

A Narrative

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Glorious Victory of the Nile,

1798.

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A NARRATIVE

OF THE PROCEEDINGS OF

HIS MAJESTY'S SQUADRON

UNDER THE COMMAND OF

REAR-ADMIRAL SIR H. NELSON K. B.

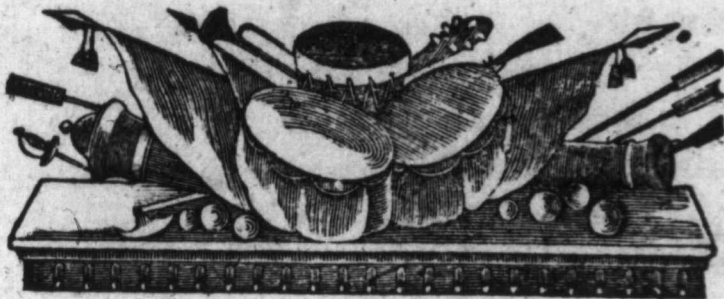
From its sailing from Gibraltar to the conclusion of

The GLORIOUS VICTORY of the NILE.

Drawn from the Minutes

By AN OFFICER OF RANK IN THE SQUADRON.

It which is added, Lord Nelson's official dispatches, and an intercepted letter from Rear Admiral Ganteaume, giving an account of the engagement.



QUEBEC

REPUBLISHED BY JOHN NEILSON, MOUNTAIN STREET.

1799.

A NARRATIVE

OF THE VOYAGE

OF THE BRIGADE

OF THE UNITED STATES

ON THE COAST OF



BY JOHN W. ...

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NARRATIVE.

SIR HORATIO NELSON had been detached by the Earl St. Vincent into the Mediterranean, with the Vanguard of 74 guns, the Rear Admiral's flag ship, the Orion and Alexander of 74 guns each, the Emerald and Terpsichore frigates, and la Bonne Citoyenne sloop of war. Nothing material occurred to the Squadron from the day it sailed from Gibraltar, which was on the 9th May, till the 22d, when being in the Gulph of Lyons, at two A. M. a most violent squall of wind took the Vanguard, which carried away her topmasts, and at last her foremast. The other ships experienced the fury of the gale, but not in the same degree as the Vanguard, a stronger vein of the tempest having taken that ship. The three line of battle ships lost sight of the frigates on the same day, and at the moment of the misfortune which befel the Vanguard, the British Squadron was not many leagues distant from the French fleet, under

der Buonaparte, which had on that very day set sail from Toulon. The Squadron hove up for Sardinia, the Alexander taking the Vanguard in tow, and the Orion looking out a head to endeavor to get a pilot, for the purpose of gaining St. Pierre's Roads.

On the 24th, with very great difficulty we reached that anchorage, where we were in great hopes of meeting with a friendly reception, which our distressed situation seemed to demand from a neutral power; the Governor of St. Pierre however, had orders from the French not to admit any British ship; but their utmost hostility could not prevent us from anchoring in the Road. The resources which the British seamen always have within themselves, availed us much upon this occasion. Capt. Berry, with the very great assistance received from Sir J. Saumarez and Captain Ball, was enabled with great expedition to equip the Vanguard with a jury fore mast, jury main and mizen topmasts, and to fish the bowsprit, which was sprung in many places; and on the 4th day from our anchoring in St. Pierre's Road, we again put to sea with top-gallant yards across

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efois. It is proper here to observe, that altho' the Governor of St. Pierre, in consequence of peremptory orders from the French, denied us a public reception, he gave us in an underhand way every assistance in his power. The Admiral eager to execute the orders he had received, did not think of sailing to Naples, or any other port where he could have received the most open friendly assistance, in getting the ship properly refitted; which her condition seemed to require, but immediately steered, for his appointed rendezvous, nor did he ever express the smallest intention of shifting his flag to either of the other ships, which to many officers the peculiar circumstances of his own ship might have seemed to render desirable. The Admiral and officers of the Vanguard indeed had the happiness to find that the ship sailed and worked as well as the other ships, notwithstanding her apparently crippled condition. The squadron reached the rendezvous on the 4th June, and on the following day was joined by la Mutine, Captain Hardy, who was charged with orders for the Admiral and informed that Capt. Troubridge had been detached with ten sail of the line, and a 50 gunship to reinforce us. This intelligence

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was received with universal joy throughout our little squadron ; and the Admiral observed to Capt. Berry, that he would then be a match for any hostile fleet in the Mediterranean, and his only desire would be to encounter one.

June 16.—The squadron was spread, anxiously looking out for the expected reinforcements. By a vessel spoke with on that day, we were informed that several sail then in sight, were Spanish ships richly laden ; but prize money was not the object of the Admiral—all selfish consideration was absorbed in his great mind by that of the honor and interests of his country, and his attention and anxiety were solely engrossed by his desire to meet his promised reinforcement, that he might pursue the enemy, of the sailing of whom from Toulon, he had certain intelligence. The Alexander being on the look out, stopped one of those ships—finding she had on board eighty or ninety priests, driven by the French persecutions and cruelties from Rome, he thought it would be an act of humanity to permit her to pursue her voyage ; and he accordingly released her, and rejoined the Admiral bringing with him a few

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few volunteers from the Spanish vessel, chiefly Genoese who were desirous of the honour of serving in the British fleet, expressing at the same time their detestation and resentment at the ill usage which they had experienced from the French.

On the 18th at noon, we had the happiness to discover from the mast head ten sail, and it was not long before we recognized them to be British ships of war, standing upon a wind in close line of battle, with all sails set. Private signals were exchanged, and before sun set the much wished for junction was formed, an event which was certainly facilitated by the great professional ability, judgment and zeal of Captain Troubridge. The Admiral had received no instructions what course he was now to steer, and no certain information respecting the destination of the enemy's fleet; he was left, therefore, entirely to his own judgment. He had the happiness however, to find, that to the Captains of his squadrons he had no necessity to give directions of being in constant readiness for battle. On this point their zeal anticipated his utmost wishes, for the decks of all the ships were

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kept perfectly clear night and day, and every man was ready to start to his post at a moment's notice. It was a great satisfaction to him, likewise to perceive that the men of all the ships were daily exercised at the great guns and small arms, and that every thing was in the best state of preparation for actual service. The Admiral knew that the enemy had sailed with a N. W. wind, which naturally led him to conclude that their course was up the Mediterranean. He sent la Mutine to Cevitta Vechia, and along the Roman coast, to gain intelligence, and steered with the fleet for Corsica, which he reached on the 12th June. Several vessels had been spoken with on the passage thither, but no intelligence whatever was obtained from them. He continued his course on the 13th between Corsica and Elba, and between Pianosa and Elba, through the latter of which passages large ships or fleets had not been accustomed to pass. We made the Roman coast, and were joined by la Mutine, without gaining any intelligence; notwithstanding the active exertions of Captain Hardy. The Admiral now determined to steer towards Naples, in the hope of some satisfactory information. It had been reported

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reported that the plundering Algiers was the object of the French armament ; but the account was too vague to warrant the Admiral in implicitly adopting it. We saw Mount Vesuvius on the 16th and detached Captain Troubridge in la Mutine, to obtain what information he could from Sir William Hamilton. He returned with a report that the enemy had gone towards Malta. The Admiral now lamented that even a day had been lost by visiting the bay of Naples, and determined, by the shortest cut, to make the Faro of Messina, which the fleet passed through on the 20th, with a fair wind. The joy with which the Sicilians hailed our squadron, when it was discovered by them to be British, gave the most sincere satisfaction to every one on board of it. A vast number of boats came off and rowed round it with the loudest congratulations and the sincerest exultation, as they had been apprehensive that the French fleet was destined to act against them, after the capture of Malta. Here we gained intelligence from the British Consul, that Malta had actually surrendered. We had now hope of being able to attack the enemy's fleet at Goza, where it was reported, they had ancho-

red, and the Admiral immediately formed a plan for that purpose. We were now steering with a press of sail for Malta, with a fresh breeze at N. W.

On the 22d June, la Mutine at day light in the morning spoke a Genoese brig from Malta which gave intelligence that the French had sailed from thence on the 18th, with a fresh gale at N. W. The Admiral was not long in determining what course he should take, and made signal to bear up and steer to the S. E. with all possible sail. At this time we had no certain means of ascertaining that the enemy were not bound up the Adriatic. From the day we bore up, till the 29th of June, only three vessels were spoken with, two of which had come from Alexandria, and had not seen any thing of the enemy's fleet; the other had come from the Archipelago, and had likewise seen nothing of them. This day we saw the Pharos tower of Alexandria, and continued nearing the land with a press of sail, till we had a distinct view of both harbours; and to our general surprize and disappointment, we saw not a French ship in either. La Mutine communicated with the Governor

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ernor of Alexandria, who was as much surpris'd at seeing a British Squadron there, as he was at the intelligence that a French fleet was probably on its passage thither. It now became a subject of deep and anxious deliberation with the Admiral what could possibly have been the course of the enemy, and what their ultimate destination. His anxious and active mind, however, would not permit him to rest a moment in the same place; he, therefore shaped his course to the northward for the coast of Caramanica, to reach as quickly as possible some quarter where information could most probably be obtained as well as to supply his ships with water, of which they began to run short.

