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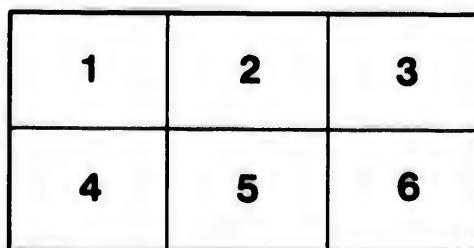
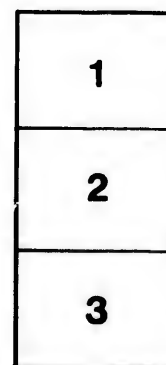
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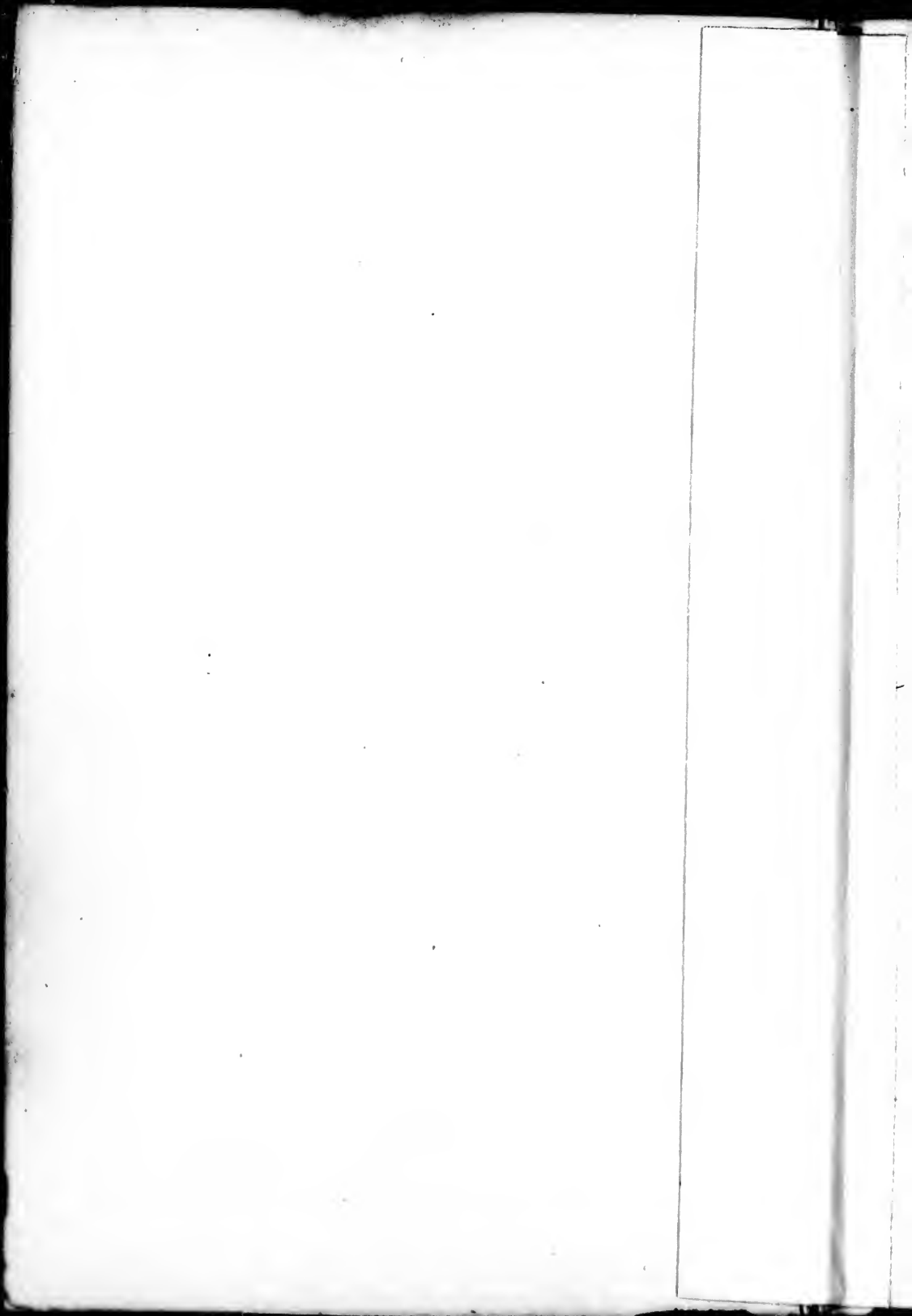
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ROYAL NAVAL BIOGRAPHY;

OR,
Memoirs of the Services

OF ALL THE
FLAG-OFFICERS,
SUPERANNUATED REAR-ADMIRALS,
RETIRED-CAPTAINS,
POST-CAPTAINS,
AND COMMANDERS,

Whose Names appeared on the Admiralty List of Sea Officers at the commence-
ment of the late year, or who have since been promoted ;

Illustrated by a Series of
HISTORICAL AND EXPLANATORY NOTES,

Which will be found to contain an account of all the
NAVAL ACTIONS, AND OTHER IMPORTANT EVENTS,

FROM THE COMMENCEMENT OF THE LATE REIGN,
TO THE PRESENT PERIOD.

