

round throw the ship up in the wind; the United States then stood athwart her bows without firing a shot, having expended all her cartridges. Running out of gun shot she hove to, refilled her cartridges and refitted her rigging, and making sail about noon tacked and stationed herself in a raking position across the stern of her defenceless antagonist who having no means of making further resistance struck her colors.

The comparative force of the combatants in this action would be as follows:—

Macedonian—Broadside guns, . . . .	24
Weight of Broadside, 528 lbs.	
Crew, men only, . . . .	264
Tonnage, . . . . .	1081
United States—Broadside guns, . . . .	28
Weight of Broadside, 864 lbs.	
Crew, men only, . . . .	264
Tonnage, . . . . .	1533

The loss of the Macedonia amounted to 36 killed and 68 wounded; of the United States 7 men killed and 5 badly wounded—she had only received 9 shot in her hull and her masts and rigging were not materially injured; this is to be attributed to the great thickness of her sides which in that respect equalled the topsides of a British 74 gun ship. It must be confessed, however, that the principal mistake of the action was made in the first instance by not following the advice of the first Lieutenant of the Macedonia—the opportunity was lost of bringing the United States to close action in a position in which the superior sailing of the British frigate could have held her till by the fall of her spars the action would have been decided. Capt. Cardan, his surviving officers and crew were honorably acquitted, and it is a pity the latter had not a more scientific and determined leader. This is the second Frigate action.

On the 15th October the President and Congress when near the great bank of Newfoundland, fell in with and captured the Jamaica homeward bound packet Swallow, with a considerable amount of specie on board. On the 31st, at 9 a.m. in lat. 32, North long. 30° West, they fell in with the British 36 gun frigate Galatia, Captain W. Losack, having under her charge two South Sea Whalers from the Island of Ascension— at this time all the vessels were standing on the starboard tack, the British frigate having one of the Whalers in tow. Casting her off Captain Losack bore down to reconnoiter, and having discovered the character of the strangers, at 10 a.m. made signal to her convoy to make the best of their way to port. After a good deal of manœuvring the American frigates made prize of one of the Whalers, but suffered the Frigate and the other to escape apparently unwilling to attack the sister ship of the Belvidera although she was 93 men short of her compliment and would have become the prize of the smaller of the two.

With the intention of paralyzing British Commerce in the South Seas the United

States Government despatched Commodore Bainbridge, with a squadron to consist of his own ship the Constitution, the Hornet Ship-sloop, and the Essex frigate, to cruise on the South American station. The two former vessels arrived off St. Salvador about the end of December, and not finding the Essex at their appointed rendezvous, the Hornet was sent into Port to make enquiries respecting her. On the 29th December at 2 p.m., lat. 13° 06' South, long. 30° West, while lying to about 10 leagues off the coast waiting to be joined by the Hornet, then seen approaching, the Constitution discovered in the Offing the British 38 gun frigate Java, Captain Henry Lambert, having in tow the American Merchant ship William which had been recently captured.

This Frigate, the Java, had been captured by Capt. Schomberg and his squadron off the coast of Madagascar on the 21st May, 1811, she was then known as the Renommee and formed part of a French squadron destined for the relief of the Isle of France, she was commissioned at Portsmouth in August, 1812, by Capt. Lambert, under the name of Java, in order to carry out to Bombay the newly appointed Governor, Lieut. General Hislop and Suite, together with a supply of stores, particularly copper, for the Cornwallis 74, Chameleon and Icaro, 10 gun sloops building at Bombay. Owing to the injudicious system followed by the Admiralty under the pressure of the public cry for economy very great difficulty was experienced in manning this Frigate properly, her 50 Marines being the only efficient force on board, the remainder of the crew were raw landsmen, *punishment* men from the different vessels at Spithead, 23 boys and 8 able seamen who volunteered from the Rodney 74, making her whole compliment of men and boys 300, out of which considerably less than 50 officers and men had ever been in action before.

Feeling the responsibility of his position Capt. Lambert remonstrated in vain about the efficiency of his crew; he was told in answer to all his complaints that a "Voyage to the East Indies and back would make a good crew." With passengers and officers the Java carried out 397 persons, and on the 12th November sailed from Spithead with a convoy of two outward bound Indian men. On the 12th December she captured the American ship William and placed on board a master's mate and 19 of her best seamen, with orders to keep company. On the 24th being short of water and so heavily laden with stores as to prevent the getting at the casks in the hold without great difficulty, Capt. Lambert determined to put into St. Salvador for which the ship's course was shaped, but the two Indianmen not wishing to delay parted company and proceeded on their voyage.

Having discovered the Constitution the Java cast off the William ordering her to proceed to St. Salvador. At 8 a.m. the wind

blowing moderately from the North East, she bore up in chase of the Constitution then bearing South South West standing on the Port tack. At 10 a.m. having made the private signals which were unanswered the character of the chase was ascertained. At 10h. 45m. the Constitution stood for the Java, mistaking the latter for her consort the Essex, but finding her private signal unanswered wore and stood away setting her mainsail and royals, kept away about two points free. Hauling up, the Java steered a course parallel to that of the Constitution and gained on her considerably, but the breeze freshening the Java going 10 knots an hour, lay over so much as to compel her royals to be taken in. At 1h. 30m. p.m. the Constitution hoisted a Commodore's pendant at the main and American ensign at the mizen peak, another at the maintopgallant masthead and an American jack at the fore. At 1h. 40m. the Java having closed to within two miles the American frigate shortened sail to top and top gallant sails jib and spanker and luffed up to the wind. The British frigate now hoisted her colors consisting of an ensign at mizenpeak and Union Jack at mizen top gallant masthead and another lashed to the main rigging, and putting herself under top and top gallant sails jib and spanker the Java stood for the Constitution then being about three points on her lee bow. At 2h. 10m. p.m. when by her slanting course the Java had closed within half a mile the Constitution opened fire from her port guns, the shot from which splashed the water against the Java's starboard broadside; the latter stood on till 2h. 20m. p.m. when being within pistol shot on the Constitution's weather or port bow, and having received a second broadside which passed over her the Java opened fire almost every shot of which took effect, knocking away the Constitution's wheel and doing other damage, killing four men and wounding several others; the latter having fired her third broadside without effect wore in the smoke to get further to leeward; the Java made sail after her, and at 2h. 25m. p.m. both vessels having come round on the starboard tack exchanged broadsides, and again the Constitution wore to get away—the Java wore also, and at 2h. 35m. passing slowly under the Constitution's stern with her larboard mainyardarm over the latter's taffrail she might have raked the latter in the most effective manner, but from the unskilfulness of the crew manning the port broadside battery, this opportunity was neglected and the only result of the manœuvre was to leave the weather gauge to the Constitution who made sail free on the port tack followed by the British frigate who luffing up at 2h. 40m. crossed the stern of the former raking her with two or three of her starboard guns. The Constitution having hauled on board her fore and main tacks luffed up for the Java who had stood on the port tack and now lay close to the wind and having shortened sail brought her to close