On the 14th of July we made the coast of Caramanica; steering along the south side of Candia, carrying a press of sail both night and day with a contrary wind, on the 18th we saw the Island of Sicily, when the Admiral determin'd to enter the port of Syracuse. With this harbour no person on board the fleet was acquainted—but by the skill and judgment of the officers, every ship safely got in, and immediately proceeded to get in water, &c. with all possible
expe-

expedition. This was the first opportunity the Vanguard had of receiving water on board from the 6th May, so that not only the stock of that ship, but of several others of the Squadron, was very nearly exhausted. Although there was no proper or regular watering place, yet the great exertions of the officers and men enabled us to complete this necessary service in five days, and on the 25th the Squadron again put to sea. We received vague accounts while at Syracuse, that the enemy's fleet had not been seen in the Archipelago nor the Adriatic, nor had they gone down the Mediterranean; the conclusion seemed to be, that the coast of Egypt was still the object of their destination, therefore neither our former disappointment, nor the hardships we had endured from the heat of the climate, though we were still to follow an uncertain pursuit, could deter the Admiral from steering to that point where there was a chance of finding the enemy. Now that it is ascertained by events that Alexandria was the object of the enemy, it may seem strange that they should have been missed by us both in our passage thither and our return to Syracuse; but it appears that the French steered a direct course for Candia

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dia by which they made an angular passage to-
 wards Alexandria, whilst we steered a direct
 course for that place, without making Candia
 at all, by which we of course very considerably
 shortened the distance. The smallness of our
 squadron made it necessary to sail in close order,
 & therefore the space which it covered was very
 limited; and as the Admiral had no frigates
 that he might have detached upon the look out,
 added to the constant haze of the atmosphere
 in that climate, our chance of descrying the e-
 nemy was very much circumscribed. The dis-
 tance likewise between Candia and the Barbary
 coast, about 35 leagues, leaves very sufficient
 space for more than two of the largest fleets to
 pass without mutual observation, particularly
 under the circumstance described. On our re-
 turn to Syracuse the circumstance of our steer-
 ing up to the northward, while the enemy kept
 a southern course for Alexandria, makes it ob-
 vious that our chance of falling in with them
 was still less than before.

On the 25th July we left Syracuse, still with-
 out any positive information respecting the e-
 nemy; but it occurred to the Admiral, that
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some authentic intelligence might be obtained in the Morea. We steered for that coast, and made the gulph of Coron on the 28th. Captain Troubridge was again employed on that important service of obtaining intelligence and was dispatched in the Culloden into Coron, off which place, by the great exertions of that able officer, the fleet was not detained above three hours--He returned with intelligence from the Turkish Governor, that the enemy had been seen steering to the S. E. from Candia about four weeks before. Captain Troubridge had the peculiar satisfaction of observing during his very hurried visit to Coron, that the inhabitants there entertained the most serious apprehensions from the French armament, and the most perfect detestation against that people. Upon the information obtained by Captain Troubridge, the Admiral determined again to visit Alexandria, and carried all sail steering for that place, which we had the pleasure to descry on the 1st of August at noon; but not as before, it now appeared full of vessels of various kinds; and we soon had the satisfaction of perceiving the French flag flying on board some of the ships. The utmost joy seemed to animate

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every breast on board the squadron at the fight of the enemy; and the pleasure which the Admiral himself felt, was perhaps more heightened than that of any other man, as he had now a certainty by which to regulate his future operations.

The Admiral had, and it appeared most justly the highest opinion of, and placed the firmest reliance on the valour and conduct of every captain in his squadron. It had been his practice during the whole of the cruise, whenever the weather and circumstances would permit, to have his captains on board the Vanguard, where he would fully develope to them his own ideas of the different and best modes of attack, and such plans as he proposed to execute upon falling in with the enemy, whatever their positions or situation might be by day or by night. There was no possible position in which they might be found that he did not take into his calculation, and for the most advantageous attack of which he had not digested and arranged the best possible disposition of the force which he commanded. With the masterly ideas of their Admiral, therefore, on the subject of naval tactics,

every one of the captains of his squadron was almost thoroughly acquainted; and upon surveying the situation of the enemy, they could ascertain with precision what were the ideas and intention of their commander, without the aid of any further instructions; by which means signals became almost unnecessary, much time was saved, and the attention of every captain could almost undistractedly be paid to the conduct of his own particular ship, a circumstance upon which, on this occasion, the advantages to the general service were almost incalculable.

It cannot here be thought irrelevant to give some idea of what were the plans which Admiral Nelson had formed, and which he explained to his captains with such perspicuity, as to render his ideas their own. To the naval service at least they must prove not only interesting but useful. Had he fallen in with the French fleet at sea, that he might make the best impression upon any part of it that might appear the most vulnerable, or the most eligible for attack, he divided his force into three squadrons, viz.

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Vanguard,	Orion,	Culloden,
Minotaur,	Goliah,	Theseus,
Leander,	Majestic,	Alexander,
Audacious,	Bellerophon,	Swiftsure,
Defence,		
Zealous.		

Two of these sub-squadrons were to attack the ships of war, while the third was to pursue the transports, and to sink and destroy as many as it could.

The destination of the French armament was involved in doubt and uncertainty ; but it forcibly struck the Admiral, that, as it was commanded by the man whom the French had dignified with the title of the " Conqueror of Italy," and as he had with him a very large body of troops, an expedition had been planned, which the land force might execute without the aid of their fleet, should the transports be permitted to make their escape, and reach in safety their place of rendezvous ; it therefore became a material consideration with the Admiral so to arrange his force, as at once to engage the whole attention of their ships of war,

and at the same time materially to annoy and injure their convoy. It will be fully admitted, from the subsequent information which has been received upon the subject, that the ideas of the Admiral upon the occasion were perfectly just; and that the plan which he had arranged, was the most likely to frustrate the designs of the enemy.

It is almost unnecessary to explain his projected mode of attack at anchor, as that was minutely and precisely executed in the action which we now come to describe. These plans, however, were formed two months before an opportunity presented itself of executing any of them, and the advantage now was, that they were familiar to the understanding of every captain in the fleet.

It has been already mentioned that we saw the Pharos of Alexandria, at noon, on the first of August. The Alexander and Swiftsure had been detached a head on the preceding evening to reconnoitre the ports of Alexandria, while the main body of the squadron kept in the offing. The enemy's fleet was first discovered by the

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the Zealous, captain Hood, who immediately communicated by signal, the number of sixteen, lying at anchor in line of battle in a bay upon the larboard bow which we afterwards found to be Aboukir bay.—The Admiral hauled his wind that instant, a movement which was immediately observed and followed by the whole squadron; and at the same time he recalled the Alexander and Swiftsure. The wind was at this time N. N. W. and blew what seamen call a top-gallant breeze.—It was necessary to take in the royals when we hauled upon a wind.

The Admiral made the signal to prepare for battle and that it was his intention to attack the enemy's van and centre as they lay at anchor, and according to the plan before developed. His idea, in this disposition of his force, was first to secure the victory, and then to make the most of it as circumstances might permit. A bower cable of each ship was immediately got out abaft, and bent forward. We continued carrying sail and standing in for the enemy's fleet in a close line of battle. As all the officers of our squadron were totally unacquainted with Aboukir bay, each ship kept sounding as she stood in, The

The enemy appeared to be moored in a strong and compact line of battle, close in with the shore, their line describing an obtuse angle in its form, flanked by numerous gun-boats, four frigates, and a battery of guns and mortars on an island in their van.—This situation of the enemy seemed to secure to them the most decided advantages, as they had nothing to attend to but their artillery, in their superior skill in the use of which the French so much pride themselves, and to which indeed their splendid series of land victories was in general chiefly to be imputed.