WITH COPIOUS ADDENDA.

By JOHN MARSHALL, ESQ.

LIEUTENANT IN THE ROYAL NAVY.



"Failures, however frequent, may admit of extenuation and apology. To have attempted
"much is always laudable, even when the enterprise is above the strength that undertakes it.
"To deliberate whenever I doubted, to enquire whenever I was ignorant, would have protracted
"the undertaking without end, and perhaps without improvement. I saw that one enquiry only
"gave occasion to another, that book referred to book, that to search was not always to find, and
"to find was not always to be informed; and that thus to pursue perfection, was, like the first
"inhabitants of Arcadia, to chase the sun, which, when they had reached the hill where he
"seemed to rest, was still beheld at the same distance from them." *Johnson.*

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VOL. II.
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Bazely,
Brooking,
Bullen, J.
Carthew
Chamber
Cooke, J.
Dacres, J.
Dawson,
Dobson,
Evans, H.
Fraser, J.
Goldesbro
Graves, J.
Graves, F.
Hunter, J.

Arden, S.
Bowen, J.
Boyle, H.
Browell, V.
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Cunningham
Edge, Will
Fanshawe,
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ROYAL NAVAL BIOGRAPHY.

SUPERANNUATED REAR-ADMIRALS.

JOHN KENDALL, Esq.

THIS officer accompanied the Hon. Captain Byron, in the Dolphin, of 20 guns, on a voyage of discovery round the world, which was completed in twenty-two months and six days*. He subsequently served under the same commander on the coast of North America, where he was promoted to the rank of Post-Captain, Nov. 24, 1778; since which time, we believe, he has not been afloat. His superannuation as a Rear-Admiral, took place July 3, 1795.

Residence.—Scarborough.

* On the 3d July, 1764, the Dolphin, of 20 guns, commanded by the Hon John Byron, and the Tamar sloop of war, Captain Patriek Mouat, sailed from Plymouth, on a voyage of discovery; and on the 14th Jan. 1765, being in the lat. of 51° S., and long. 63° 22' W., some small islands were discovered, in one of which was found a most excellent harbour, where the ships anchored. Captain Byron, in compliment to the first Lord of the Admiralty, gave it the name of Port Egmont. These islands were surveyed, and taken possession of for Great Britain, by the name of Falkland's Islands. From hence the ships proceeded into the Pacific, and pursued their course to the N. W. On the 7th June, in lat. 14° 5' S., long. 144° 58' W., a cluster of small islands was discovered, but every part of their coasts found to be inaccessible, being bounded by stupendous rocks, on which a most violent surf constantly broke. The first of these islands Captain Byron named after his sovereign; the others were denominated Prince of Wales's Island, Duke of York's Island, and the Islands of Danger. On the 2d July, in lat. 1° 18' S., long. 173° 46' W., another island was discovered, which the officers of the expedition, in compliment to their Commodore, named Byron's Island. From the latter they steered for Tinian, and from thence to Batavia, the Cape of Good Hope, and England. They anchored in the Downs, May 9, 1766.

DAVID GRAVES, Esq.

THIS officer was made a Post-Captain, Sept. 9, 1779; commanded the *London*, a second-rate, bearing the flag of Rear-Admiral Graves, in the action off Cape Henry, Sept. 5, 1781 *; and was superannuated with his present rank, Feb. 21, 1799.

RICHARD GRAVES, Esq.

THE family of Graves originally came into England from the province of Gascony, in France; and appear to have been seated at a mansion house and estate called the Greves, or Graves, in the parish of Beighley, co. Derby, as early as the reign of Henry III.; and from thence to have established themselves at Little Wressil, in Yorkshire, about the time of Edward IV.

The subject of this memoir is the son of a clergyman, and the youngest of four brothers, all born in the county of Derry, who went to sea at a very early age, and after a considerable length of services were advanced to the rank of Post-Captains in the navy. Samuel, the eldest, commanded the *Sceptre*, of 64 guns, and greatly distinguished himself in the two last actions between Sir Edward Hughes and M. de Suffrein, Sept. 3, 1782, and June 20, 1783 †. Notwithstanding his bravery on these occasions, he was afterwards placed on the retired list; and although a memorial, with Sir Edward Hughes' letter attached to it, was presented to his late Majesty, by the other three brothers, at Weymouth, he had not the good fortune to be restored to active service. John, the second brother, also served his king and country most faithfully and honorably, and likewise died a Superannuated Rear-Admiral. The next, Thomas, was more fortunate, being included in the great promotion of Flag-Officers, which took place on the 1st Jan. 1801, in honor of the union between Great Britain and Ireland; and afterwards created a Knight of the Bath, for his gallantry in the battle off Copenhagen, on the 2d April, in that year ‡.

