Pelican*. In about four minutes Commander Allen was severely wounded, and the main braces, main spring-stay, gaff, and trysail-mast of the *Argus* were shot away. At 6.14 p.m. the *Pelican* bore up to pass astern of the *Argus*; but the latter, now commanded by Lieutenant W. H. Watson, adroitly threw all aback, and frustrated the attempt, bestowing, at the same time, an ineffectual raking fire. In four minutes more, having shot away her opponent's preventer-brace and maintopsail-tie, and deprived her of the use of her after-sails, the *Pelican* passed astern of, and raked the *Argus*, and then ranged up on the starboard quarter, pouring in her fire with destructive effect. The *Argus*, shortly after this, having had her wheel-ropes and running rigging of every description shot away, became entirely unmanageable, and again exposed her stern to the guns of the *Pelican*. The latter, soon afterwards, passing the broadside of the *Argus*, placed herself on the latter's starboard bow. In this position the British brig, at 6.45 p.m., boarded the American brig, and instantly carried her, although the master's mate of the *Pelican*, who led the party, received his death-wound from the *Argus's* fore-top just as he had stepped upon her gunwale. Even this did not encourage the American crew to rally; and two or three of the number, that had not run below, hauled down the colours.

On board the *Pelican*, one shot passed through the boatswain's and another through the carpenter's cabin. Her sides were filled with grape-shot, and her rigging and sails much injured; her fore-mast and main topmast were slightly wounded, and so were her royals, but no spar was seriously hurt. Two of her carronades were dismounted. Out of her 101 men (her second lieutenant among the absent) and 12 boys, the *Pelican* lost, besides the master's mate, William Young, slain in the moment of victory, 1 seaman killed, and 5 slightly wounded, chiefly by the American musketry and langridge; the latter to the torture of the wounded. Captain Maples had a narrow escape; a spent canister-shot struck, with some degree of force, one of his waistcoat buttons, and then fell on the deck. The *Argus* was tolerably cut up in her hull. Both her lower masts were wounded, although not badly, and her fore-shrouds on the sides very nearly all destroyed; but, like the *Chesapeake*, the *Argus* had no spars shot away. Several of her carronades were disabled. Out of her 122 men and 3 boys (to appearance, a remarkably fine ship's company), the *Argus* had 6 men killed; her commander, 2 midshipmen, the carpenter, and 3 seamen mortally, her first lieutenant and 5 seamen severely, and 8 others slightly wounded. Total: 6 killed and 18 wounded.

## COMPARATIVE FORCE OF THE COMBATANTS.

			<i>Pelican.</i>	<i>Argus.</i>
Broadside guns	{No. ...	...	9	10
	{lbs. ...	...	262	228
Crew in number ...	...	...	101	122
Size in tons ...	...	...	385	316

We will set the Americans a good example by freely admitting that there was here a slight superiority against them. But then, the *Pelican*, after she had captured the *Argus*, was in a condition to engage and make prize of another American brig just like her. The slight loss incurred on one side in this action is worth attending to, not only by

the boasters in the United States, but by the croakers in Great Britain.

Despatching his prize, with half her crew, including the wounded, and a full third of his own, in charge of the *Pelican's* first and only lieutenant, Thomas Welsh, to Plymouth, Captain Maples himself, with the *Pelican* and the remaining half of the prisoners, proceeded to Cork, to report his proceedings to Admiral Thornborough. On the 16th the *Argus* arrived at Plymouth; and soon afterwards Captain Maples was most deservedly posted, for the promptitude, skill, and gallantry which he had displayed.

1814.—January the 16th.

## CAPTURE OF TWO FRENCH FRIGATES BY REAR-ADMIRAL DURHAM.

ON the 20th of October, 1813, the two French 40-gun frigates, *Iphigénie* and *Alcmène*, Capitaines-de-frégate, Jacques-Leon Emeric and Alexandre Ducrest de Villeneuve, sailed from Cherbourg on a six month's cruise. They proceeded first off the Western Isles, and then to the coast of Africa, where they captured two Guineamen, laden with elephants' teeth, etc. After taking the most valuable parts of the cargoes, Captain Emeric burnt the ships. From Africa the *Iphigénie* and *Alcmène* sailed to the Canary Islands, in the vicinity of which they took six other prizes. On the 16th of January, at 7.am., when cruising off those islands, the two French frigates fell in with the British 74-gun ship, *Venerable*, Captain James Andrew Worth, bearing the flag of Rear-Admiral Philip Durham (on his way to take the chief command of the Leeward Islands), 22-gun ship, *Cyane*,

Captain Thomas Forrest, and prize-brig, *Jason*, a French letter-of-marque, captured 17 days before, and now, with two guns (having thrown 12 overboard in chase) and 22 men, in charge of Lieutenant Thomas Moffat, belonging to the *Venerable*.

¶ The two frigates, when first descried, were in the north-east; and the *Cyane*, the wind then blowing east-south-east, was ordered to reconnoitre them. Having shortened sail and hauled to the wind on the starboard tack, the *Cyane*, at 9 a.m., ascertained that they were strangers, and made a signal to that effect to the *Venerable*, who immediately went in chase. The chase continued throughout the day, so much to the advantage of the "74," that, at 6.15 p.m., the *Venerable* arrived within hail of the *Alcmène*, the leeward-most vessel. After having hailed twice in vain, the *Venerable* opened her guns as they would bear, when, immediately, the French frigate put her helm up, and under all sail, laid the British "74" on board, Captain Villeneuve, as was understood, expecting that his commodore, according to a previous arrangement, would second him in the bold attempt. Instead of that, however, the *Iphigénie* hauled sharp up, and left the *Alcmène* to her fate. A very short struggle decided the business, and before 6.45 p.m. the French colours were hauled down by the British boarders, headed by Captain Worth. The conflict, though short, had been severe, especially to the *Alcmène*, who, out of a crew of 319 men and boys, lost 2 petty officers and 30 seamen killed, and 50 officers and men wounded, including her gallant captain. The *Venerable's* loss consisted of 2 seamen killed and 4 wounded.

During the time that had thus elapsed, and the additional time required to shift the prisoners, and repair the trifling injury done to the 74's rigging by the frigate's attempt to board, the *Cyane* and *Jason* had gone in chase of the *Alcmène's* fugitive consort. At 10 p.m., the little *Jason*,

having outrun the *Cyane* in the chase, commenced firing at the *Iphigénie* with her two guns, both of which Lieutenant Moffat had now got on the brig's larboard side. Such was the slow sailing of the *Iphigénie*, or the unskilfulness of those who manœuvred her, that at 12.45 a.m., the *Cyane* (of all ships in the British navy) got near enough to open a fire from her bow guns, and received in return a fire from the frigate's stern-chasers, that cut her rigging and sails a good deal. At 4.30 a.m. of the 17th, the *Cyane* gallantly fired three broadsides at the French frigate, but soon found the latter too heavy for her, and dropped astern. At about 5.45 p.m., Captain Forrest, of the *Cyane*, despatched the brig in search of the Admiral, and continued his pursuit of the *Iphigénie*, who shortly afterwards hauled close to the wind on the larboard tack, and fired three broadsides at the *Cyane*, nearly all the shots of which, fortunately for the latter, either went over her masts or between them. At 9 a.m., the *Iphigénie* bore-up, and steered south-west, still followed by the *Cyane*.