The position of the enemy presented the most formidable obstacles ; but the Admiral viewed these with the eye of a seaman determined on attack ; and it instantly struck his eager and penetrating mind, “ that there was room “ for an enemy’s ship to swing there was room “ for one of ours to anchor.” No further signal was necessary than those which had already been made. The Admirals designs were as fully known to his whole Squadron, as was his determination to conquer or perish in the attempt,

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The Goliath and Zealous had the honor to lead inside, and to receive the first fire from the van of the enemy, as well as from the batteries and gun boats with which their van was strengthened.---These two ships with the Orion, Audacious and Theseus, took their stations inside of the ennemy's line and were immediately in close action. The Vanguard anchored the first on the outer side of the ennemy, and was opposed within half pistol shot to le Spartiate, the third in the ennemy's line. In standing in, our leading ships were unavoidably obliged to receive into their bows the whole fire of the broadsides of the French line until they could take their respective stations, and it is but justice to observe, that the enemy received us with great firmness and deliberation, no colours having been hoisted on either side nor a gun fired, till our van ships were within half a gun shot. At this time the necessary number of our men were employed aloft in furling sails, and on deck in hauling the braces &c. preparatory to our casting anchor. As soon as this took place, a most animated fire was opened from the Vanguard, which ship covered the approach of those in the rear, that were

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following in a close line. The Minotaur, Defense, Bellerophon, Majestic, Swiftsure and Alexander, came up in succession, and passing within hail of the Vanguard, took their respective stations opposed to the enemy's line. All our ships anchored by the stern, by which means the British line became inverted from van to rear. Captain Thompson, of the Leander, of 50 guns, with a degree of judgment, highly honorable to his professional character, advanced towards the enemy's line on the outside, and most judiciously dropped his anchor athwart haul of le Franklin, and raking her with great success, the shot from the Leander's broadside which passed that ship all striking l'Orient the flag ship of the commander in chief. The action commenced at sun set, which was at 31 minutes past six P. M. with an ardour and vigour which it is impossible to describe.

About seven o'clock total darkness had come on; but the whole hemisphere was, at intervals, illuminated by the fire of the hostile fleets. Our ships when darkness came on, had all hoisted their distinguishing lights, by a signal from the Admiral.—The van ship of the enemy,

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my, le Guerrier, was dismasted in less than twelve minutes: and, in ten minutes after, the second ship, le Conquerant, and the third, le Spartiate, very nearly at the same moment were also dismasted. L'Aquilon and le Souverain Peuple, the fourth and 5th ships of the enemy's line, were taken possession of by the British at half past eight in the evening. Captain Berry, at that hour, sent Lieut. Galway of the Vanguard with a party of marines, to take possession of le Spartiate, and that officer returned by the boat the French captain's sword, which captain Berry immediately delivered to the Admiral, who was then below in consequence of a severe wound he had received in the head during the heat of the attack. At this time it appeared that the victory had already declared itself in our favour for although l'Orient, l'Heureux, and Tonnant, were not taken possession of, they were considered as compleatly in our power, which pleasing intelligence Capt. Berry had likewise the satisfaction of communicating in person to the admiral. At ten minutes after nine, a fire was observed on board l'Orient the French admiral's ship which seemed to proceed from the after part of the cabin and

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which increased with great rapidity, presently involving the whole of the after part of the ship in flames. This circumstance captain Berry immediately communicated to the admiral, who, though suffering severely from his wound came up upon deck, where the first consideration that struck his mind was concern for the danger of so many lives, to save as many as possible of whom he ordered captain Berry to make every practicable exertion.—A boat, the only one that could swim, was instantly dispatched from the Vanguard, and other ships that were in a condition to do so immediately followed the example, by which means, from the best possible information, the lives of about seventy Frenchmen were saved. The light thrown by l'Orient upon the surrounding objects enabled us to perceive with more certainty the situation of the two fleets, the colours of both being clearly distinguishable.—The cannonading was still partially kept up to the leeward of the centre till about ten o'clock, when l'Orient blew up with a most tremendous explosion. An awful pause and death like silence for about three minutes ensued, when the wreck of the masts, yards, &c. &c. which had been carried

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to a vast height, fell down into the water, and on board the surrounding ships. A port fire from l'Orient, fell into the main royal of the Alexander, the fire occasioned by which was however extinguished in about two minutes, by the active exertions of capt. Ball.—After this awful scene, the firing recommenced with the ships to leeward of the centre till twenty minutes past ten, when there was a total cessation of firing for about ten minutes; after which it was revived till about three in the morning when it again ceased.

After the victory had been secured in the van, such British ships as were in a condition to move had gone down upon the fresh ships of the enemy. At five minutes past five in the morning the two rear ships of the enemy, le Guillaume Tell and le Genereux were the only French ships of the line that had their colours flying. At fifty-four minutes past five a French frigate l'Artemise, fired a broadside and struck her colours; but such was the unwarrantable and infamous conduct of the French captain, that after having thus surrendered, he set fire to his ship, and with part his crew, made his es-

cape on shore. Another of the French frigates, la Serieuse, had been sunk by the fire from some of our ships; but as her poop remained above water, her men were saved upon it, and were taken off by our boats in the morning.

The Bellerophon, whose masts and cables had been intirely shot away, could not retain her situation abreast of the l'Orient, but had drifted out of the line to the lee side of the bay, a little before that ship blew up. The Audacious was in the morning detached to her assistance.

At 11 o'clock le Genereux and Guillaume Tell with the two frigates, la Justice and la Dianne, cut their cables and stood out to sea, pursued by the Zealous, capt. Hood, who, as the admiral himself has stated, handsomely endeavoured to prevent their escape; but as there was no other ship in a condition to support the Zealous, she was recalled.

The whole day of the second was employed in securing the French ships that had struck, and which were now completely in our possession,

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sion, le Tonnant and Timoleon excepted, as these were both dismasted and consequently could not escape, they were naturally the last of which we thought of taking possession.

On the morning of the third the Timoleon was set fire to and le Tonnant had cut her cable and drifted on shore, but that active officer capt. Miller, of the Theseus, soon got her off again, and secured her in the British line.

The British force engaged, consisted of twelve ships of 74 guns, and Leander of 50.

From the over anxiety and zeal of captain Troubridge to get into action, his ship the Culloden, in standing in for the van of the enemy's line, unfortunately grounded upon the tail of a shoal running off from the island, on which were the mortar and gun batteries of the enemy; and notwithstanding all the exertions of that able officer and his ships company, she could not be got off. This unfortunate circumstance was severely felt at the moment by the Admiral, and all the officers of the squadron, but their feelings were nothing compared

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to the anxiety and even anguish of mind which the captain of the Culloden experienced for so many eventful hours. There was but one consolation that could offer itself to him in the middle of the distresses of his situation, a feeble one it is true—that his ship served as a beacon for three other ships, viz. the Alexander, Thefeus, and Leander, which were advancing with all possible sail set close in his rear, and which otherwise might have experienced a similar misfortune, and thus in a greater proportion still have weakened our force.

It was not till the morning of the 2d that the Culloden could get off, and it was found she had suffered very considerable damage in her bottom—that the rudder was beat off and the crew could scarcely keep her afloat with all her pumps going.

The resources of captain Troubridge's mind availed him much, and were admirably exerted upon this trying occasion. In four days he had a new rudder made upon his own deck, which was immediately shipped; and the Colloden was again in a state for actual service, though still very leaky. The

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The admiral, knowing that the wounded of his own ships had been well taken care of, bent his first attention to those of the enemy. He established a truce with the commandant of Aboukir, and through him made a communication to the commandant of Alexandria, that it was his intention to allow all the Frenchmen to be taken ashore to proper hospitals, with their own surgeons to attend them; a proposal which was well received by the French and which was carried into effect on the following day.

The activity and generous consideration of Captain Troubridge were again exerted at this time for the general good. He communicated with the shore, and had the address to procure a supply of fresh provisions, onions, &c. which were served out to the sick and wounded, and which proved of essential utility.

On the 2d the Arabs and Malmalukes, who during the battle had lined the shores of the bay saw with transport that the victory was decisively ours, an event in which they participated with an exultation almost equal to our own; and on that and the following nights, the

the whole coast and country were illuminated as far as we could see, in celebration of our victory. This had a great effect upon the minds of our prisoners, as they conceived that this illumination was the consequence not entirely of our success, but of some signal advantage obtained by the Arabs and Mamelukes over Buonaparte.

Although it is natural to suppose that the time and attention of the Admiral, and all the officers of the squadron were very fully employed in repairing the damages sustained by their own ships, and in securing those of the enemy, which their valour had subdued, yet the mind of that great and good man felt the strongest emotions of the most pious gratitude to the Supreme Being, for the signal success which, by his divine favour, had crowned his endeavours in the cause of his country; and in consequence, on the morning of the 2d, he issued the following memorandum to the different Captains of his squadron.

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*“ Vanguard, off the Mouth of the Nile,
2d day of August, '98.*

“ Almighty God having blessed His Majesty's Arms with victory, the Admiral intends returning public Thanksgiving for the same at two o'clock this day, and he recommends to every ship doing the same as soon as convenient.