During the colonial war, Captain Richard Graves, being

* See note at vol. 1, p. 133. † See vol. 1, note at p. 424, *et seq.*

‡ See vol. 1, note *, at p. 365, *et seq.*

on his way to New York with despatches, in the *Swift*, a leaky brig, of 6 four-pounders and 35 men, with four feet water in her hold, and the pumps choked ; engaged an enemy's vessel of 18 six-pounders and 120 men, which he beat off, although twice a-board of each other during the action. When beaten back in an attempt to carry the *Swift* by boarding, the enemy left thirty of their pistols on the deck of the British vessel. The *Swift* was too much water-logged to pursue the fugitive, even had her force been such as to have warranted Captain Graves in so doing ; and the *Blonde* frigate, which fell in with her on the following day, was obliged to keep company until her arrival at the entrance of New York, where she sunk. In this action, Captain Graves received a severe wound. He was afterwards appointed to the *Belisarius*, mounting 20 nine-pounders ; and in that ship, after an hour's contest, compelled the *Tartar*, an American vessel of the same force, to surrender, and her consort, the *Alexander* of 22 guns, to seek safety in flight. About the same period he also captured the *Venus*, of 14 guns and 45 men.

On the termination of the American war, the services of Captain Graves being no longer required, he, with many other gallant officers, was obliged to retire from the active duties of a profession in which he had so highly distinguished himself ; and since that period he does not appear to have been afloat. His post commission bears date Aug. 29, 1781 ; and he was superannuated, with the rank of a Rear-Admiral, June 18, 1804.

Our officer married Louisa Carolina, daughter and sole heiress of Sir John Colleton, Bart. His son, Samuel Colleton Graves, Esq., Lieutenant-Colonel of the West Norfolk regiment of local militia, and a member of the Society of the Middle Temple, was the author of several political pamphlets, published under the signature of Ulysses. Of his daughters, the eldest married T. Radcliffe, Esq. ; the second is the lady of Baron Vandersmissen, a Lieutenant-Colonel of *artillerie au cheval* in the service of the King of the Netherlands ; a Chevalier of the Legion of Honor, and of the Order of Wilhelm. The third was united, in December 1819, to her

relative, Lieutenant-Colonel Sir James R. Colleton, Bart. Mrs. Graves died, Dec. 25, 1822.

Residence.—Brussels.

WILLIAM CHAMBERS, Esq.

THIS officer is the fifth son of the late Thomas Chambers, Esq., of Studley, in Warwickshire; at which place, and at Tanworth, in the same county, his family have resided, on their own estates, ever since the reign of Edward III. He entered the naval service in 1758, as a Midshipman, on board the Shrewsbury of 74 guns, under the auspices of Captain, (afterwards Admiral) Sir Hugh Palliser, with whom he served at the reduction of Quebec in 1759, and until the conclusion of the war in 1763 *.

* The naval and military forces employed in the reduction of Quebec, under the orders of Vice-Admiral Saunders, and Major-General Wolfe, arrived off the island of Orleans, in the river St. Lawrence, June 26, 1759, and on the following day the troops were landed. On the 28th, an attempt was made by the enemy to destroy the fleet, by sending down the river seven fire-rafts of an uncommon description; but owing to the vigilance of the British commander, and the excellent disposition of his ships, the design proved abortive, although the channel was crowded with vessels, and the rapidity of the stream favored the attempt. On the 28th July, the French made a similar effort, but of a more formidable nature. Nearly one hundred rafts of timber, charged with combustibles of every kind, and driven by the course of the stream, seemed to threaten inevitable destruction to the British fleet; but the good fortune of Vice-Admiral Saunders again prevailed, and the alarming preparations of the enemy were frustrated. In all the subsequent events of the memorable siege of Quebec, Vice-Admiral Saunders, and those under his command, appear to have borne a distinguished share; but it would be difficult now, if not invidious, to decide how far they contributed to the general success of the enterprise. The blaze of glory which deservedly crowns the memory of Wolfe, obscures the fame of his brethren in arms. It cannot, however, be doubted, but Vice-Admiral Saunders, by his able disposition of the ships, his zeal for the service, and his perfect knowledge of the art of war, materially contributed to the reduction of the place. On the 18th September, he had the honor of signing, with Brigadier-General Townshend, who had succeeded to the command of the army, the articles of capitulation granted to the French garrison, by which this memorable expedition was terminated with complete success, though with the loss of the immortal Wolfe, and many of his gallant associates. The town was taken possession of by a naval detachment, under Captain Palliser.