The chase thus continued, the latter losing sight occasionally and again recovering it, during the remainder of the 17th, and the whole of the 18th and 19th. In the evening of the latter day the *Cyane* dropped astern, but the *Venerable* was now fast coming up, and at daylight, on the 20th (the *Cyane* then out of sight from her masthead), was within two miles of the French frigate. The *Venerable* immediately opened a fire from her bow guns, and received in return a fire from the stern and quarter guns of the *Iphigénie*. Having thrown overboard her boats, and cut away her anchors without effect, the latter discharged, at 8 a.m., her starboard broadside, and struck her colours. Neither the *Venerable* nor the *Iphigénie* appears to have suffered any loss from the other's fire, and the *Cyane*, whose gallantry and perseverance in the chase was so creditable to Captain Forrest, seems also to have escaped without loss. The same

good fortune attended the *Jason*, who, with her two guns (6-pounders probably), gave so good an earnest of what Lieutenant Moffat would have done had he commanded a vessel that mounted twenty. The *Iphigénie* and *Alcmène*, being nearly new frigates, were both added to the British Navy, the first under the name of *Gloire*, the latter under that of *Dunira*, afterwards changed to *Immortalité*.

### 1814.—March the 25th.

#### CAPTURE OF THE FRENCH FRIGATE, CLORINDE, BY H.M.S. EUROTAS, CAPTAIN JOHN PHILLIMORE.

On the 25th of March, in latitude 47° 40' north, longitude 9° 30' west, the French 40-gun frigate, *Clorinde*, Capitaine-de-frégate, René J. M. D. Legarde, was on her way to Brest, after a tolerably successful cruise. It was about 2 p.m., when standing close-hauled on the starboard-tack, with the wind south-west-by-south, that she was descried by the British 38-gun frigate, *Eurotas*, Captain John Phillimore, then on the former's weather-beam, steering by the wind on the larboard-tack. The *Eurotas* quickly bore up in chase, and at 2.30 p.m., the *Clorinde*, whose national character and force was by this time ascertained, also bore-up, under a press of sail. At 4 p.m., the wind shifted to the north-west and fell considerably; but the *Eurotas*, nevertheless, gained in the chase. About the same time the *Clorinde*, then not quite four miles distant in the east-north-east, suddenly shortened sail, and endeavoured to cross the hawse of her pursuers. This only hastened the junction, and at 4.45 p.m., the *Eurotas* fired a shot and hoisted her colours, as did also the *Clorinde*. At 5 p.m., having bore-up, the *Eurotas* passed under the stern of the *Clorinde*, and fired

her starboard broadside, then luffing up under the latter's quarter, the British frigate received so close and well-directed a fire, that in twenty minutes, just as she had reached the larboard bow of her antagonist, her mizzen-mast fell by the board over the starboard-quarter, as, nearly at the same time, did the fore-topmast of the *Clorinde*.

The French frigate then shooting ahead endeavoured to cross the bows of the *Eurotas*, with the intention of raking her. To evade this, and at the same time lay her antagonist on board, the *Eurotas* put her helm hard-a-port and luffed-up; but, being obstructed in her manœuvre by the wreck of the mizzen-mast, she could only pass close under the stern of the *Clorinde*, and pour in her larboard broadside. The two frigates again got side by side, and cannonaded each other with redoubled fury. At 6.20 p.m., the *Eurotas*, then close on her opponent's starboard-beam, had her mainmast shot away, and which, fortunately for her, fell over the starboard or unengaged quarter. Almost at the same instant, the mizzen-mast of the *Clorinde* came down. At 6.50 p.m., the two ships being nearly in the same relative position, the fore-mast of the *Eurotas* fell over the starboard-bow, and in a minute or two afterwards the mainmast of the *Clorinde* shared the same fate. The *Eurotas* was now quite, and the *Clorinde* very nearly, unmanageable. In this state the latter, at 7.10 p.m., when on the former's larboard-bow, set the remains of her foresail and her forestay-sail, and stood to the south-east, out of gun-shot.

Captain Phillimore, who, since the early part of the action, had been dangerously wounded in the shoulder by a grape-shot (the loss of blood from which, according to a published statement, had caused him to faint three times on deck), now consented to go below; and the command of the *Eurotas* devolved upon Lieutenant Robert Smith. The boat's masts were immediately stepped on the booms and the sails set, to endeavour, with a slight westerly breeze, to keep after the

enemy, still in the south-east. Meanwhile the wreck of the masts was cleared away, and preparations made for getting up jury-masts. Meanwhile the ship laboured much, owing to her dismasted state and a heavy swell from the westwards. By great exertions throughout the night, the *Eurotas*, by 5 a.m. of the 26th, got up a spare main-topmast for a jury-main-mast, and at 6.15 a.m. a fore-topmast for a jury-fore-mast, and a rough spar for a mizzen-mast; the *Clorinde* still preserving the same line of bearing as on the preceding evening, but having increased her distance to nearly six miles. At 11.30 a.m. the *Eurotas* spoke the English merchant schooner, *Dungarvan*, from Lisbon to Port-Glasgow, and requested her to keep between the former and the *Clorinde*, and, in the event of the *Eurotas* not overtaking the latter before night, to show a light and fire guns. At noon the *Eurotas* and *Clorinde* were about eight miles apart; but in so different a state with respect to ability to renew the action that, while the latter had only partially cleared away the wreck of her main and mizzen-masts, the former had jury-courses, topsails, stay-sails, and spanker set, going with a northerly wind six and a-half knots through the water, and evidently gaining in the chase.

But that at this moment, as Captain Phillimore well observes, "to the great mortification of every one on board," two sail were descried on the lee-bow. The nearest of these was the British 36-gun frigate, *Dryad*, Captain Edward Galwey; the other the 16-gun brig-sloop, *Achates*, Captain Isaac H. Morrison. At about 1.15 p.m., the *Dryad* having neared the *Clorinde*, the latter hoisted French colours aft and English forward, and despatched a boat to the former, who shortened sail and hove-to to receive it. The purport of Captain Legarde's communication, as it has appeared in print, was to require terms before he should surrender. The doubt expressed by the French officer, as to the ship in sight to-windward being that which had reduced the *Clorinde*

to such a state, was far from unreasonable; considering that, not only had a night intervened, but the ship now seen was masted, rigged, and under sail, while the ship engaged the evening before had been left as bare as a hulk. The French lieutenant was quickly sent back to the *Clorinde* to get ready her "resources," and the *Dryad* filled and stood towards her, to give her an opportunity of trying the effect of them. At 1.35 p.m., having placed herself on the *Clorinde's* quarter, the *Dryad* fired one shot into her; when the French frigate, very properly, hauled down her colours, and was taken immediate possession of without the terms demanded. At this time the *Eurotas* was between four and five miles off to-windward, and the *Achates* about the same distance to-leeward.

Out of a complement of 330 men and boys, the *Eurotas* had 2 midshipmen, 1 first-class volunteer, 13 seamen, 4 marines, and 1 boy killed; her commander (very severely), 1 lieutenant of marines, 1 midshipman, 30 seamen, and 6 marines wounded; total, 21 killed and 39 wounded. The *Clorinde*, out of her complement of 344 men and boys, had 30 officers and men killed, and 40 wounded.