*“ To the respective Captains
of the Squadron.”*

At two o'clock accordingly on that day, public service was performed on the quarter deck of the Vanguard, by the Rev. Mr. Comyn, the other ships following the example of the Admiral, though perhaps not all at the same time.

This solemn act of gratitude to Heaven seemed to make a very deep impression upon several of the prisoners, both officers and men some of the former of whom remarked, “ that it was no wonder we could preserve such order and discipline, when we could impress the

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minds of our men, with such sentiments after a victory so great, and at a moment of such seeming confusion."

On the same day the following memorandum was issued to all the ships, expressive of the Admiral's sentiments of the noble exertions of the different officers and men of his squadron :

" Vanguard, 2d day of August, 1798.

" off the mouth of the Nile.

" The Admiral most heartily congratulates the captains, officers, seamen and marines of the squadron he has the honor to command, on the event of the late action ; and he desires they will accept his most sincere and cordial thanks for their very gallant behaviour in this glorious battle. It must strike forcibly every British seaman, how superior their conduct is, when in discipline and good order, to the riotous behaviour of lawless Frenchmen.

" The squadron may be assured the Admiral will not fail with his dispatches, to present their truly meritorious conduct in the strongest terms to the Commander in Chief.

*" To the Captains of the ships
of the squadron."*

The praise expressed in this memorandum, could not fail to be highly acceptable and gratifying to every individual in the Squadron ; and the observation which it endeavoured to impress upon the minds of all, of the striking advantages derived from discipline and good order, was so much the effect of recent experience, that every heart immediately assented to its justice.

The benefit of this important truth will not we trust, be confined to any particular branch of the British Navy : the sentiment of the hero of the Nile, must infuse itself into the heart of every British seaman, in whatever quarter of the globe he may be, in extending the glory and interest of his country, and will there produce the conviction that courage alone will not lead him to conquest, without the aid and direction of exact discipline and order. Let those who desire to emulate (as every British seaman must) the glory acquired upon this signal occasion, pursue the same means which principally led to its acquisition. Let them repose the most perfect reliance in the courage, judgment, and skill of their superior officers; and let them aid
the

the designs of these by uniformly submissive obedience and willing subordination—so shall the British navy continue to be the admiration of the world, till time shall be no more!

Immediately after the action, some Maltese, Genoese, and Spaniards who had been serving on board the French fleet, offered their services in ours which were accepted; and they expressed the greatest happiness at thus being freed, as they themselves said, from the tyranny and cruelty of the French.

On the 4th day after the action, Captain Berry of the Vanguard, sailed in the Leander of 50 guns, with the Admiral's dispatches to the Commander in Chief, Earl St. Vincent off Cadiz, containing intelligence of the glorious victory which he had obtained.

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*From the London Gazette Extraordinary, Oc-
tober 2, 1798.*

Vanguard, Mouth of the Nile, August 7, 1798.

SIR,

HEREWITH I have the honour to transmit you a copy of my letter to the Earl of St. Vincent, together with a line of battle of the English and French squadrons, also a list of killed and wounded. I have the pleasure to inform you, that eight of our ships have already top-gallant yards across, and ready for any service; the others, with the prizes, will soon be ready for sea.

Signed, HORATIO NELSON.

P. S. The Island I have taken possession of, and brought off the two 13-inch mortars, all the brass guns, and destroyed the iron ones.

Evan Nepean, Esq.

Vanguard, off the mouth of the Nile, August 3, 1798.

MY LORD,

ALMIGHTY GOD has blessed his Majesty's arms in the late battle, by a great victory
over

over the fleet of the enemy, whom I attacked at sun-set on the 1st of August off the mouth of the Nile. The enemy were moored in a strong line of battle for defending the entrance of the Bay (of Shoals), flanked by numerous gun-boats, four frigates, and a battery of guns and mortars on an Island in their van; but nothing could withstand the Squadron your Lordship did me the honour to place under my command. Their high state of discipline is well known to you, and with the judgment of the Captains, together with their valour and that of the officers and men of every description, it was absolutely irresistible.—I have to regret the loss of Captain Westcott, of the *Majestic*, who was killed early in the action.—The ships of the enemy, all but their two rear ships, are nearly dismasted; and those two, with two frigates, I am sorry to say, made their escape: nor was it, I assure you, in my power to prevent them. Captain Hood most handsomely endeavoured to do it, but I had no ship in a condition to support the *Zealous*, and I was obliged to call her in.—The support and assistance I have received from Captain Berry cannot be sufficiently expressed. I was wounded
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in the head, and obliged to be carried off the deck, but the service suffered no loss by that event. Captain Berry was fully equal to the important service then going on, and to him I must beg leave to refer you for every information relative to this victory. He will present you with the flag of the Second in Command, that of the Commander in Chief being burnt in the l'Orient.

Signed **HORATIO NELSON.**

*To Admiral the Earl of Saint Vincent, Com-
mander in Chief, &c. &c. &c. off Cadiz.*

ENGLISH LINE OF BATTLE.

	<i>Guns.</i>	<i>Men.</i>
1. Culloden, T. Troubridge, Captain	- - 74	590
2. Thefeus, R. W. Miller, Captain	- - 74	590
3. Alexander, Alex. J. Ball, Captain	- - 74	590
4. Vanguard, Rear-Ad. Sir Horatio Nelson, K. B. Ed. Berry, Captain	- - } 74	595
5. Minotaur, Thomas Louis, Captain	- - 74	640
6. Leander, T. B. Thompson, Captain	- - 50	343
7. Swiftsure, B. Hallowell, Captain	- - 74	590
8. Audacious, David Gould, Captain	- - 74	590
9. Defence, John Peyton, Captain	- - 74	590
10. Zealous, Samuel Hood, Captain	- - 74	590
11. Orion, Sir James Samaurez, Captain	- - 74	590
12. Goliath, Thomas Foley, Captain	- - 74	590
13. Majestic, G. B. Westcott, Captain	- - 74	590
14. Bellerophon, Henry D. E. Darby, Captain La Mutine, Brig.	74	590
Total,	1012	8068

*Return of the Killed and Wounded on board His Majesty's Ships,
August 1st. 1798.*

KILLED.		WOUNDED.	
Officers	16	Officers	37
Seamen	156	Seamen	562
Marines	46	Marines	78
Total	218		677

FRENCH LINE OF BATTLE.

	Guns.	Men.	
1. Le Guerrier - - -	74	600	— Taken
2. Le Conquerant - - -	74	700	— Taken
3. Le Spartiate - - -	74	700	— Taken
4. L'Aquilon - - -	74	700	— Taken
5. Le Souverain Peuple - - -	74	700	— Taken
6. Le Franklin, Blanket First Contre-Amiral - - -	80	800	— Taken
7. L'Orient, Brueys, Admiral and Commander in Chief - - -	120	1010	— Burnt
8. Le Tonnant - - -	80	800	— Taken
9. L'Heureux - - -	74	700	— Taken
10. Le Timoléon - - -	74	700	— Burnt
11. Le Mercure - - -	74	700	— Taken
12. Le Guillaume Tell, Villeneuve 2d Contre Amiral - - -	80	800	— Escaped
13. Le Généreux - - -	74	700	— Escaped

FRIGATES.

14. La Diane - - -	48	300	— Escaped
15. La Justice - - -	44	300	— Escaped
16. L'Artemise - - -	36	250	— Burnt
17. La Séricuse - - -	36	250	— Sunk

Total, 1190 10710

Vanguard

*Extract of a letter from Rear Admiral Gen-
teauve, to General Bruix, Minister of the Ma-
rine, and of the Colonies.*

Alexandria, August 23d.

“CITIZEN MINISTER,

“Obliged to give you an account of the most fatal of disasters, it is with piercing and heart-felt sorrow; that I acquit myself of this melancholy part of my duty.

“Eleven sail of the line taken, burnt, and lost for France, our best officers killed or wounded, the coasts of our new colony laid open to the invasion of the enemy; such are the dreadful results of an engagement which took place on the night of the first instant, between our fleet and that of the English under the command of Admiral Nelson.

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“ From the experience which you have had Citizen Minister, in our ports during the course of this war, it will doubtless be easy for you to judge, whether the crews of a fleet so hastily fitted out as ours, could be reasonably expected to be well composed; and whether we could hope to find amongst men collected at random as it were, almost at the very instant of our departure, able marines, and skillful and experienced cannoneers. The favourable season, however, the care and attention of the officers, and, perhaps, a certain portion of good fortune, seconded the progress of the fleet so effectually, that, together with its convoy, it reached the coast of Egypt without any accident whatever.