During the ensuing peace, we find Mr. Chambers serving in the *Preston* of 50 guns, commanded by Captain Alan Gardner, and bearing the flag of Rear-Admiral Parry, commander-in-chief on the Jamaica station. He subsequently joined Commodore Gambier in the *Salisbury*; and by that officer was made a Lieutenant into the *Mermaid* frigate, on the coast of North America, in 1771; but some time after re-joined his patron, and returned with him to England.

At the commencement of the American war, Mr. Chambers was appointed second Lieutenant of the *Active* frigate, one of the squadron under Sir Peter Parker, destined to act against Charlestown, in South Carolina; which ship had the honor of leading her consorts to the attack made on Sullivan's Island, June 28, 1776*. The *Active*, on that occasion, had her first Lieutenant (Pike) killed, and 8 men wounded.

From the *Active*, our officer removed as first Lieutenant, into the *Montreal* frigate, Captain Douglas; and in June 1778, he was nominated to the command of the flotilla on Lake Champlain, where he continued till the peace in 1783, when he was sent home with despatches from Sir Frederick Haldimand, the military commander-in-chief; through whose recommendations he was immediately promoted to the rank of Commander: and a statement of his meritorious conduct on many trying occasions being subsequently laid before the King, he was rewarded with a commission as Post-Captain, dated Aug. 15th in the same year. His superannuation as a Rear-Admiral took place Nov. 21, 1805.

Residence.—Rigby, Warwickshire.

Obd. circa 1870

ISAAC SMITH, Esq.

THIS officer entered the naval service about the year 1766, and served for some time on board the *Grenville*, a brig commanded by Cook, the celebrated circumnavigator, who was at that period employed as marine surveyor of Newfoundland; and whom he afterwards accompanied in the *Endeavour*, on a

* See Vol. I, p. 95, where the following correction and additions should be made: line 2, *for 1777, read 1775*; line 9, *after May, insert 1776*; line 24, *after Experiment, insert Active*.

*And in "Resolution" on Cook's 2nd voyage, a Martin's male.
Promoted on return Lieutenant of HMS Weazle 12 August 1775*

voyage to the South Sea, for the purpose of observing the transit of Venus over the sun's disk*.

His commission as Post-Captain bears date Dec. 1, 1787; and he subsequently commanded the Perseverance of 36 guns, in which ship he served for several years on the East India station, to which he had proceeded with Commodore Cornwallis in 1789.

At the promotion of Flag-Officers in 1807, Captain Smith, who was at that time severely afflicted with the hepatitis,

* The voyages of Captain Cook must be so familiar to the generality of our readers, that a very slight account of the one alluded to above may suffice; and indeed it would be inconsistent with the nature of this work, to enter into a detail which must exceed all moderate limits.

It having been calculated by astronomers that a transit of Venus over the sun's disk would happen in 1769, and that the best place for observing it would be in some part of the South Sea, the Royal Society judging this a matter of great consequence in astronomy, addressed a memorial to the King on the subject, entreating that a vessel might be ordered at the expense of Government, for the conveyance of suitable persons to observe the transit. To this memorial a favourable answer was returned, and the Endeavour, a bark of 370 tons, was purchased into the service for the voyage. This vessel, commanded by Lieutenant James Cook, and having onboard Mr. Green of the Royal Observatory at Greenwich, Mr. Banks (the late President of the Royal Society), and Dr. Solander, a Swedish gentleman, who had made much proficiency in every branch of natural history under the instructions of the celebrated Linnæus, sailed from Plymouth Sound on the 26th Aug. 1768, and arrived in Matavia Bay, Otaheite, April 13, 1769. On the 3d of June, the expected transit was observed with great advantage. A particular account of this great astronomical event may be seen in the sixty-first volume of the Philosophical Transactions.

Lieutenant Cook remained at Otaheite until the 13th July, and then went in search of several islands which he discovered. He afterwards proceeded to the inhospitable coasts of New Zealand, and on the 10th Oct. 1770, arrived at Batavia, with a vessel almost worn out, and a crew much fatigued and very sickly. The repairs of the ship obliged him to continue at this unhealthy place until the 27th Dec., in which time he lost many of his seamen, and more on the passage to the Cape of Good Hope, which place he reached on the 15th March, 1771. From the Cape our navigator sailed to St. Helena, where he arrived on the 1st May, and staid till the 4th to refresh. On the 12th June he anchored in the Downs, after an absence of nearly three years, in which time he had experienced every danger incident to a voyage of such length, displaying on all occasions a mind that was equal to every perilous enterprise, and to the boldest and most successful efforts of navigation and discovery.

obtained the superannuation of a Rear-Admiral. He resides, if we mistake not, with the widow of his lamented friend Captain Cook, at Merton Abbey, Surrey. *Oh!!*

Died at Merton Abbey 2 July 1831

DAVID STOW, Esq.