## COMPARATIVE FORCE OF THE COMBATANTS.

				<i>Eurotas.</i>	<i>Clorinde.</i>
Broadside guns	{No. ... ..	...	...	23	22
	{lbs. ... ..	...	...	601	463
Crew in number ...	...	...	...	330	344
Size in tons ...	...	...	...	1,084	1,083

Had the *Eurotas* been armed the same as the generality of her class this would have been a tolerably fair match; but the former's 24-pounders destroyed the equilibrium. Yet, with a distance that would even carronades, the 24-pounders did not do so much execution, in proportion to the time they were acting, as had been done on many occasions by an equal number of 18's. The ship, it is true, had not been quite ten months in commission; but even that was

long enough for the men to have been taught a few practical rules of gunnery. Deficient as the crew of the *Eurotas* may have been at their guns, they were by no means so at the various other duties of their calling. The quickness with which the seamen refitted the ship was as great a proof of their spirit as it was of their skill; and, contrasted with the evidently unprepared state of the *Clorinde*, 18 hours after the battle, showed, in a very clear manner, the superiority of a British over a French crew. It was the capability to go ahead and manœuvre, thus given, that would again, in a very short time, have brought the *Eurotas* alongside the *Clorinde*; and it was a perfect readiness to renew the action, with, owing to the preceding day's two hours' practice at the guns, an actual increase of power, that would have made the *Clorinde* the prize of the *Eurotas*, even had the *Dryad* not interposed her unwelcome presence. This act of the *Dryad's*, although it certainly robbed the *Eurotas* of her trophy, went a very little way towards dignifying the surrender of the *Clorinde*. The latter, as we have seen, did not fire a shot to the one fired by the *Dryad*; and it is a question if, with the *Achates* alone (a brig which, on a former occasion, had shown that she was not to be daunted by a French frigate, even with more than one mast standing), the same result would not have happened. No imputation, however, can rest upon M. Legarde. In the action of the preceding day he had fought his ship not only in a very gallant, but in a very skilful manner, as the dismasted state of the *Eurotas*, and her loss in killed and wounded, sufficiently testified.

On her arrival at Portsmouth, whither she was towed by the *Dryad* (which, after some litigation, as having been the actual captor, got the whole of the head money), the *Clorinde* became added to the Navy, under the name of the *Aurora*.

1814.—*March the 27th.*

CAPTURE OF THE FRENCH FRIGATE, ETOILE, BY H.M.S.  
HEBRUS, CAPTAIN E. PALMER.

ON the 26th of March, at about 9 a.m., the two French frigates, *Etoile* and *Sultane*, the latter with a jury mainmast and jury topmasts, and the former with her masts so damaged that they would only bear double-reefed topsails, when about 12 leagues to the north-west of the Isle de Bas, steering for Saint Malo, in thick weather, with a moderate breeze at south-west, fell in with the British 36-gun frigate *Hebrus*, Captain Edmund Palmer, and 16-gun brig-sloop, *Sparrow*, Captain Francis Erskine Loch. The latter was so near to the French frigates that, in crossing them, she received 7 or 8 shots from each, which greatly damaged her rigging and sails, killed her master, and wounded 1 seaman. The brig now tacked towards the *Hebrus*, who was on her weather quarter, standing on the larboard tack. The latter, as she passed the French frigates to-windward, on the opposite tack, exchanged distant broadsides with them, and fired her weather, or larboard guns, as a signal to her consort, the 74-gun ship, *Hannibal*, Captain Sir Michael Seymour, Bart. At 9.30 a.m., the *Hebrus* again tacked, and in 10 minutes afterwards, on the fog clearing, observed the *Hannibal* coming down under a press of canvass. At 10 a.m., being joined by the 74, the *Hebrus* crowded sail after the French frigates, then bearing from her south-east-by-east, distant about 4 miles. At 11 a.m., the wind suddenly shifted to north-north-west, and blew very fresh. On this the two French frigates, finding their

pursuers rapidly approaching, separated, the *Sultane* changing her course to east-by-north, and the *Etoile* hauling up to south-east. Directing by signal the *Hebrus*, as the best sailing ship, to chase, in company with the *Sparrow*, the seemingly most perfect ship, the *Hannibal* herself went in pursuit of the other.

At 2 p.m. the *Hebrus* lost sight of the *Hannibal* and *Sultane*, and at 5 p.m., the *Sparrow*, the *Etoile* then bearing south-east-by-east, about 3 miles distant. Soon afterwards the *Etoile* gradually hauled up to east-north-east, and was still gained upon by the *Hebrus*. About midnight the former reached the Race of Alderney, when the wind getting more northerly, the *Hebrus* came up fast, and took in her studding sails. At 1.35 a.m., of the 27th, the *Etoile*, having run the length of Pointe-Jobourg, was obliged to attempt rounding it, almost within wash of the breakers. At 1.45 a.m., while, with her courses hauled-up, the *Hebrus* followed close upon the larboard quarter of the *Etoile*; as she wore round the point, the latter opened a fire upon the former's starboard bow. This fire the *Hebrus* quickly returned within pistol-shot distance, running athwart the stern of the *Etoile*, to get between her and the shore, so close that her jib-boom passed over the French ship's taffrail. The *Hebrus* was now in 8 fathoms water, with the land within musket-shot on her starboard beam. At 2.20 p.m., the *Etoile*, while crossing the bows of the *Hebrus*, to get again inside of her, shot away the latter's fore-topmast and fore-yard, and crippled her mainmast and bowsprit, besides doing considerable injury to her rigging, both standing and running. It had been nearly calm since the commencement of the action; but at 3 p.m. a light breeze sprung up from the land. Taking advantage of this, the *Hebrus* succeeded in pouring several raking fires into her antagonist, and, at 3.45 p.m., shot away her mizzen-mast by the board. At 4 p.m. the *Etoile* ceased firing, and, after a

close and obstinate combat of two hours and a quarter, hailed to say that she had struck. No sooner was possession taken of the prize than it became necessary to get both ships' heads off the shore, as well to prevent them from grounding as to get beyond reach of a battery, which, having been unable in the darkness of the morning to distinguish one frigate from the other, had been annoying them both with its fire. The tide, fortunately, set the ships round Pointe-Jobourg; and at 7 p.m., they anchored in Vanville bay, about 5 miles from the shore.

Although the principal damages of the *Hebrus* were in her masts and rigging, her hull had not wholly escaped, as is evident from her loss, which, out of a crew of about 284 men and boys, amounted to 1 midshipman and 12 seamen killed, and 20 seamen, 2 marines, and 3 boys wounded, 4 of the number dangerously, and 6 severely. The *Etoile's* principal damages lay in her hull, which had been extremely shattered, leaving her at the close of the action with 4 feet water in the hold. Her loss, in consequence, out of 315 men and boys, amounted to 40 killed and 73 wounded.

## COMPARATIVE FORCE OF THE COMBATANTS.

				<i>Hebrus.</i>	<i>Etoile.</i>
Broadside guns	{ No. ... ..	...	...	21	22
	{ lbs. ... ..	...	...	467	463
Crew in number	...	...	...	284	315
Size in tons	...	...	...	936	1,060

Even with the bare figures, as they stand, having in recollection what had previously been done, we should not feel disposed to go quite the length of saying, with Admiral Sir Richard Bickerton in his despatch, that the action of the *Hebrus* and *Etoile* "will stand amongst the most brilliant of the frigate actions in the records of our country." It would be hard to consider the *Etoile*, who had fought a long and severe action with an equal opponent, as a fresh ship; and even her stock of ammunition must have suffered a consider-

able diminution. The thing, however, was gallantly done on the part of Captain Palmer, his officers and ship's company; nor must we omit to mention that Captain William Sargent, of the Navy, who was a passenger on board the *Hebrus*, evinced great skill and intrepidity, as is very handsomely acknowledged by Captain Palmer in his official letter.

The *Hannibal* was not long in overtaking the disabled frigate of which she went in chase. At 3.30 p.m. on the 26th, the *Sultane* hoisted her colours and fired again. At 4.15 p.m., having received 2 chase shots from the *Hannibal*, as an earnest of what would presently follow, the French frigate, keeping away a little, discharged her starboard broadside and surrendered. Both the *Etoile* and *Sultane*, being new frigates, were added to the British Navy; the latter in her own name, the former under the name of *Topaze*: and the first lieutenant of the *Hebrus*, Robert Milborne Jackson, who, besides his good conduct in the action, had some difficulty in getting his prize into port, was deservedly made a commander.