“ The Admiral has most assuredly informed you, that on our arrival at Alexandria, we learned that an English Squadron of 14 sail had been there three days before us. It would have been the most prudent step perhaps, to have quitted the coast the moment the descent had been effected; *but the Admiral, who waited for the orders of the Commander in Chief* (whose army naturally derived a great degree of confidence from the presence of the squadron,) *did*
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not think himself justified in quitting the coast, but took, on the contrary, a strong position in the anchoring ground of Bequiers.

“ The measures which the Admiral took on this occasion, the resolution to engage at anchor, and the results of this horrible affair, are detailed in the abstract, which I have subjoined to the present letter; in that I have delineated every circumstance as it appeared to me on this too grievous and too dreadful night.

“ The l’Orient took fire. It was by an accident which I cannot yet comprehend, that I escaped from the midst of the flames, and was taken into a yawl that was lying under the ship’s counter.

“ The sole relics then of this unfortunate armament are comprised in the division of frigates, corvettes, and flutes, which are now at Alexandria, and in that of General Villeneuve, who made his escape from the enemy. Since the action the enemy’s cruizers are masters of the whole coast, and interrupt all our communications.

“ In the situation in which we are, blocked up by a very superior force, I am still ignorant, Citizen Minister, what measures we shall pursue with the feeble maritime resources that yet remain to us in this port ; but if I must needs speak the truth, such as it really appears to me, I then say, that after so dreadful a disaster, *I conceive nothing but a Peace can consolidate the establishment of our new Colony. May our Governors procure us a solid and honourable one !*

“ I am, with respect,

GENTEAUME.”

Abstract of the Engagement which took place on the night of the 1st of August, between the French fleet, and that of Great Britain, under the command of Rear Admiral Nelson.

Alexandria, August 5.

“ At two in the afternoon, the *Heureux* threw out a signal of 12 sail in the W. N. W. Our men on the look-out discovered them at the same time, and counted successively as many as 16. We were not long in recognizing these vessels, to be an English squadron, composed of 14 sail of the line, and two brigs.

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“ The enemy steered for our anchoring ground with a press of sail, having a brig sounding a head. The wind was N. and rather fresh.

“ The signals for stowing the hammocks, and making ready for fight; for announcing the resolution of engaging at anchor; and for recalling the men on board their respective ships, were all made at three.

“ The enemy's squadron continued to advance with a press of sail; after standing off to a considerable distance, to avoid the breakers on the island, it hauled its wind, shortened sail and clearly manifested a design to attack us.

“ At three quarters after five, the battery on the little island threw some bombs which fell into the van of the enemy's line. At six, the Admiral threw out the signal for commencing the engagement, and shortly after, the two headmost ships began firing.

“ Several of the enemy's vessels having suddenly shortened sail, had turned the head of
our

our line, and letting go their anchors, with a cable astern, had ranged along-side, between us and the land; while others had moored themselves within pistol-shot of us, on the other side! by this manœuvre, all our vessels, as far down as the Tonnant, found themselves completely enveloped, and placed between two fires.

“ It appeared to us that in executing this manœuvre, two of their vessels had run aground, one of them, however, was immediately got off,

“ The attack and the defence were extremely brisk. The whole of our van was attacked on both sides, and sometimes raked. In this disorder, and involved as we were in continual clouds of smoke * it was extremely difficult to distinguish the different movements of the line.

“ After the action had lasted about an hour, the Admiral was wounded in the body, and in the hand; he then came down from the poop, and a short time after, was killed on the quarter-deck.

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“ *The English having utterly destroyed our van,* suffered their ships to drift forward, still ranging along our line, and taking their different station, around us; while we (*MS. illegible*) van cut off, were frequently obliged to veer away our cable, or our hawser, to enable us to present our broad-side to the enemy.

“ The 36 and 24-pounders were still firing briskly, when an explosion took place on the aft of the quarter-deck. We had already had a boat on fire, but we had cut it away, and so avoided the danger. We had also thrown a hammock, and some other things, which were in flames, overboard; but this third time, the fire spread so rapidly and instantaneously amongst the fragments of every kind, with which the poop was encumbered, that all was soon in flames. The fire-pumps had been dashed to pieces by the enemy's balls, and the tubs and buckets rendered useless.

“ An order was given to cease firing, that all hands might be at liberty to bring water; but such was the ardour of the moment, that in the tumult, the guns of the main deck still continued

continued their fire. Although the officers had called all the people between decks aloft, the flames had in a very short time made a most alarming progress, and we had but few means in our power of checking them.

“ Our main and mizen-masts were both carried away; and we soon saw that there was no saving the ship; the fire having already gained the poop, and even the battery on the quarter deck;

“ The Captain and second Captain had been wounded some time before. General Genteau-me therefore took upon himself the command, and ordered the scuttles to be opened, and every body to quit the ship.

“ The fire broke out about a quarter before ten, and at half after ten the ship blew up, although we had taken the precaution to open all the water-courses. Some of the crew saved themselves on the wreck; the rest perished.

“ The action continued all the night with the ships in the rear, and at break of day we dis-

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discovered that the Guerrier, the Conquerant, the Spartiate, the Aquillon, the Peuple Souverain & the Franklin had hauled down their colours, and were in possession of the enemy. The Timoleon, with all her masts gone, was dropped a-stern of the fleet, her colours still flying. The Heureux and the Mercure, which had run aground, were attacked, and obliged to strike in the morning. The Artemise was set on fire at eight o'clock, and the Serieuse sunk.

“ The Guillaume Tell, the Genereux, the Timoleon, the Dianne, and the Justice, with their colours still flying, were engaged with some English vessels during a part of the morning, but this division, with the exception of the Timoleon, set their sails, about eleven o'clock, and stood off to sea.

“ The Timoleon ran ashore; and we have since heard, that the Captain, after landing all his men, set her on fire the next morning, to prevent her falling into the hands of the enemy.

“ Such are the results of this horrible affair, and we have detailed them as they presented themselves to our memory; not having been able to preserve a paper or note of any kind.

GENTEAUME, Rear-Admiral,

A correct List of all the Ships of War, taken or destroyed by His Britannick Majesty's forces, from the commencement of the present war to the first day of December 1798.

FRENCH.

Year, 1793.

	Guns.	By whom, when and where taken.
Le Leopard	74	Lost in the Bay of Cagliari, Feb. 15.
Le Gœlan	14	By the Penelope, B. S. Rowley, Apl.
La Prompte	20	Phœton, Sir A. S. Douglas, off coast Spain, May 2.
Le Curieux bg.	14	Inconstant, A Montgomery, June 3.
Le Vanneau lost	6	Colossus, C. M. Pole, Bay Biscay, Jun 6
Cleopatra (l'oiseau)	36	La Nymph, E. Pellew, off Start, Jun. 19
L'Eclair	22	Leda G. Campbell, Mediterran. July.
Lutin sp	12	Pluto, J.N. Morris, Newfound. July 25
National Conven.	10	Commodore Ford's Squad. St. Dom. sept
La Modeste	36	Bedford, &c. off Genoa, Mediter. Oct. 7.
La Reunion, since lost	36	J. Saumarez, off Cherbourg, Oct. 20
L'Inconstante do.	36	Penelope and Iphigenia, Bite Leogan, Nov. 29.
Le Scipion	74	Blown up at Leghorn, Nov. 26.
La Blonde	28	Latona, Thornborough, Douglas, Ushant, Nov. 27.
L'Espeigle sp.	16	Nymphe, Pellew, & Circe, J. S. Yorke, do. Nov. 30.
Le Triumphant	84	Burnt in the grand arsenal at Toulon, Dec-
Du Guay Trouin	74	ember 18, '93 by the Vulcan, F. S. cap-
Le Destin	74	tain Hare, orders from sir W. Smith, kt.
Le Lys	74	appointed to conduct the destroying of the
Suffisante	74	French ships there by Admiral Lord Hood.
l'Iphigenie	34	l'Alerte, l'Iphigenie, le Commerce de
Serieuse	36	Bourdeaux, the 74 and frigate were not
l'Auguste	24	destroyed so as to prevent repair.
Com. de Bourd.	84	Burnt under similar orders by lieuts. Mid-
Le Centaur	74	dleton and Stiles.

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Lutine

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Mozelle

Poulette

Tarlesko

L'Impe

La Tron

la Viper

Minerva

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GEN. By whom, when and where taken.