THIS officer was made a Commander at Jamaica, after the defeat of M. de Grasse by Sir George B. Rodney, April 12, 1782. His post commission bears date Dec. 1, 1787; and he was superannuated with the rank of Rear-Admiral Oct. 9, 1807.

Residence.—Berwick.

THOMAS GOLDESBROUGH, Esq.

Post commission dated Dec. 1, 1787. Superannuated Oct. 10, 1807.

Agent.—Thomas Stilwell, Esq.

LAUHLAN HUNTER, Esq.

THIS officer was a Lieutenant in Rodney's action, April 12, 1782; commanded the Antelope of 14 guns on the Jamaica station, in 1783; and obtained the rank of Post-Captain, Sept. 21, 1790. During the revolutionary war we find him employed in the impress service, at North Yarmouth. He was placed on the list of Superannuated Rear Admirals, May 12, 1808.

Residence.—Yarmouth, Norfolk.

NICHOLAS INGRAM, Esq.

THIS officer was made a Lieutenant by Admiral Byron in 1778, and appointed to the Royal Oak, bearing the flag of Rear-Admiral Hyde Parker, who promoted him to the rank of Commander in 1780; from which period he commanded the Star brig until the peace of 1783. His next appointment was in Oct. 1790, to the Shark sloop of war; and on the 3d of the following month he became a Post-Captain. From 1797 till the peace of Amiens; and from the renewal of the war in 1803 till the date of his superannuation as a Rear-Admiral (May 21, 1808), he commanded the Weymouth district of Sea Fencibles. He married, in 1811, Elizabeth Ann, daughter of the late — Booth, Esq. of Bristol.

Residence.—Burton Bradstock, Bridport, Devon.

*her
cousin.*

RICHARD WILLIS, Esq.

THIS officer, a brother, we believe, of Dr. Willis, a gentleman celebrated for his skilful treatment of insane patients, was made Post, Nov. 3, 1790; and obtained his present rank, June 14, 1808.

Residence—Petworth, Sussex.

HENRY WARRE, Esq.

Lucas
22 July
1781

Car
1 Dec 1787

IF we mistake not, this officer was born in Portugal, and entered the naval service under the protection of Commodore Johnstone. After serving for some time as first Lieutenant of the *Trusty*, a 50-gun ship, bearing the broad pendant of Commodore Cosby, on the Mediterranean station, he was promoted to the rank of Commander, in the *Kingsfisher* sloop of war. During the Spanish armament, he commanded the *Swan* of 14 guns, stationed in the Channel. His post commission bears date Nov. 22, 1790. In the summer of 1793, we find him serving on board the flag-ship of Vice-Admiral J. Sanches de Britto, commander of the Portuguese squadron that came to England with Earl Howe; and in the following year, commanding the *Mermaid*, a 32-gun frigate, in which he proceeded to the West Indies.

On the 10th Oct. 1795, Captain Warre fell in with an armed ship and a brig, off Grenada; the latter pushed into a small bay and got a-ground; and the *Mermaid*, in the eagerness of pursuit, ran on shore close alongside her; the vessel was got off, and proved to be the *Brutus*, of 10 guns, belonging to the French republic; her crew, consisting of 50 men, together with 70 soldiers, intended to support the rebellion in Grenada, landed and escaped. Captain Warre chased the ship the whole of the next day, but lost sight of her in the night. On the 14th he again discovered, pursued, and after an action of half an hour, captured her. She proved to be the *Republican*, of 18 guns and 250 men (including troops), 20 of whom were killed, and several wounded. On board this vessel was a French General, proceeding to assume the command in Grenada. The *Mermaid* had 1 man slain, and 3 wounded.

Captain Warre subsequently commanded the *Adamant* of 50 guns; he was placed on the list of Superannuated Rear-Admirals, Aug. 31, 1810.

Agent.—Thomas Stilwell, Esq.

2. died 1826

WILLIAM CARTHEW, Esq.

THIS officer was made a Post-Captain, May 10, 1794; and in the same year commanded the *Redoubt*, of 20 guns, stationed at Sheerness as a floating battery. In 1795 he was appointed to the *Brilliant*, a small frigate, on the North Sea station; from which he removed into the *Regulus*, 44, and proceeded to the West Indies. On his passage thither, Nov. 2, 1796, he captured *El San Pio*, a Spanish corvette of 18 guns. Captain Carthew appears to have left the *Regulus* on the Jamaica station, in 1798. He was superannuated, with the rank of Rear-Admiral, Aug. 18, 1812.

Agent.—Sir F. M. Ommanney.

SANDFORD TATHAM, Esq.