### 1814.—*March the 28th.*

CAPTURE OF THE AMERICAN FRIGATES, ESSEX AND ESSEX JUNIOR,  
BY H.M.S. PHOEBE, CAPTAIN JAMES HILLYAR, AND THE  
CHERUB, COMMANDER TUCKER.

ON the 28th of March, the American 32-gun frigate, *Essex*, Captain David Porter, and the *Essex Junior*, mounting 20 guns (10 long 6-pounders, and 10 18-pound carronades, Lieutenant John Downes in command, put in practice a well-concerted plan of freeing themselves from the further annoyance of their watchful enemy. It was the intention of Captain Porter, as he himself states, to allow the British 36-gun frigate, *Phœbe*, Captain James Hillyar, accompanied by the 18-gun ship-sloop, *Cherub*

Commander Thomas Tudor Tucker, to chase the *Essex* out of the Bay of Valparaiso, in order to afford the *Essex Junior* the opportunity of getting to sea; and the two American ships having escaped, were to effect their junction at the Marquesas. The wind being, as it usually is, to the southward, any scheme that would draw the two British ships to the north-east or the lee-side of the bay, could not fail to favour the escape of the two American ships. Accordingly, from about midnight to past 1 o'clock in the morning of the 28th, a quantity of blue lights and rockets were burnt and thrown up in the north-east and north. The *Phœbe* and *Cherub*, as may be supposed, signalled in that direction; but, finding no answer to the lights they hoisted, Captain Hillyar suspected who were the makers of the signals, and again hauled to the wind. Daylight found the two American ships at their moorings, and the two British ships rather too close to them to justify the former in attempting their escape.

A fresh south-south-east wind now blew, and so increased towards 3 p.m. that at that hour the *Essex* parted her larboard cable and dragged her starboard anchor out to sea. Sail was presently set upon the ship; and Captain Porter, seeing a prospect of passing to-windward of his two opponents, began to chuckle at his good fortune in having been blown out of the harbour. Just, however, as the *Essex* was rounding the point at the west end of the bay that would have set her free, a heavy squall struck the ship and carried away her main-topmast. The *Essex* now bore up, followed by both British ships, and at about 3.40 p.m. anchored within half a mile of the shore, in a small bay about a mile to the eastward of Point Caleta; having one of her motto-flags at the fore, and the other at the mizzen top-gallant masthead, with two American ensigns, one at the mizzen-peak, and the other lashed in the main rigging. Not to be outdone in decorations, the two British ships hoisted their motto-flags with a handsome display of ensigns and union jacks.

At 4 p.m., when the *Phæbe* was standing towards the starboard quarter of the *Essex*, at about a mile distant, a squall from the land caused the ship to break off, and prevented her from passing, as had been Captain Hillyar's intention, under the American frigate's stern. At 4.10 p.m., having pitched as near as the wind would permit, the *Phæbe* commenced firing her starboard guns; but with very little effect, owing to the great distance. In five minutes more, the *Cherub*, who lay on the *Phæbe's* starboard-quarter, opened her fire; the *Essex* returning the fire of both ships with 3 long 12-pounders run out of her stern ports. At 4.30 p.m. the two British ships, being very near the shore, ceased firing, and wore round on the larboard tack. While the *Phæbe* was wearing, a shot from the *Essex* passed through several folds of her mainsail as it hung in the brails, and prevented it from being reset in the strong wind which was then blowing. Her jib-boom was also badly wounded, and her fore, main, and mizzen-stays shot away. Having, besides increasing her distance by wearing, lost the use of her jib, mainsail, and main-stay, the *Phæbe* was now at too great a distance to fire more than one or two random shots. At 4.40 p.m., the *Phæbe* tacked towards the *Essex*, and Captain Hillyar soon afterwards informed Captain Tucker, by hailing, that it was his intention to anchor, but that the *Cherub* must keep under way.

On closing the *Essex*, at 5.35 p.m., the *Phæbe* re-commenced her fire from her bow guns, which was returned by the former, the weather at this time nearly calm. In about twenty minutes, the *Essex* hoisted her flying-jib, cut her cable, and under her fore-sail and fore-topsail, endeavoured to run on shore. This exposed her to a tolerably warm cannonade from the *Phæbe*; but the *Cherub*, owing to the baffling winds, was not able to get near. Just as the *Essex* had approached the shore within musket-shot, the wind shifted from the land, and paid her head down upon the *Phæbe*.

This not being very comfortable to Captain Porter, the *Essex* let go an anchor, and came to within about three-quarters of a mile of the shore. The object now was to get the specie and other valuables in the ship removed on shore, and, as the boats of the *Essex* had been nearly all destroyed, it was considered fortunate that Lieutenant Downes was present with three boats from the *Essex Junior*. A portion of the British subjects belonging to the crew took this opportunity of effecting their escape; and others, alarmed by Captain Porter's report that "flames were bursting up each hatchway"—flames, of which not a trace could afterwards be discovered—leaped overboard to endeavour to reach the shore. In the midst of all this confusion, at about 6.20 p.m., the *Essex* hauled down her numerous flags, and was taken possession of just in time to save the lives of 16 of her men, who were struggling in the water; 31 appear to have perished, and between 30 and 40 to have reached the shore.

The damages of the *Phæbe* were trifling. She had received seven 32-pound shots between wind and water, and one 12-pound shot about three feet under water. Her main and mizzen-masts, and her sails and rigging, were rather seriously injured. Out of her crew of 278 men and 22 boys, total 300, the *Phæbe* had her first lieutenant and 3 seamen killed, 4 seamen and marines severely, and 3 slightly wounded. The *Cherub's* larboard fore topsail sheet was shot away, and replaced in five minutes; several of her lower shrouds were cut through, also the main-topmast staysail, and most of the running rigging, and three or four shots struck her hull. One marine killed, her commander severely, and 2 marines slightly wounded, were all the loss which that ship sustained, making the total loss on the British side 5 killed and 10 wounded.

The damages of the *Essex* were confined to her upper works, masts, and rigging. Out of a crew of 260 men (at

the least) and 5 boys, the *Essex*, as far as is borne out by proof (the only safe way where an American is concerned), had 24 men killed, including 1 lieutenant, and 45 wounded, including 2 acting-lieutenants and the master; but Captain Porter, thinking, by exaggerating his losses, both to prop up his fame and account for the absentees of his crew at the surrender, talks of 58 killed and mortally wounded, 39 wounded severely, and 27 slightly. How, then, did it happen that 23 dead (Lieutenant Wilmer had been previously knocked overboard and drowned) were all that were found on board the *Essex*, or that were reported as killed to the British? As only 42 wounded were found on the *Essex*, and only 3 were acknowledged to have been taken away by Lieutenant Downes, what became of the remaining 21? The loss, too, as we have given it, is quite as much as, from the damages of the *Essex*, one might imply that she had sustained; but it is Captain Porter who has made these extraordinary statements, therefore no more need be said about them.

For having done what was done, no merit is claimed by the two British captains. They had heard so much of American prowess that they expected little short of being blown out of the water, and yet, after the *Essex* had struck, the *Phæbe*, without the assistance of the *Cherub*, was ready to tackle another American frigate of the same force.

### 1815.—January the 15th.

CAPTURE OF THE AMERICAN SHIP, PRESIDENT, BY H.M.S. ENDYMION, CAPTAIN HENRY HOPE.