Le Dictateur	74	Burnt under similar orders by lieut. Miller.
Le Themistocles	74	Burnt under similar orders in the inner road
Le Heros	74	by lieuts. Pater and Miller.
1 building	74	} Burnt under similar orders, in the dock-yard by Capt. Edge and lieut. Tuppar.
Caroline	24	
Frgt. building	36	
P'Alerte	18	} Burnt by the Spaniards in the inner road.
L'Iris, pow. mag	32	
Montreal, do.		} Burnt by the Sardinians on shore in getting out of the arsenal.
La Victoire	32	
Com. de Mar.	120	} Brought away from Toulon, December, 1793, under the command of Admiral Lord Hood; there being then left in that port undestroyed. One of 120 guns, 3 of 80, eight of 74, two of 32, and one of 24—La Poulette and la Bellette were burnt at Ajacio, October 20, 1796.
Puissant	74	
Pompée	80	
L'Arethuse	40	
La Perle	36	
Topaze	38	
La Belette	24	
Aurore	32	
Profelyte	24	
Lutine	32	
Sincere	18	
Mulette	18	
Mozelle, r.	20	
Poulette	26	
Tarleton	14	
L'Imperieuse	40	By Squad. V. A. Jno. Gell, off Espicie in Mediterranean.

Year 1794.

La Trompeuse, lost	18	Sphinx, R. Lucas, off C. Clear, Jan 12.
la Vipere since lost	18	Flora, fir J. B. Warren, in the Channel, Jan. 23.
Minerva, S. Floren	40	} Sunk at San Florenzo, by English batteries, Feb. 19; la Minerva was weighed and commissioned.
Fortune	44	
P'Actif lost	16	Espeig, 12 Iphigena, P. Sinclair, W. I. Mar. 16.
Bien Venu, Undtd.	32	V-Ad. Jervis's squad. Martinico Mar.
Avenger sp.	16	V-Ad. Jervis's squad. Martinico. Mar.
La Liberté		1 Alligator, T. Surrudge near Jam. m. 28.

	Guns.	By whom, when and where taken.
La Pomone	44	} Flora, sir J. B. Warren Melampus, T. Wells and Aretheuse, sir E. Pellew, off Isle of Bas, April 23.
Le Babet	20	
L'Engageante	38	Concord, Sir J. Strahan, in Co. with Warren's squad. off Isle Bas, April 23.
Guadaloupe sp.	16	Fleet under v. a sir J. Jervis, at Guadaloupe, April 23.
P'Atalante l'Espion	38	Swiftsure, C. Boyles, near Cork, May.
La Fleche lost	14	Lord Hood at Bassia, May 14.
Le Courier cut.	10	Taken and scutled by Earl Howe May 23
Le Republicain	20	Burnt by Earl Howe, May 25.
L'Inconnue brig	16	Burnt by Lord Howe, May 25.
Castor	32	Retaken by Carysfort F. Laforey, Liz. May 29.
La Moselle	18	L'Amiable, sir H. Burrard, off the Hieres, in the Mediterranean, May.
		Taken by the fleet, under the Rt. Hon. E. Howe, V. A. of England, Ushant bearing E. half N. about 150 leagues, June 1. The English fleet consisted of 25 ships of the line and frigates. The French fleet of 26 of the line. Dec. 1796, to each of the flag officers and captains reported by Earl Howe to have particularly signalized themselves in the engagement, (whose names appeared in the gazette) his majesty has been pleased to order that a gold medal and chain should be presented to the flag-officers and a gold medal to the Captains to be worn when they wear their uniforms. The flag officers to be suspended by a blue and white ribband round the neck, and the Captains in the 3d and 4th button hole, on their left side.
	Killed Wounded	
La Juste	100 145 80	
Sans Par.	260 120 80	
P'Americ.	134 110 74	
now P'Impetueux		
L'Achille	36 30 74	
Northum.	60 100 74	
P'Impetu.	100 75 78	
Le Veng. 625 lost	74	Earl Howe's fleet, June 1. sunk with 625 souls.
La Sybille	44	Romney, Hon. W. Paget, at Miconi, Mediterranean June 17.
Narcisse cut.	14	By the Aurora, W. Effington, off Shetland, June 18.

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	Guns.	By whom, when and where taken.
Melpomene	44	} Taken in the harbor of Calvi, Island Corfica, Aug. 10. La Mignone since burnt as unserviceable.
Auguste	4	
Mignonne	32	
Providence	5	
Ca Ira gun boat	3	
Volontaire	40	Run on shore near Penmark Rocks, by part of Sir J. B. Warren's squadron & destroyed.
L'Alerte form En.	18	Run on shore by Flora and Arethusa, 10 leagues E. Brest, Aug. 23.
La Sienne sp lost	16	Tak. by the Intrepid, Hon. C. Carpenter, and Chichester, R. D. Francourt coast St. Domingo, Aug.
Reprisal	16	Taken by J. Jervis, West Indies.
Quartidi	14	Sir E. Pellew's squad. off Sicily, Sept.
Le Jacobin, Matild.	24	By Ganges, W. Truscott, & Montague W. Fooks, in the W. I. Oct. 20.
La Revolutionnaire	44	By the Artois E. Neagle, in comp. with the Arethusa, Diamond, Galatea, 10 leagues Brest. Oct. 21.
Revenge	28	Resistance, E. Pakenham, streights of Sunda.
Le Carmagnole	10	By Zebra, in West Indies, Dec. 4.
La Revolutionnaire	110	lost coming out Brest, on Mingan rock Decr.
La Revenge sp	12	} By the Blanche, C. Parker, in the W, Indies Decr. 30.
La Revolutionnaire	20	
Le Sans Culottes	22	

Year 1795.

Neptune	80	Cast away in the Bay of Hodiernne, Janr.
Le Scipion	80	} Foundered in a gale of wind, January.
Le 9 Thermidor	80	
La Superbe	74	
Dumas	20	By Bellona, Wilson & Alarm, Carpenter, January 5.
La Duquesne	44	By do. do. in the W. Indies, Jan.
La Pique, lost	38	By Blanche, Faulknor, in do. Jan. 6.
L'Esperance	22	By Argonaut, Ball, on coast Am. Jan. 8.
la Coureuse, sc.	12	By Pomone, Sir J. B. Warren, off isle Gro- nis, February.
Requin A. B.	12	By Thalia, Grindall, February.

l'Espion,

	<i>Guns.</i>	<i>By whom, when and where taken.</i>
L'Espion, n sp.	18	By Lively, Burlton, off Brest, March 2.
La Tourterelle	90	By do. do. 13 lea. from Ushant, Mar. 13.
Ca Ira	80	By fl. under v. a. Hotham, off Gen. mar. 14
Censeur retaken	74	Br. fl. 14 sh. line, &c.—Fr. fl. 15 sh. line, &c
Temeraire, cut	20	By Dido, Towry, Mediterranean.
Republicaine, cor.	22	By rear admiral Colpoys, march 27.
Le Jean Bart, aft. Arab.	18	Cerberus, Drew & Santa Margarita, Martin, March 29.
Marfuoin	26	Beaulieu, Skynner, West Indies, March.
La Clair	40	Astrea, Powlett, co. ad. Colpoys sq. chan. April, 10.
Le Gentile	40	Hannibal, Markham, do. do chan. ap. 13
Le Jean Bart, aft.	26	Sir J. B. Warren's squad. off Rochfort, April 15.
L'Expédition	16	do. do. off Bellisle, April 16.
Galatea	44	Cast away near the Penmarks, Ap. 23,
Speedy, sp.	14	Retak. by Inconstant, Fremantle, in med.
La Prevoyante	40	} Thetis, A. F. Cochran and Huffar, J. P. Beresford, off the Chesapeak, May 17.
La Raison	24	
Courier National	18	Thorn, R. W. Otway, W. Ind. May 25.
L'Eclair	3	} Sir R. Strachan's squadron off the Coast of France, May.
Crache Feu	3	
Liberté corvette	20	Sunk by Alarm, D. Milne, P. Rico, W. Indies, May 30.
Le Tigre	74	} Fleet under Adm. Lord Bridport, off l'Orient, June 23
Alexander,	74	
Le Formidable	74	
La Minerve	42	Dido 28 H Towry & Lowstoffs 32 Middleton
La Vesuve	4	Melampus and Hebe, near St. Maloes July 3
La Perdrix	24	Vanguard, S. Miller, near Antigua
L'Alcide	74	Struck to Ad. Hothams fl. Med. July 13, blew up before taken possession of, 300 crew sav.
L'Echoué	28	Run on shore on isle of Rie, by the Phæton,
La Victorieuse	12	} Admiral Duncan's squadron, north sea, near the Texel, August 25.
La Suffisante,	14	
La Resolue, cor,	10	} Agamemnon, H. Nelson and squadron under his command, viz. Inconstant, Melea-ger, Southampton, Tartar, and Speedy in bay Alaffio, Aug.
La Republique,	6	
La Constitution	5	
La Vigilante, gal.	5	
l'Assemblée Nat.	22	Drove on rocks Treguir, by Diamond, S. Smith, 20 of crew lost.
La Rude,	12	Burnt by la Pomone, J. B. Warren, Sep.
Vigilante, cut.	6	Childers, R. Draces, bay S. Brieux, sept 3

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	<i>Guns,</i>	<i>By whom, when and where taken.</i>
Sans Culotte	18	brt. by l'Amiable, S. Davers, off Defeada.
Suberbe	22	Vanguard, S. Miller, W. I. Sept. 30.
Brutus	10	Mermaid, H. Warre, off Granada, oct. 10
Republican	18	do. do. Oct. 14.
L'Eveillé	18	Squad. un. J. B. Warren, Rochfort oct. 15
Pandour	14	Caroline. W. Luke, in the north sea.
Le Droits du P.	36	Lost off Drontheim, Nov.