DURING the Russian armament, in 1791, this officer commanded the *Argo*, a 44-gun ship, armed *en flute*, in North America. In 1793, he was appointed to the *Dromedary*, store-ship, and accompanied the expedition under Sir John Jervis and Sir Charles Grey, to the West Indies.

On the 8th Feb. 1794, whilst employed in covering the debarkation of the third brigade of the army on the side of Cas de Navires, in the island of Martinique, the *Dromedary*, venturing too near the battery on Point Negro, received a shot between wind and water, and a second through her upper works, which killed 1 man and wounded 4, among whom was Captain Tatham.

Our officer was promoted to the rank of Post-Captain, Nov. 4, 1794; employed on the Impress service, in 1798 and 1799; and obtained the superannuation of a Rear-Admiral, Dec. 7, 1813.

Residence.—Armitage, near Rugeley, Staffordshire.

FREDERICK WATKINS, Esq.

SOON after the commencement of the French revolutionary

war, in 1793, we find this officer serving as first Lieutenant of the *Blanche* frigate, commanded by the late Captain Faulknor, and employed on the Leeward Islands station.

On the 4th Jan. 1795, that heroic Commander, being on a cruise off Point-à-Pître, at 7 A. M., observed a large republican frigate coming out of the harbour, with a schooner in company. Captain Faulknor immediately stood towards the enemy, and continued to do so until nearly within gun-shot of Fort Fleur d'Épée, the scene of his former glory*, when he tacked, hove to, and filled occasionally. Finding the French frigate disinclined to venture out from under the batteries, he made sail to examine a schooner which was coming down along shore; she proved to be an American from Bourdeaux, and appearing suspicious, was detained and taken in tow, the *Blanche* proceeding under easy sail, first towards *Mariegalante*, and afterwards stretching over for *Dominica*. At 8^h 30' P. M., the French frigate was seen about two leagues astern; upon which the schooner was cast off, and the *Blanche* made sail to meet the enemy. At half past twelve o'clock, after some manœuvring and an exchange of broadsides, when passing on opposite tacks, a most bloody and desperate action was commenced within pistol-shot; and at one A. M., Captain Faulknor ran the *Blanche* across the enemy's bows, and lashed the bowsprit of the latter to the capstern of his own ship. A brisk fire was now kept up from such guns as could be brought to bear, and musketry, which the enemy returned from his quarter-deck guns, run in a-midships and pointed fore and aft, also from small arms in his tops and elsewhere. At this period the main and mizen-masts of the *Blanche* were shot away; and the French made an attempt to board her, but were repulsed with great loss. At a quarter past two, his antagonist having dropped astern, Captain Faulknor ordered another hawser to be got up, with which he lashed the French frigate to his quarter, and whilst in the act of doing so, was shot through the heart by a musket-ball. On his death, the command naturally devolved on Lieutenant Watkins, who continued the action in a manner that did him immortal honor.

* In our first volume, at pp. 711 and 840, will be found an account of the storming of Fort Fleur d'Épée, by a gallant band, headed by Captain Faulknor, on the 12th April, 1794.

The *Blanche*, having only her fore-mast standing, now paid off before the wind; towing, and plying with incessant and well-directed volleys of musketry, her equally determined opponent. None of the great guns could be brought to bear, until a part of the stern-frame was blown out; when the enemy's ship was so effectually raked, that all her masts were soon shot away. Still did the brave Frenchmen persevere in their resistance; and it was not until a quarter past five, that they hailed to announce their surrender.

It was not yet day-light; neither of the ships were able to put a boat in the water. Under these difficulties, nothing remained but to get on board the prize, by means of the hawser; this was successfully performed by Lieutenant (now Sir David) Milne and 10 seamen, whose weight bringing the bight of the rope into the water, obliged them to swim part of the distance, when they gained her deck, and found her to be la Pique of 40 guns, besides several brass swivels on her gunwale, and 360 men, of whom 67 were killed, 110 wounded, and about 9 supposed to have been drowned by falling into the sea when attempting to board the *Blanche*; whose loss, considering the length and violence of the conflict, was but small. It consisted of 8 killed and 21 wounded*. The fall of her commander was, however, deplored by every friend to the service; his courage and determined bravery had been often tried, and always with success; indeed the English cause in the West Indies, at that period, could hardly have received a deeper wound than it did by his death.

The gallantry of this action was long the theme of praise. An Interlude, called "*The Death of Captain Faulknor*," was performed at Covent Garden Theatre; and a monument to his memory, with a suitable inscription, was erected in St. Paul's Cathedral, by a vote of the House of Commons.

As a reward for his distinguished bravery in the above glorious affair, Lieutenant Watkins was promoted to the rank of Post-Captain, by commission dated April 26, 1795; and appointed to the command of the *Resource*, of 28 guns, in which ship he continued about two years, on the Leeward

* The *Blanche* mounted 38 carriage guns, and had on board at the commencement of the battle only 198 men; 14 of her crew being absent in prizes. With respect to size, she was 196 tons less than her opponent.