The British squadron that, towards the close of the year 1814, cruised off the port of New York, consisted, besides

the *Majestic*, 56, Captain John Hayes, and the *Endymion*, 40, Captain Henry Hope, of the 38-gun frigate *Pomone*, Captain John Richard Lumley. On the 13th of Jan., 1815, Captain Hayes was joined by the 38-gun frigate, *Tenedos*, Captain Hyde Parker. Although at that time close off the Hook, and in sight of the American squadron at anchor near Staten Island, the British ships were the same evening blown off the coast by a violent snowstorm. On the next, the 14th, the weather became more moderate; but the wind blowing fresh from west-north-west, the squadron could not get in with the Hook. Having no doubt that the American, Commodore Decatta, would take advantage as well of the favourableness of the wind as the absence of the British squadron, Captain Hayes, in preference to closing the land to the southward, stood away to the northward and eastward, with the view of taking a station on the supposed track of the American squadron on its way out, and, singular enough, at the very instant of arriving at that point, about an hour before daylight on the morning of the 15th, Sandy Hook bearing west-north-west fifteen leagues, the principal object of search to all the British captains made his appearance very near them.

Considering the chance of escape greater by taking a separate departure with the ships of his squadron, Commodore Decatta, on the afternoon of the 14th, weighed and put to sea, with the *President* and brig *Macedonian*, having left directions for the *Peacock*, *Hornet*, and *Tom Bowling* to join him at the island of Tristan d'Acunha. Owing partly to a mistake in the pilots, and partly to the ship's increased draught of water from the quantity of stores on board of her, the *President*, at about 8.30 p.m., struck on the bar, and did not get off for an hour and a half. Having, besides some trifling damages to her rudder, shifted her ballast and got herself out of trim, the *President* would have put back, but the strong westerly wind prevented her. Accompanied by

the brig, the American frigate now shaped her course along the shore of Long Island for 50 miles, then steered south-east-by-south, until at 5 o'clock a.m. she encountered the *Majestic* and her companions, three of the ships right ahead. Hauling up, the *President* passed about two miles to the northward of these, and at daylight found herself chased, as Commodore Decatta says, by "four" ships; the *Majestic* about five miles astern of her, the *Endymion* a little further in the same direction, the *Pomone* six or eight miles on the larboard, and the *Tenedos* barely, if at all, in sight, on the starboard quarter. The *Tenedos*, indeed, having parted from her squadron the preceding evening, was taken for a second enemy's ship, and Captain Hayes ordered the *Pomone*, by signal, to bear away in chase of her: consequently, the *President*, at first, was pursued by the *Majestic* and *Endymion* alone.

These and the American frigates were soon under all sail, steering about east-by-north, with the wind now at north-west-by-north. At 6.30 a.m. the *Majestic* fired three shots at the *President*, but owing to the distance, without effect, nor, for the same reason, probably, were they returned. Towards noon the wind decreased, and the *Endymion*, in consequence, began to leave the *Majestic* and gain upon the *President*. At 1.15 p.m. the latter commenced lightening herself by starting the water, cutting away the anchors, throwing overboard provisions, spare spars, boats, and every article of the sort that could be got at. She also kept her sails constantly wet from the royals down. At 2 p.m. the *President* opened a fire from her stern guns at the *Endymion*, which the latter, at 2.30 p.m., returned with her bow-chasers. In nine minutes afterwards, a shot from the *President* came through the head of the larboard fore-lower-studding-sail, the foot of the mainsail, and the stern of the barge on the booms, and going through the quarter-deck, lodged on the main-deck, without doing any other damage. Towards 5 p.m.,

owing to the advance of the *Endymion* on her starboard-quarter, the *President* luffed occasionally to bring her stern guns to bear, and was evidently much galled, whereas, the greater part of her shots passed over the *Endymion*.

At 5.30 p.m. the *Endymion*, having, for the last 20 minutes, maintained a position within half point-blank-shot on the quarter of the *President*, the latter brailed up her spanker and bore-away south, to bring her antagonist upon her beam, and endeavour to effect her escape to-leeward. Putting her helm hard a-weather, the *Endymion* met the manœuvre, and the two frigates came to close action in a parallel line of sailing. At 6.4 p.m., the *President* commenced with musketry from her tops, and the *Endymion* returned the fire with her marines. The latter hauled-up occasionally to close her antagonist, without losing the bearing of her broadside. The two ships were now not more than half musket-shot apart; the *Endymion*, with her rigging and sails considerably cut, and the *President*, with the principal part of her damage in the hull, as betrayed by the slackened state of her fire.

At 6.40 p.m. the *President* hauled-up, apparently to avoid her opponent's fire. The *Endymion*, profiting by this, poured in two raking broadsides; then hauled-up also, and again placed herself on the *President's* starboard quarter. At 7.15 p.m., the *President* shot away the *Endymion's* boat from her larboard quarter; also her lower and main top-gallant studding sails. From 7.15 p.m. to 7.25 p.m. the *President* did not return a shot to the vigorous fire still kept up by the *Endymion*. Recommencing then, the former shot away the latter's main-topmast studding-sail and main brace, and at 7.32 p.m., hauled suddenly to the wind, as if to try the strength of her antagonist's masts. Having no fear for these, the *Endymion* trimmed sails, and, hauling-up, bestowed another raking fire, to which the *President*, now evidently much shattered, replied with a discharge from one stern gun. In 10 minutes the American frigate kept more away, firing at intervals, and at 7.58 p.m.

ceased altogether, and showed a light. Conceiving that the *President* had struck, the *Endymion* also ceased firing, and began to bend new sails, her present ones having been cut into ribands by the *President's* bar and chain shot, one of which had torn away twelve or fourteen cloths of her fore-sail, stripping it almost from the yard.

While the *Endymion* was thus compelled to drop astern, the *President* continued her course to the eastward, under a crowd of sail, much relieved, no doubt, by the absence of the former. At 11.15 p.m., the *Pomone* gained a position upon her starboard quarter, and, luffing-up, fired her starboard broadside, but without effect. The *President* immediately shortened sail, and luffed-up also, as if to return a broadside, into the *Pomone*. Instead of that, however, the American frigate hailed that she had surrendered, and hoisted a light in her mizzen-rigging. Not hearing the hail, and mistaking the object of the light, the *Pomone* fired a second broadside, acknowledged to have been as ineffectual as the first. On this, the *President* luffed-up still more, as if to lay the *Pomone* on board, and instantly hauled down the light, again hailing that she had surrendered. At this time the *Tenedos*, who had been hailed by the *Endymion*, and informed that the only two boats she had on board were destroyed, ranged up on the *President's* starboard side, and, hailing, was answered "The American frigate, *President*; we have surrendered." Captain Parker immediately sent his boat and took possession; as did also, nearly at the same time, Captain Lumley, of the *Pomone*. The *Endymion* having, in the short space of fifty-five minutes, besides repairing her running rigging, bent new courses, main-topsail, jib, fore-topmast staysail and spanker, and trimmed them to the wind, went again in chase at a few minutes before 9 p.m., as fresh as when she began the action. At 9.4 p.m. the *Endymion* was hailed as just mentioned by the *Tenedos*, and was not very far behind her at 11.30 p.m., when the *President* struck.

