

the course of their preparation changed for the *Gloucester*) was the same he sailed with above eight months after from *St. Helens*. On this change of destination, the equipment of the squadron was still prosecuted with as much vigour as ever, and the victualling, and whatever depended on the Commodore, was so far advanced, that he conceived the ships might be capable of putting to sea the instant he should receive his final orders, of which he was in daily expectation. And at last, on the 28th of *June* 1740, the Duke of *Newcastle*, Principal Secretary of State, delivered to him his Majesty's instructions, dated *January* 31, 1739, with an additional instruction from the Lords Justices, dated *June* 19, 1740. On the receipt of these, Mr. *Anson* immediately repaired to *Spithead*, with a resolution to sail with the first fair wind, flattering himself that all his delays were now at an end. For though he knew by the musters that his squadron wanted three hundred seamen of their complement, (a deficiency which, with all his assiduity, he had not been able to get supplied) yet, as Sir *Charles Wager* informed him, that an order from the board of Admiralty was dispatched to Sir *John Norris* to spare him the numbers which he wanted, he doubted not of his complying therewith. But on his arrival at *Portsmouth*, he found himself greatly mistaken, and disappointed in this persuasion: for on his application, Sir *John Norris* told him, he could spare him none, for he wanted men for his own