Islands and Jamaica stations, and cruised with very considerable success against the enemy. On the 10th Dec. 1796; in company with the Mermaid frigate, he captured the General Leveau, French corvette of 16 guns, near St. Domingo.

In the spring of 1799, our officer commissioned the Nereide of 36 guns; and on the 2d March, in the following year, captured la Vengeance privateer, of 16 guns and 174 men, in the Bay of Biscay; the next day he re-captured an American ship, with a cargo of coffee, sugar, and tobacco, valued at 30,000*l*. The Nereide was afterwards ordered to the West Indies.

On the 11th Sept. 1800, Captain Watkins being on a cruise off Curaçoa, had the good fortune to acquire information that 1500 French troops from Guadaloupe had made good their landing a short time before, and were at that very moment in actual contest with the Dutch inhabitants, who claimed the protection of his Britannic Majesty. With the most prompt decision, he pushed for the harbour, landed his men and some cannon, occupied the forts; and thereby induced the French to evacuate the island on the 22d. In the mean time, the Governor entered into a capitulation, by which Curaçoa and its dependencies, together with the vessels in the harbour, in all forty-four sail, and such property as was on board of them on the 10th, were surrendered to the Nereide.

Captain Watkins returned to England, in Feb. 1801; and from that period we lose sight of him until the beginning of 1808, when he was appointed to the Majestic of 74 guns; from the command of which ship he was afterwards dismissed by the sentence of a court-martial, for a breach of naval discipline towards the late Admiral Wells. He was superannuated, with the rank of Rear-Admiral, June 11, 1814.

In 1809, our officer published a work entitled, "The Young Naval Hero; or Hints to Parents and Guardians, on educating and preparing Young Gentlemen for his Majesty's Navy," 8vo.

Agents.—Messrs. Maude.

JOHN MONKTON, Esq.

THIS officer entered the naval service in 1766, and served upwards of eleven years as a Midshipman and Master's-

Mate, on board the Chatham of 50 guns, and Lark, Aurora, Carysfort, Maidstone, and Boreas frigates. The two former ships were employed principally at the Leeward Islands. His removal from the Aurora, to make room for an Admiralty Midshipman, proved a fortunate circumstance for Mr. Monkton, as that vessel was soon after lost, on her passage to India, and all on board perished. In the Carysfort he saw much hard service, and had several narrow escapes : the first was in 1771, when, being on her return from Pensacola, and the Havannah; to Jamaica, the ship, owing to the perverseness and ignorance of the pilot, ran ashore in the night, upon the Martyr reefs, in the Gulph of Florida; where her situation was such as promised little chance of being able to save the ship, and at first, not much hope of preserving the lives of the crew. However, after nine days incessant labour, she was at length got out from amongst those dangerous rocks, through a very difficult and intricate channel, and carried to Charlestown in South Carolina, under jury masts, with the loss of her guns, and most of the provisions and stores.

In the ensuing year the Carysfort was ordered to England, and on her passage thither from Jamaica, was obliged to throw all her guns overboard in a heavy gale of wind. After refitting, she was again sent to the West Indies, where she encountered a violent hurricane, during which she lost her first Lieutenant, five seamen, and all her masts, besides being once more obliged to part with her guns.

The Carysfort was paid off at Chatham, in Sept. 1773, and Mr. Monkton soon after joined the Maidstone, in which frigate he continued about three years, and was present at the capture of more than two hundred sail of vessels, principally on the Jamaica station; from whence he returned to England, in the Boreas, about the autumn of 1777.

On the 19th Nov. following, Mr. Monkton was promoted to the rank of Lieutenant, and appointed to the Three Sisters, an armed ship, hired from the merchants, and employed in giving protection to the trade on the coast of Scotland, and about the Orkney and Shetland Islands. After being thus employed for a period of two years, he was appointed second Lieutenant of the Vestal frigate, then fitting at Deptford; and subsequently sent to the Newfoundland station, where she captured and destroyed many of the

enemy's vessels, and among others the *Mercury*, an American packet, from Philadelphia; on board of which was Mr. Henry Laurens, formerly President of the Congress, bound on an embassy to France, Spain, and Holland. The despatches found in the possession of this Envoy, determined the British ministry to issue an immediate declaration of war against the latter power, and to commit their bearer as a state prisoner to the Tower.

In 1781, the *Vestal*, then commanded by the Hon. G. C. Berkeley, accompanied Vice-Admiral Darby to the relief of Gibraltar *, where she particularly distinguished herself against the enemy's gun-boats, two of which she destroyed under the guns of the fortress of Ceuta.