The principal damages sustained by the *Endymion* have already been detailed. Her fore top-mast was struck badly, but none of her other masts in any serious degree. Out of 319 men and 27 boys, the *Endymion* had 10 seamen and 1 sergeant of marines killed, and 12 seamen and 2 marines wounded. If the high firing of the *President* displayed its effects in the disordered state of the rigging and sails of the *Endymion*, the low firing of the *Endymion* was equally conspicuous in the shattered condition of the hull and lower masts of the *President*. The starboard side of the ship was riddled from end to end. Almost every port-sill and port-timber, both on the main and quarter-decks, exhibited marks of shots. Three shots had entered the buttock, one of which passed into the after magazine. Several shots had entered between wind and water, and some under water, which had cut the knees and timbers much. A great many shots had also passed through the ship, between the main and quarter-decks, and in the waist; but, as a proof of the slight effect of the *Pomone's* fire, one shot only had entered on the larboard side: it passed through at the tenth port, and carried away the upper sills, clamp, and diagonal knees. With so many shot holes in her hull, it will not be surprising that the ship, when she surrendered, had six-feet water in the hold. Five or six of her guns were completely disabled. Out of 465 men and 4 boys (many British among the former, and, altogether, as fine a ship's company as ever was seen) the *President* had 3 lieutenants and 32 petty officers, seamen and marines killed, her commander (in the nose), master, 2 midshipmen and 66 seamen and marines wounded; total, 35 killed and 70 wounded.

## COMPARATIVE FORCE OF THE COMBATANTS.

			<i>Endymion.</i>	<i>President.</i>
Broadside guns	{ No. ...	...	24	28
	{ lbs. ...	...	664	870
Crew in number	...	...	319	465
Size in tons	...	...	1,277	1,533

Here we have a view of the "equal force," which Commodore Decatta told his countrymen he had "completely beaten." The ample details already given, in which the relative condition of the two ships after the action is particularly described, have shown, beyond doubt, which was the beaten ship.

### 1816.—August the 27th.

#### ADMIRAL LORD EXMOUTH'S VICTORY AT ALGIERS.

HAVING brought to a close the wars of civilized nations, we have now to record the particulars of a decisive battle fought against barbarians. The atrocities committed on defenceless Christians at Bona, near Algiers, having at length roused the vengeance of Britain, an expedition, of a suitable magnitude, was prepared to act against the forts and shipping of Algiers, and the command was entrusted to a most able officer, Admiral Lord Exmouth, who had already compelled the Dey of Tunis to sign a treaty for the abolition of Christian slavery, and had restored 1,792 of these to freedom.

On the 28th of July, at noon, the fleet, consisting of five sail-of-the-line and 14 smaller ships of war,\* also a naval

\* The *Queen Charlotte*, 100 guns, Admiral Lord Exmouth, G.C.B., and Captain James Brisbane, C.B.; the *Impregnable*, 98, Rear Admiral David Milne and Captain Edward Brace, C.B.; the *Superb*, 74, Captain Charles Ekins; the *Albion*, 74, Captain John Coode; the *Minden*, 74, Captain William Paterson; the *Leander*, 50, Captain Edward Chatham, C.B.; the *Glasgow*, 40, Captain The Honourable Anthony Maitland; the *Severn*, 40, The Honourable Frederick William Aylmer; the *Granicus*, 36, Captain William Furlong Wise; the *Hebrus*, 36, Captain Edmund Palmer, C.B.; the *Heron*, 18, Captain George Bentham; the *Mutine*, 18, Captain James Mould; the *Britomart*, 10, Captain Robert Riddell; the *Cordelia*, 10, Captain William Sargent; the *Jasper*, 10, Captain Thomas Carew; the *Beelzebub*, bomb-ship, Captain William Kempthorne; the *Fury*, bomb-ship, Captain Constantine R. Moorsom; the *Hecla*, bomb-ship, Captain William Popham; the *Infernal*, bomb-ship, Captain The Honourable George James Perceval.

transport, a sloop with ordnance stores, and a despatch vessel, weighed from Plymouth Sound, with a fine northerly wind. At 5 p.m., when the fleet was off Falmouth, the *Minden* was directed to hasten on to Gibraltar, in order that everything might be in readiness for the expedition.

On the 9th of August, at 2 p.m., Lord Exmouth anchored with his fleet in Gibraltar Bay, and found lying there, along with the *Minden*, that had arrived only on the preceding night at 11 o'clock, a Dutch squadron of 5 frigates and a corvette, under the command of Vice-Admiral Van-De-Cappellen;\* who, on being apprized of the object of the expedition, solicited and obtained leave to co-operate in the attack.

No time was lost in sending on shore all articles of useless lumber, and in getting on board fresh supplies of provisions and ordnance stores, it being the admiral's intention to sail on the 12th. On the 11th, however, a strong levanter set in, and, continuing over the 12th, kept the fleet from moving. On the 13th, the 18-gun brig-sloop, *Satellite*, Captain James Murray, arrived from Algiers; and on this day every captain in the fleet received a plan of the fortifications of the place, with full instructions as to the intended position of his ship. On the 14th, early in the forenoon, the wind having shifted to the southward, the Dutch squadron, and the whole British fleet, except the *Saracen*, left behind, and the *Jasper* sent to England with despatches, consisting altogether of 23 ships and brigs, 5 gun-boats, and an ordnance-sloop, fitted as an explosion-vessel, weighed and stood into the Mediterranean. On the 16th, early in the afternoon, just as the fleet had got within 200 miles of Algiers, the wind shifted to the eastward;

\* This squadron was composed of the *Melampus*, 40, Vice-Admiral Baron T. Van-De-Cappellen, and Captain A. W. De Man; *Frederica*, 40, Captain J. A. Van-der-Straaten; *Diana*, 40, Captain Petrus Zievoegel; *Amsted*, 40, Captain W. A. Vanderhart; *Dageraad*, 40, Captain J. M. Polders; and *Eendragot*, 18, Captain J. F. C. Wardenburg.

and in the evening the 16-gun ship-sloop, *Prometheus*, Captain William Bateman Dashwood, joined company direct from the port, having on board the wife, daughter, and infant child of the British Consul, Mr. M'Donell. The two former, disguised in midshipmen's clothes, had with great difficulty been brought off; but, owing to the treachery of Mrs. M'Donell's Jew nurse, the infant, while on its way to the boat, concealed in a basket, was detained by order of the Dey; as were also the surgeon of the *Prometheus*, 3 midshipmen, and the remainder of the crew of two boats, consisting in all of 18 persons. "The child," says Lord Exmouth, "was sent off the next morning by the Dey; and as a solitary instance of his humanity, it ought to be recorded by me." The Consul himself was put in irons and confined in a small room on the ground floor of his house: nor could the most urgent remonstrances on the part of Captain Dashwood induce the Dey to release his prisoners.

Captain Dashwood confirmed all that the admiral had previously learnt about the preparations making by the Algerines to resist his attack; of which they had received intelligence, chiefly, as was suspected, from the French 40-gun frigate, *Ciotat*, then at anchor in the bay. It appeared also that about 40,000 men had been marched down from the interior, and all the Janissaries called in from the distant garrisons. The ships, consisting of four frigates, mounting 44 guns each, five large corvettes, mounting from 24 to 30 guns, and between 30 and 40 gun and mortar boats, were all in port. The fortifications of Algiers, for so small a place, were of considerable strength.

Upon the various batteries on the north side of the city, including a battery over the north gate, were mounted about 80 pieces of cannon, and six or eight heavy mortars, but the shoalness of the water would scarcely admit a heavy ship to approach within reach of them; and between the north wall of the city and the commencement of the pier

(about 250 yards in length) that connects the town with the lighthouse, were about 20 guns more; the greater part of them similarly circumstanced. At the north projection of the mole stood a semi-circular battery, of two tiers of guns, about 44 in all; and to the southward of that, and nearly in a line with the pier, was the round or lighthouse battery, of 3 tiers of guns, 48 in all. Then came a long one, also of 3 tiers, called the eastern battery, mounting 66 guns. This was flanked by 4 other batteries, of 2 tiers each, mounting altogether 60 guns; and on the south head of the mole were two large guns, represented to be 68-pounders and nearly 20 feet long; so that the different batteries on the whole mounted at least 220 guns; consisting, excepting in the case just mentioned, of 32, 24, and 18-pounders. South-west of the small pier that projects from the city to form the entrance of the mole, or harbour, and bearing due west from South-mole-head, distant about 300 yards, was the fish-market battery, of 15 guns, in 3 tiers. Between that and the southern extremity of the city were two batteries of four or five guns each. Beyond the city, in this direction, was a castle and two or three other batteries, mounting between them 60 or 70 guns. Besides all the batteries we have enumerated, and which constituted the sea defences of the port, there were various others at the back of the city, and on the heights in its environs; indeed, the whole of the guns mounted for the defence of Algiers, by sea and land, are represented to have exceeded 1,000.

