

or ten days, having only to get in new main and mizen masts, and as two Frigates were not needed to capture one, such a superiority being sure to prevent the Chesapeak from putting to sea, Capt. Broke on the 25th May took a supply of water and provisions from the Tenedos and detached her with orders not to join him till the 1st June.

On the 26th the Shannon recaptured the brig Lucy, and on the 29th the brig William, both of Halifax. Fully conscious of the state of incapacity to which British cruisers on the North American Station had reduced themselves by manning and sending in their prizes, and satisfied that such a practice was one of the many sources of disaster to which the service had been subjected, Capt. Broke, with the hearty concurrence of his crew, destroyed all he captured amounting to 25 sail, thus sacrificing to a sense of duty a large amount of personal profit from prize money. As both these vessels, however, were owned in Halifax Capt. Broke departed from his usual custom and sent them in. The master of the Lucy with five recaptured seamen of the same ship on the station took charge of that vessel; a Midshipman and four of the Shannon's crew took charge of the William. On the 29th, in the afternoon, the Shannon boarded the Nova Scotia privateer brig Sir John Sherbrooke and took out of her 22 Irish labourers whom the brig with 30 more (then volunteers on board herself) had recaptured in a prize belonging to the American privateer Governor Plumer.

On the 1st of June early in the morning Captain Broke addressed to the commanding officer of the Chesapeak a letter of challenge as follows:—

"As the Chesapeak appears now ready for sea, I request you will do me the favor to meet the Shannon with her ship to ship, to try the fortune of our respective flags. The Shannon, mounting twenty-four guns upon her broadside and one light boat gun; 18 pounders upon her maindeck, and 32 pounder carronades upon her quarter-deck and fore-castle, and is manned with a complement of 300 men and boys besides thirty seamen, boys and passengers who were taken out of recaptured vessels lately. I entreat you, Sir, not to imagine that I am urged by mere personal vanity to the wish of meeting the Chesapeak, or that I depend only upon your personal ambition for acceding to this invitation—we have both noble motives—you will feel it as a compliment if I say 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 by repeated triumphs 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. Favor me with a speedy reply, we are short of provisions and water and cannot stay long here."

The letter was entrusted to a Captain Slocum, a discharged prisoner, then about to proceed to Marble-head, a port a few miles North of Boston; but it is believed never was delivered, because the action to which it was intended to lead came off before the bearer could reach his destination.

Shortly after despatching the messenger the Shannon with colors flying stood in close to Boston Light-house and lay to. The Chesapeak was now in Presi-

dent roads with royal yards across and apparently ready for sea. She presently loosed her foretopsail and shortly afterwards all her topsails and sheeted them home, the wind blowing a light breeze from West by North and perfectly fair. At 30 minutes past noon, while the men were at dinner, Capt. Broke went himself to the mast head and there observed the Chesapeak fire a gun loose and set topgallant sails. She was soon under way and made more sail as she came down having in company several pleasure yachts besides a large schooner gunboat having on board Commodores Bainbridge and Hull with several other Naval officers in the service of the United States.

At 0.55 p.m., Cape Ann, bearing North-North-East half East, distant 10 or 12 miles, the Shannon filled and stood out from the land under easy sail. At 1 p.m. the Chesapeak rounded the lighthouse under all sail, and at 3h. 40m. p.m. hauled up and fired a gun, either as a defiance or intimation that she was not to be led further from the land; immediately afterwards the Shannon hauled up and reefed topsails. At 4 p.m. both ships, now about seven miles apart, again bore away, the Shannon with her foresail clewed up and her main topsail braced flat aback and shivering that the Chesapeak might overtake her. At 4h. 50m. the Chesapeak took in her studding sails, topgallant sails and royals and got her royal yards on deck. At 5h. 10m., Boston lighthouse bearing West distant six leagues, the Shannon again hauled up with her head to the Southward and Eastward and lay to under topsails topgallant sails jib and spanker. At 5h. 25m. the Chesapeak hauled up her foresail and with three ensigns flying, one at the mizen royal masthead, one at the peak and one the largest of all in the starboard main rigging, steered straight for the Shannon's starboard quarter having at the fore a large white flag incrimbed with the words—"Sailors rights and free trade." The Shannon had a Union Jack at the fore, an old blue ensign at the mizen peak and rolled up and stopped ready to be cast loose if either of them should be shot away, one ensign on the main stay and another in the main rigging. At 5h. 30m. p.m., to be under command and ready to wear if necessary in the prevailing light breeze, the Shannon filled her main topsail and kept a close luff, but at the end of a few minutes having gathered way enough she again shook the wind out of the sail and kept it shivering and also brailed up her driver—supposing it to be likely that the Chesapeak would pass under his ship's stern and engage her on the port side. Capt. Broke divided his men and directed that such as could not fire with effect should lie down as the enemy's ship passed, but disregarding this advantage Capt. Lawrence at 5h. 40m. p.m. gallantly luffed up within 50 yards upon the Shannon's starboard quarter and squaring his main yard his crew giving three cheers. In order to counterbalance in some degree the dismantling langridge used by

the Americans the Shannon's guns were loaded in the following manner—the aftermost maindeck gun with *two round shot* and a *keg containing 150 musket balls*, the next gun with *one round and double headed shot*—the Captain of the 14th gun had been ordered to fire the moment his gun would bear into the Chesapeak's second main deck port from forward. At 5h. 50m. the Shannon's first shot was fired and it was seen to strike close to the port at which it had been aimed, in a second or so the 13th gun was fired, and the fire was returned from the Chesapeak's bow gun; the firing becoming general from each ship as the guns could be got to bear.

Captain Lawrence finding that owing to the quantity of way on the Chesapeak, and the becalming of the Shannon's sails, he was ranging too far ahead and desirous of maintaining the weather gauge for the purpose of being enabled to cripple the Shannon with his dismantling shot, at 5h. 53m. p.m. he hauled up a little. At 5h. 56m. having had her jib sheet and fore topsail tie shot away and her helm being unattended to the Chesapeak came to so sharp in the wind as to completely deaden her way and lay in consequence with her stern and quarter exposed to her opponent's broadside, the shot from which took a diagonal direction along her decks beating in her stern ports and sweeping the men from their quarters. At 5h. 58m. an open cask of musket cartridges standing on the Chesapeak's cabin skylight for the use of the marines caught fire and blew up but did no injury. The Shannon by this time had fallen off a little and suspecting the Chesapeak of an intention to haul off, Capt. Broke ordered the helm to be put a lee, but scarcely had the Shannon luffed up in obedience to her helm than the Chesapeak was observed to have sternway and to be paying round off—the Shannon at once shifted her helm a starboard and shivered her mizen topsail to keep off the wind and delay the intended attempt at boarding till her guns had done a little more execution—at that moment, however, her jib stay was shot away and head sail being becalmed she went off very slowly—the consequence was that at 6. p.m. the Chesapeak fell on board the Shannon with her quarter pressing on the latter's side just before her starboard main chains. The Chesapeak's foresail being pretty loose from the weather clue garnet having been shot away from the bitts the American frigate forged a little ahead, but was presently stopped by her quarter port being hooked with the fluke of the Shannon's best bower anchor stowed over the chess-tree. Capt. Broke now ran forward and seeing that the Chesapeak's men were deserting the quarter deck guns he ordered the two ships to be lashed together, the great guns to cease firing, the call of main deck boarders away to be sounded, and the first Lieutenant to bring up the quarter deck men who were all boarders. In endeavoring to make the ships fast the veteran boatswain