Year, 1796.

La Favorite	22	By the Alfred, T. Drury, C. Finisterre, March 5.
Sardine	22	Egmont, J. Sutton, near Tunis, March 9
Nemesis	28	do. do. March 2 form. Eng.
LaBo. Citoyenne	20	Phæton, R. Stopford, C. Finisterre, ma. 10
l'Etourdié	16	burnt by Diamond, fir W. S. Smith, m. 18
l'Etoile	30	Sir J. B. Warren's Squad. march 20, Raz de Fontenay.
Alert	14	Sampson, G. Tripp, off St. Dom.
l'Unité	38	Sir Ed. Pellew's Squadron coast of France April, 13.
la Perçante,	25	Intrepid, C. Carpenter, off Porto Plata West Indies.
la Robuste	22	Sir J. B. Warren's Squa. off the Saints ap.
l'Unité, corv.	24	Inconstant, T. F. Freemantle, medit. ap.
la Virginie,	44	Indefatigable, fir E. Pellew, and squa. ap.
Aurora	10	Cleopatra, C. Rowley, in America.
l'Ecuveuil, lug.	18	Burnt by the Niger, E. J. Foote, coast of France.
l'Abaille, cut.	14	Dryad, J. K. Pulling, off Lizard, May 2.
Volcan	12	Spencer, A. F. Evans, off Bermuda, may 4
Cigne, cut.	14	Doris, hon. C. Jones, off Scilly, May 7.
Athenienne	14	Albicore, R. Winthorpe, near Barbadoes, May 8.
la Genie, ketch	3	} Taken by com. H. Nelson's Squadron, at Oneglia, in the mediterranean, may 31.
la N. Dixsept	1	
Thames	36	Santa Margaritta, T. B. Wartin, June 7.
la Tribune	44	Unicorn, T. Williams, June 7 (since lost)
l'Utile, cor.	24	Southampton, J. Macnamara, off Toulon.
les 3 Couleurs	3	} Indefatigable, fir E. Pellew, and Squadron, off Ushant, June 11.
la Blonde, g. b.	3	
la Proserp	44	Dryad, lord A. Beauclerk, June 1.

	Guns.	By whom, when and where taken.
la Legere, corv.	22	Apollo, J. Manley and Doris, C. Jones June 22.
la Renommée	44	Alfred, T. Drury, off St. Dom. July 20.
l'Alerte	16	Carysfort, J. Alexander, E. Ind. aug. 19
l'Andromache	44	Run on shore and burnt, fir J. B. Warren,
Elisabeth	36	By adm. Murray's Squad. Halifax, aug. 28
l'Eliza, corvette	10	Taken by the Fury, Oct. 18.
le Cerf Volant, do.		By Magicienne, H. Ricketts, off St. Do- mingo, November 1.
l'Etna, now Cor- morant	20	Melampus, Moore and Childers, Poyntz November 13.
le Decius	26	Def. by Lapwing, Barton, St. Martins,
le Vaillant, brig	4	Sunk by do. do. do. nov. 26
Africaine	18	By Quebec, J. Cook, off St. Dom. dec 3.
Gen. Leveau, b.	16	By Resource and Mermaid, do. dec. 10.
Sedullant	74	Lost on the Saints, near Brest, dec. 16.
Mulette, corv.	24	By Hazard, Raddach, Bantray Bay, dec.
Scævola	40	Foundered off Ireland, dec. 30.
Impatiente	44	Lost near Crookhaven, Ireland, dec 30.
la Justice, ss.	44	Lost off Ireland, december.
les Deux Amis	14	Polyphemus Lumsdaine, and Apollo,
l'Amantthe sp.	14	By Diamond, fi R. J. Strachan, dec. 31.

Year 1797.

La Fortune	44	By Polyphemus, Lumsdaine, off Irel. jan. 5
Surveillante	44	Scuttled in Bantray Bay, Jan.
Ville de l'Orient	36	By Unicorn, Doris and Druid off Ireland, January, 7.
Suffrein, ss.	44	Sunk by Dædalus, and others, off Ushant,
l'Atlante, sp.	16	By Phœbe, Barlow, 18 l. s. w. scilly, jan.
l'Allegree, ss.	175 tons	By Spitfire, Seymour, off Ushant, jan.
Le Droits d'Homme	74	Run on shore by Indefatigable and Amazon, Jan. 14.
A Schooner	2	By Matilda, Mitford, off Barb. feb 13.
La Resistance now Fishguard	38	By St. Florenzo, Neale & la Nymhe, Cook, march, these 2 ships landed
La Constance	24	the French convicts in Wales
La Modeste	20	By Fox, Malcolm, off Vizagapatnam,
La Harmoine	44	Run shore at St. Dom. by Thunderer, Ogilvy, &c. may 29.
Jalouse, corvette	18	By Vestal, White, N. Sea, may 13.

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Guns. *By whom, when and where taken*

La Mutine, cor.	14	Cut out of St. Cruz by Lively & Minerve's boats.
La Harriot	6	By l'Aigle, C. Tyler, near Lisbon, June 12.
La Calliope	36	Destroyed by sir J. B. Warren's squadron, July 17.
La Freedom	8	Taken and burnt by do. July 17.
La Gaieté, cor.	20	By Arethusa, T. Woolley, aug. 10.
A ship corvette	22	Taken and bilged by sir J. B. Warren's squadron Aug. 11.
A Brig gv.	12	Taken and sunk by do. Aug. 11.
L'Egalité	8	Taken by do. August 23.
Le Petit Diable cut.	18	Taken and bilged by do. August 29.
L'Espoir, cor.	16	By Thalia, H. Paulst, Sept. 11.
La Decouverte	18	By Unité, B. Rowley, October.
Le Ranger cor.	14	Indefatigable, sir E. Pellow, Teneriffe, October 14.
La Nereide	36	By Phœbe, R. Barlow, off Scilly dec. 23
Daphne, cor.	20	By the Anson, P. C. Durham, dec. 28.

Year, 1798.

Triumphante, cor.	14	Severn, T. Boys, and Pelican, J. Gascoyne, January.
La Cheri	26	La Pomone, R. C. Reynolds, Bay Biscay, January 5.
Le Scipion	20	By Alfred, Totty, off Guadaloupe f. 16
La Souris, ch. marce	16	Badger, Price, & Sandfly Bourne feb. 26
Le Quatorze Jullet	74	Burnt by accident at l'Orient, April.
Arrogante, gv.	6	By the Jason, sterling, near Brest, Ap. 19
L'Hercule	74	By the Mars, A. Hood near Brest, Ap. 25
A Corvette	22	By the Caroline, capt. Luke, near Lisb.
Flibustier, gun-boat,	}	By bat. from isls. of St. Marcou, com. by Lt. Price of Badger, and Lt. Bourne, of Sandfly, May 7.
taken and several sunk		
A num. of bts. with the locks & bason gates of the C. from Ost. to B.	}	The bts. were burnt, & bason gates dest. by a nav. & milt. force under com. of Capt. Popham of expedition and Major General Coote, May 9.
La Confiante		