Having to beat against a head wind until towards midnight on the 24th, when it shifted to the south-west, the fleet did not make Cape Cazzina, a high promontory about 55 miles to the westward of Algiers, of the bay of which it forms the northern point, until noon on the 26th, nor gain a sight of the city until daybreak on the 27th. The ships at this time lying nearly becalmed, Lord Exmouth took the opportunity of despatching Lieutenant Samuel Burgess, in

one of the *Queen Charlotte's* boats, towed by the *Severn*, to demand of the Dey certain conditions, of which the following is the substance: the abolition of Christian slavery; the delivery of the Christian slaves in the kingdom of Algiers; the repayment of all the money that had recently been exacted for the redemption of Neapolitan and Sardinian slaves; peace with the King of the Netherlands; and the immediate liberation of the British Consul and the two boats' crews of the *Prometheus*. At 9 a.m., the calm retarding the progress of the frigate, the boat, by signal from the *Queen Charlotte*, pulled for the shore, carrying a flag of truce. On arriving opposite the mole, at 11 p.m., the boat was met by one from the shore, in which was the captain of the port. The demand was presented, and an answer promised in two hours. Meanwhile, a breeze having sprung up from the sea, the fleet stood into the bay and lay-to about a mile from the city.

At 2 a.m., no answer returning, Lieutenant Burgess hoisted the signal to that effect, and pulled out towards the *Severn*. The *Queen Charlotte* immediately made the signal to know if all the ships were ready. Almost at the same moment every ship had the affirmative flag at her mast-head, and the fleet bore up to the attack in the order prescribed. At 2.35 a.m., the *Queen Charlotte* anchored with springs about 50 yards from the mole-head. Just as the British three-decker was in the act of lashing herself to the main-mast of an Algerine brig fast to the shore at the mouth of the mole or harbour, and towards which Lord Exmouth had directed his ship to be steered as the guide to the position, a shot was fired at the *Queen Charlotte*; and almost at the same instant two other shots were fired from the opposite end of the mole at the *Impregnable* and ships near her, as they were advancing to their stations. Scarcely had these three guns been discharged than the *Queen Charlotte* (Lord Exmouth, with characteristic humanity, having previously

waved his hand to a crowd of 200 or 300 people, that stood on the parapet of the mole unconsciously gazing on the immense floating body so near to them), opened her starboard broadside. Thus the action commenced, each ship taking a part in it the instant she could bring her guns to bear.

Next ahead of the *Queen Charlotte*, or, rather, upon her larboard bow, lay the *Leander*, with her after guns bearing upon the mouth of the mole, and her foremost ones upon the fish-market battery. Ahead of the *Leander* was the *Severn*, with her after guns bearing on the fish-market battery, and her foremost ones on the batteries between it and the southern walls of the city. Close astern of the *Queen Charlotte* was the *Glasgow*; and at the distance of about 250 yards from the former (bearing rather upon her starboard quarter), and within very few yards of her allotted station, was the *Superb*, with her broadside bearing upon the 60-gun battery, next to that on the mole-head. Close astern of the *Superb*, in a north-easterly direction, the *Impregnable* and *Albion* were to have taken their stations in line ahead; but the *Impregnable*, not being, when the firing commenced, sufficiently advanced, was obliged to bring-to considerably outside, not only of her proper station, but of the line of bearing (about south-east from the south angle of the eastern battery), within which the attacking force had been ordered to assemble. The *Impregnable* thus lay exposed, at the distance of about 400 yards, as well as to the light-house battery of 3 tiers, towards which she soon sprung her broadside, as to the eastern battery of 2 tiers. Observing what an open space there was between the *Impregnable* and her second ahead, the *Minden* stood on and took a position about her own length astern of the *Superb*. The *Albion*, following, brought-up, at first, close ahead of the *Impregnable*; but, finding herself too near to the three-decker, she filled, and at about

3 a.m., came-to again, within her own length of the *Minden*. The latter, quickly passing her stream-cable out of the larboard gun-room port to the *Albion's* bow, hove the two ships close together. In this way the 8 heaviest ships of the fleet, *Severn*, *Leander*, *Queen Charlotte*, *Glasgow*, *Superb*, *Minden*, *Albion*, and *Impregnable* took their stations.

The 18-pounder frigates and smaller vessels, except the bombs, and the Dutch squadron, the ships of which were to lie against the batteries to the southward of the city, being considered in the light of a *corps-de-reserve*, had not any particular station assigned to them. The *Granicus*, however, observing room for herself on the *Glasgow's* starboard quarter, between the *Queen Charlotte* and the *Superb*, gallantly pushed in, and took a station that a line-of-battle-ship might be proud of. The *Hebrus* stationed herself rather outside of and between the *Granicus* and *Superb*; and the different sloops also took their parts, the *Heron*, *Britomart*, *Prometheus*, and *Cordelia* continuing under way, and the *Mutine* anchoring on the larboard bow of the *Impregnable*. The four bomb-vessels were soon in their stations, at the distance of about 2,000 yards from the enemy's works, and began their destructive discharges, as did also the flotilla, commanded by Captain Frederick Thomas Michell, consisting of the gun-boats, mortar-boats, launches with carronades, rocket-boats, barges, and yawls, in number fifty-five. At a few minutes past 3 p.m., the Dutch admiral's frigate, *Melampus*, took her station with her larboard broadside on the batteries to the southward of the city and mole. The *Diana* and *Dageraad* anchored successively astern of their admiral, by which time the fire had become general. The two remaining Dutch frigates, *Amsted* and *Frederica*, anchored further out, and the corvette, *Endraght*, as she had been ordered, kept under way.

The excellent position of, and the animated fire kept up by, the *Leander* very soon cut to pieces the Algerine gun-

boats and row galleys; whereby their intention of boarding the nearest British ships was entirely frustrated. Towards 4 p.m. the *Leander*, by orders of the admiral, ceased firing, to allow the Algerine frigate, moored across the mole, at the distance of about 100 yards from the *Queen Charlotte*, to be set on fire. Accordingly, the flag-ship's barge, under the command of Lieutenant Peter Richards, assisted by Major Gossett, of the Corps of Miners, proceeded to execute that service. A gallant young midshipman (whose name we regret our inability to give), in rocket-boat No. 8, "although," as Lord Exmouth says, forbidden, was led by his ardent spirit to follow in support of the barge. His boat, being flat-bottomed, could not keep pace with the barge, and became exposed, in consequence, to a cannonade that wounded himself, and killed his brother-officer and nine of the boat's crew. In about 10 minutes the barge succeeded in boarding and setting fire to the Algerine frigate, and returned from the *Enterprise* with the loss of only 2 men killed. At 4.15, the Algerine frigate, in flames, drifting out towards the *Queen Charlotte*, the latter shifted her berth to let the vessel pass. At 20 minutes past, Rear Admiral Milne sent a message to the Commander-in-Chief, communicating that the *Impregnable* had sustained a loss of 150 men in killed and wounded (including a third of the number by the bursting of a shell from the enemy's works), and requesting that a frigate might be sent to divert some of the fire from the ship. The *Glasgow* was immediately ordered upon that service; but, the wind having fallen in consequence of the heavy firing, she was unable to do more than take up, after the lapse of nearly three-quarters of an hour, a better position for annoyance than her former one. Here, a short distance ahead of the *Severn*, the *Glasgow* became exposed to a severe raking fire from the fish-market and contiguous batteries, which dismounted two of her quarter-deck carronades, and in a few minutes did her more serious injury than all she had

previously suffered. At 7 p.m., the *Leander*, being greatly cut up by the fish market battery and others on her starboard bow, ran out a hawser to the *Severn*, and brought her broadside to bear upon them. About this time, by the incessant and well-directed fire of the mortar, gun, and rocket-boats, all the ships and vessels within the harbour were burning. The flames subsequently communicated to the arsenal and storehouses on the mole; and the city, also, in several parts, was set on fire by the shells from the bomb vessels.

