

Leeward, and at the same time hauling their wind to the westward, and seeming to form the line a-head, and the Yarmouth's masts, sails, yards and rigging, as well as the Elisabeth's, Tyger's, and Salisbury's, being so much damag'd as to prevent their keeping up with the ships that were in the rear during action who had received but little damage, and night approaching, the admiral followed the enemy as well as he could, standing to the S. W. in order if possible to keep to windward of them, in hopes of being able to engage them next morning: but as they shewed no lights, nor made any night signals that could be observed, he did not see them in the night nor next morning, and therefore concluding they had weathered him in the night, by being able to carry more sail, he continued his endeavours to work up after them, until six in the morning on the 1st of May, when finding he lost ground considerably, he came to an anchor about three leagues to the northward of Madras, and sent an officer to the chief of that settlement for intelligence, who informed him, that the Bien Aime of 74 guns had received so much damage in the action, that they were obliged to run her on shore a little to the southward of Alemparve, where the French Squadron was at an anchor.

The French arrived in St. David's road at nine in the morning, the day before the admiral fell in with them, and had not landed any troops when they engaged. M. Lally on their arrival went to Pondicherry on board the Comte de Provence, accompanied by the diligent frigate, which were the two ships that joined the French Squadron after they bore away. The Bridgwater and Triton being at an anchor in St. David's road when they arrived, were so surrounded, that their captains found there was no possibility of escaping, therefore run their ships on shore, burnt them, and retired to the fort with all their men.