<i>Guns.</i>	<i>By whom, when and where taken.</i>
La Sensible 36	By Sea Horse, Foote, Mediter. June 21.
La Seine 42	By the Jason, Mermaid & la Pique J. 29
L'Aventure cor. 14	Cut out near Isle Bas, by Melpom. aug.
La Vaillante 20	Indefatigable, fir E. Pellew in the Bay
Le Neptune 10	By the Hazard, W. Butterfield aug. 12
La Fortune, corv. 18	Swiftsure, B. Hollowell, off the Nile, August 11.
Decade 44	Naiad, Pierrepont, off Cape Finisterre, August 24.
La Flore 36	Anson, Durham & Phæton, Stopford, September 8.
La Sophie 18	Endymion, Williams, off Ireland, Sept.
Taken Conquerant 74	} Taken, burnt and sunk by the squadron under the com. of R-Ad. fir H. Nelson K. B. consisting of 13 ships of 74 guns, one of 50 & a brig of 14, in all 1026 guns off the Bay of Shoals, near the mouth of the Nile, August 1.
Frankn. 80 Aquil. 74	
'Tonant 80	
Heureux 74	
Guerrier 74 Merc. 74	
Spart. 74 Sou. Peu. 74	} The French fleet consisted of one ship of 120 guns, 3 of 80, 9 of 74, 1 of 48, 1 of 44, & 2 of 36, in all 1190 guns. Of these only two ships of the line, & two frigates escaped, viz. La Guillaume Tell 80, La Genereux 74, La Diane 48, and La Justice, 44.
Burnt.	
L'Orient 120 Arte. 36	Cut out, Melpomene & Childers, Lt. Shortland, August 4.
Timoleon 74	
Sunk—Seriuse 36	
L'Aventurier cor.—	
La Legere gv. 6	Alcmene, Hope, at Alex. August 22.
Torride, Ketch 7	Boats of the Goliah, Lt. Debusk Bequier, August 25.
LeHoche80laCoquil 40	} By fir J. B. Warren, off the coast of Ireland, October 12.
LaBellone40l'ambuf36	
La Resolue 40	Melampus, Moore, off Ireland, oct. 13.
La Loire 46	Anson, Durham, off cape Clear, oct. 18.
L'Immortalité 42	Fishguard, Martin, off Brest, Oct. 20.
Liguria, <i>Genoese</i> 26	L'Espoir, Blard, in the Medite. aug. 7.

DUTCH.

Year, 1795.

Alliance 20	Stag, York, with Reunion, Ifia and Vef-tal, N. Sea. Aug. 22.	Comet
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Guns. *By whom, when and where taken.*

Comet now Penguin	18	Unicorn, Williams off Ireland, Aug. 28
De Braak, cut.	14	Detained by the Fortune, Wooldridge at Falmouth.
Williamstadt	26	} Vice Admiral Elphinstone's Squadron } at the Cape of Good Hope, sept. 14.
Star armed Brig,		
Overyffel	64	

Year 1796.

Zephyr	32	Taken by Andromeda, Ranger & Kite, in Firth of Fourth, Mar. 6.
Zealand	64	} Taken possession of as prizes, at Plymouth, March, by Vice-Admiral Onslow and the ships of war at that port.
Brakel	54	
Thulen	36	
Miermin, brig,	16	
Pyl, brig	16	} Taken at the surrender of Demarara, April, 23.
Thetis, since sunk,	24	
Plutus	24	} Phoenix, Halstead, off the Texel, May 12
Argo, now Janus,	32	
Echo, Brig	18	} Run on shore by the Pegasus, Donelly, on the coast of Friezeland, May 12.
De Gier	14	
Mercury, brig,	16	Sylph, White, off the Texel, May 12.
Jason now Profel,	32	Brought into Greenock by her own crew who mutinied, and taken possession of by Penguin, Capt. Pulling, June.
Dortrecht	64	} Surrendered on capitulation to, and taken possession of by Admiral Elphinstone's Squadron in Saldanha Bay, without firing a gun, Aug. 17.
Revolution	64	
Van Tromp	54	
Casthor [Saldanha]	38	
Braave	40	
Bellona [Vindict.]	28	
Sirene, n. Daphne	26	
Havick	18	
Maria, SS		} Roebuck, Burrows, off Barbadoes, July 6
Batave	12	
Haerl. [Amboyna]	10	By Adm. Ramier's Squadron, East-Ind.]

Year

Year 1797.

<i>Guns.</i>	<i>By whom, when and where taken.</i>
Vreyheid, ad. de Winter	74 } Taken by the fleet under admiral
Jupiter, vice-admiral	74 } Duncan, off coast of Holland, oct.
Reyntles, n. Camperdown	11. The Eng. fleet consisted of
Hearlem, Wiggetts	68 } 7 ships of 74 gns. 7 of 64, 2 of
Ad. Devries, Zegers	68 } 50, 1 of 40, 1 of 28, 1 16, 2 of
Gelykheid, Ruyfen	68 } 12, 1 of 10, 1 of 8, and 1 of 6.
Wassenaar, Holland	64 } Total 24 ships and 1198 guns.
Herculès, Van Ryfoort	64 } The Dutch fleet had 4 ships of
Delft, Verdoon, si. su.	56 } 74 gns. 5 of 68, 2 of 64, 4 of 56,
Alknaar, Kraft	56 } 2 of 44, 2 of 32, 2 of 24, 3 of 18,
	1 of 14, and 1 of 6. Total, 26
	ships 1259 guns. His Majesty
	has since conferred the dignity
	of Viscount of Great Britain on
	admiral Duncan and of a Bart.
	on vice-admiral Onslow, Gold
	medals to be worn by the offi-
	cers, as in earl Howe's engage-
	ment.
Munnichkerdam, Lancaſ.	44 } Driven on the coast of Holland
Ambuscade, Huys	32 } and retaken,
Young Frank, sp.	10 }
Limbi, ketch	8 }
Ternate, ketch	4 } Resistance, 44, Pakenham, at
A Prow	6 } Ternate, one of the Molucca
Juno, spy, swivels	4 } Islands, East-Indies.
Ya Laufun, spy	10 }
A Caracore	6 }
Walker, spy	10 } Ditto, off the island Gonontalo,
	in East-Indies.
A brig	12 } Ditto, off the island Copang E. I.
Le Courier	6 } Scorpion, Rood, North-Sea, ap. 26
Pury	36 } By the Sirius, R. King, North-
Waarzaamheid	26 } Sea, october 24.

SPANISH.

Year 1796.

Princessa	16	Sea horse, Oakes off Corunna, sept. 16.
El Mahonesa	34	Terpsichore, Bowen, near Cape de Gatt, Oct.

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Guns. By whom, when and where taken.

San Pio, corveta	18	Regulus Capt. Carthew, Nov. 2.
Gaigo, corveta	18	Alarm, Fellowes, off Grenada, Nov. 23
Corfo	18	Southampton, Macnamara, Med. Dec. 8.
La Schine	40	La Minerve, in the Mediterranean.

Year 1797.

		By Admiral Jervis's squad. off Cape St. Vincent, Feb. 14. English fleet, 15 ships of the line, Spanish 27; English 78 killed and 222 wounded. Spanish 603 killed and wounded in the 4 ships taken. April 1797, gold medals were sent out by order of the King and presented to the flag officers and to the captains of the ships of the line in the above engagement.
Salva. del Mundo	112	}
San Josef	112	
San Nicolas	80	
San Ysidro	74	
San Vincente	84	} Burnt, to prevent being taken by Admiral Harvey's fleet, at Shaggaramus Bay in the Island of Trinidad, West-Indies, Feb. 17.
Gallardo	74	
Arrogante	74	} Admiral Harvey's fleet, W. Ind. Feb 17
San Cecilia	36	
San Damafo	74	
Magallanas	4	Dover, H Kent, March, 12.
Elena	36	Destroyed by Irresistable, G. Martin, April 25.
Ninto	36	Taken by ditto since lost.
Nostra fa Della Pie.	16	By Viper, Pengelly, near Gib. Apr. 13
Neustra Sen. Rafo.	20	By Romulus and Mahonesa, off Cadiz, May, 24.
San Francisco		By Santa Margareta, Parker off Ireland. June 21.
Bolador	16	By Majestic, G. B. Westcott, near Lisbon, Nov. 14.

Year 1798.

San Antonia pack.	6	By the Endymion, T. Williams, off Ireland, May.
El Roc viso brig	6	By the Aurora, H. Digby, May 8, lat. 35 deg. north.
La Dorothea	42	By the Lion, M. Dixon, near Carthage.
La Velos Arrago.	30	By Aurora, H. Digby, W. Ind. Sept. 16

Privateers

Guns. By whom, when and where taken.

Privateers taken or destroyed from the commencement of the war, with the different powers, to the 13th Nov. 1798.

- 466 Privateers, carrying 4005 carriage guns and 468 swivels.
 46 Privateers, carrying 487 carriage guns and 4 swivels, pierced for 712.
 33 Privateers, armed only with swivels and musquetry.—Total. 539.

RECAPITULATION.

	<i>Line.</i>	<i>Frigates.</i>	<i>Ships.</i>	<i>Sloops, &c.</i>
FRENCH,	50	75	63	77
DUTCH,	15	10	8	19
SPANISH,	8	7	4	6
	73	92	75	102

Total Men of War	-	-	342
Privateers of all Nations	-	-	539
GRAND TOTAL	-	-	881