The ordnance sloop, which, filled as an explosion-vessel, had accompanied the expedition from Gibraltar, for the purpose of being sent against the ships in the mole, was now, as they were all destroyed, placed under the direction of Rear-Admiral Milne. The vessel was conducted by Captain Herbert Bruce Powell (a volunteer on board the *Impregnable*), in the rear-admiral's gig, close under the semi-circular battery to the northward of the lighthouse. There, at a few minutes past 9, the vessel exploded, and, having been charged with 143 barrels of powder, must have operated very successfully as a diversion in favour of the *Impregnable*. The whole of the ships kept up a tremendous fire upon the town and forts until about 10 p.m.; when the upper tiers of the batteries on the mole, towards the southern extremity in particular, being in a state of dilapidation, the fire from the lower tiers nearly silenced, and the ammunition of the attacking ships reduced to a very small quantity, the *Queen Charlotte* cut her cable and springs, and stood out before a light air of wind, which, fortunately for the British, had just sprung up from the land. The remaining British ships, by the orders of the admiral, began cutting also; but, owing to their disabled state, they made very slow progress; and the *Leander*, *Superb* and *Impregnable*, especially, suffered much in consequence from the raking fire of a fort at the upper angle of the city. Before 2 a.m. of the 28th every

British and Dutch ship had come-to out of reach of shot or shells, the Algerine fled, and storehouses illuminating by their blaze the whole bay, and greatly assisting the former in picking an anchorage. As if to add to the awful grandeur of the scene, the elements began their war as soon as the ships and batteries had ended theirs. For nearly 3 hours the lightning and thunder were incessant, and the rain poured down in torrents.

In our account of casualties we shall begin with the southernmost British ship, the *Glasgow*. She had 9 seamen and 1 marine killed, 1 lieutenant, 1 master, 1 lieutenant of marines, 5 midshipmen, 25 seamen, 3 marines, and 1 boy wounded; *Severn*, 2 seamen and 1 marine killed, 5 midshipmen, 25 seamen, 3 marines, and 1 boy wounded; *Leander*, 1 captain and 1 lieutenant of marines, 3 midshipmen, 11 seamen, and 1 marine killed, 2 lieutenants, 6 midshipmen, 69 seamen, 25 marines, 4 boys, and 12 supernumeraries wounded; *Queen Charlotte*, 7 seamen and 1 marine killed, 3 lieutenants, 1 secretary to the admiral, 1 captain of artillery, 1 lieutenant of marines, her boatswain, 5 midshipmen, 1 secretary's clerk, 82 seamen, 24 marines, 2 marine-artillerymen, 5 sappers and miners, and 4 boys wounded; *Granicus*, 2 lieutenants of marines, 1 midshipman, 9 seamen, 1 marine, 1 marine-artilleryman, and 2 boys killed, 1 lieutenant, 4 midshipmen, 31 seamen, 3 marines, 2 rocket-troop, and 1 boy wounded; *Hebrus*, 1 midshipman and 3 seamen killed, 1 midshipman, 10 seamen, 1 marine, 2 rocket-troop, and 1 boy wounded; *Superb*, 1 mate, 1 midshipman, 3 seamen, 2 marines, and 1 rocket-troop killed, her captain, 3 lieutenants, 2 midshipmen, 62 seamen, 14 marines, and 2 marine artillerymen wounded; *Minden*, 5 seamen and 2 marines killed, 1 mate, 1 midshipman, 26 seamen, and 9 marines wounded; *Albion*, 1 assistant-surgeon, 1 midshipman, and 1 seaman killed, her captain, 1 midshipman, 10 seamen, and 3 marines wounded; *Impregnable*, 1 midshipman,

37 seamen, 10 marines, and 2 boys killed, 1 mate, 1 midshipman, 111 seamen, 21 marines, 9 sappers and miners and 17 boys wounded; *Infernal*, 1 lieutenant of marine-artillery and 1 seaman killed, 1 lieutenant, her boatswain, clerk, 3 midshipmen, 8 seamen, 1 marine-artillery and 2 boys wounded. None of the remaining 3 bombs, nor any of the sloops, appear to have incurred any loss. That sustained by the Dutch squadron amounted to 13 killed and 52 wounded, making the total loss on the part of the allies 141 killed and 742 wounded. Although none of the ships lost any spars, many, particularly the *Impregnable*, *Leander*, *Superb*, *Granicus*, *Glasgow*, and *Severn*, had all their masts much injured. In hull, also, these ships, the two first especially, were considerable sufferers. The loss in killed and wounded on the part of the Algerines amounted, as represented by some accounts, to 4,000 men, and by others, to nearly 7,000.

As soon as daylight came, Lord Exmouth despatched Lieutenant Burgess with a flag of truce and a note to the Dey, repeating the demands of the preceding forenoon, and the bombs at the same time were ordered to resume their position, to be ready to renew the bombardment of the city in case of non-compliance. The Algerine officer (a captain of one of the frigates that had been destroyed), who came off to meet the boat, declared that the answer had been sent on the preceding day, but that no boat was found to receive it. This was confirmed by the captain of the port himself, when, in an hour or two afterwards, he came off with the Swedish consul, to acquaint the British admiral that all his terms would be agreed to. On the 29th, at 10 a.m., the captain of the port again came off, accompanied by Mr. M'Donell, the British consul. On the same afternoon Captain Brisbane went on shore, and, by aid of the interpreter, Mr. Salamé, a conference was had with the Dey at his palace. Several other conferences took place, in the three last of which Rear-Admiral Sir Charles V. Penrose

(who had arrived on the 29th in the 36-gun frigate *Istor*) was present, and the final result was the delivery to the British of upwards of 1,200 Christian slaves, with an engagement (of no great value, certainly), to abolish the practice of slave-making in future; the restoration of 382,500 dollars for slaves redeemed by Naples and Sicily; peace with the King of the Netherlands; the payment of 30,000 dollars to the British consul for the destruction of his effects, and a public apology to him before the ministers and officers of the palace, in terms dictated by Captain Brisbane, for the detention of his person. Having thus accomplished, to the fullest extent, the object of his mission to Algiers, Lord Exmouth, at midnight on the 3rd September, weighed on his return, leaving the *Prometheus* to attend the British consul, and embark the few remaining slaves that were then on their way home from the interior.

The release of so many Christian slaves from the iron fangs of barbarians was, indeed, an act worthy of Britain, an act calculated to raise the character of her navy, high as it already stood, higher still in the estimation of the world. Nor will the triumph at Algiers pass to posterity without the name of Exmouth as the leader of the brave band by whose prowess it was achieved.

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