Some time after the performance of this service, Captain Berkeley, accompanied by the whole of his officers and crew, removed into the *Recovery* of 32 guns, which ship formed part of the squadron under Vice-Admiral Barrington, at the capture of a French convoy, from Brest bound to the East Indies, in April 1782. She was also with Lord Howe, at the relief of Gibraltar, towards the close of the same year †.

The *Recovery* being paid off at the peace in 1783, Mr. Monkton remained on half pay till March 1784, when he was appointed first Lieutenant of the *Ardent* 64, stationed as a guard-ship at Portsmouth, where she remained for a period of four years; during which no incident occurred worthy of particular notice.

During the Spanish armament, we find Lieutenant Monkton serving on board the *Windsor Castle*, a second rate, bearing the flag of Rear-Admiral Sawyer. His next appointment was to be first Lieutenant of the *Niger* frigate, commanded by his friend the Hon. Captain Berkeley, who had for a considerable time filled the office of Surveyor-General of the Ordnance, and recently been honored with a commission of the highest importance, as President of a board of engineer officers, for the purpose of enquiring into the abuses and frauds committed against government in the West Indies; a service he performed with honor to himself, and to the entire satisfaction of his Majesty's ministers.

On the 10th March, 1793, Mr. Monkton commissioned the

* See vol. 1, p. 4, and note †, at p. 33. † See vol. 1, p. 17.

Marlborough of 74 guns, then fitting at Chatham for Captain Berkeley, and afterwards attached to the grand fleet under Earl Howe. This was our officer's last appointment as a Lieutenant; for in consequence of that nobleman's representation of his gallant conduct in the glorious action of June 1, 1794*, he was immediately afterwards promoted to the rank of Commander, and appointed to act as captain of the Marlborough, during the absence of Captain Berkeley, whose place he had so ably filled during the latter part of that memorable conflict †.

Owing to the change which about this time took place in the administration of naval affairs, a promise which Captain Monkton had obtained from Lord Chatham, of advancement to post rank, was not realized, although he retained the command of the Marlborough for nearly twelve months; but fortunately for him he was afterwards appointed *pro tempore*, to the Colossus, another 74; in which ship he distinguished himself off l'Orient, June 23, 1795; and by his exertions greatly contributed to the capture of three French line-of-battle ships; an account of which will be found in our first Vol. p. 246, *et seq.* The Colossus on that occasion had 35 men killed and wounded, which appears to have been nearly one-fourth of the total loss sustained by the British squadron.

Captain Monkton's post commission bears date June 29, 1795; from which period, with the exception of about two months in the Formidable of 90 guns, he was not again employed until the latter end of 1797; when he obtained the command of la Lutine frigate, fitting at Woolwich for the

* See vol. I, p. 663**.

† The Marlborough had got into action; and whilst engaged with the Impétueux of 78 guns, and Mucius 74, the former of which ships she had completely dismasted, the Montagne of 120 guns came under her stern and poured in a raking broadside, which killed and wounded many of her men, and caused much other mischief. It was at this moment that Captain Berkeley received a severe wound, which obliged him to resign the command of the ship to Lieutenant Monkton, who continued to fight her with the utmost skill and bravery. The Marlborough on this occasion had all her lower masts shot away, and no less than 137 men killed and wounded. Lieutenant Monkton was *nominally* promoted into the Calypso sloop of war, which vessel was lost on her return from Jamaica, and all on board perished.

North Sea station, where he served under the orders of Lord Duncan, and made many captures.

His next and last appointment was at the close of 1799, to the *Mars* of 74 guns, bearing the flag of Rear-Admiral Berkeley; and he continued to serve as Flag-Captain to that officer until Jan. 1801; when a misunderstanding having arisen between the Rear-Admiral and Earl St. Vincent, commander-in-chief of the Channel Fleet, the former resigned his command, and Captain Monkton was in consequence superseded. His superannuation took place June 18, 1814.

Rear-Admiral Monkton remained a bachelor until he was more than forty years of age, when he married Miss Charlotte Slade, of Burstock, co. Dorset, first cousin to the present Lieutenant-General Slade. By this lady, who died May 6, 1806, he had four children, three of whom are now living. His second wife was Charlotte, widow of his old messmate, Mr. Mackie, Purser of the ill-fated *Ardent**, and only daughter of George Hutton, Esq., a gentleman of considerable property, who had formerly kept an academy at Deptford. He married, lastly, Dec. 14, 1818, Elizabeth Patience, daughter of Thomas P. Phillips, of Tiverton, co. Devon, Esq., and sister of Thomas J. Phillips, of Landau House, near Launceston, Cornwall, Esq.

Residence.—Havre de Grace.

* In the course of the foregoing memoir, we have alluded to the fate of the *Aurora* and *Calypso*. Of the other vessels in which Rear-Admiral Monkton served, it is remarkable, that no less than six were afterwards lost: *viz.* the *Lark*, in America, during the colonial war; the *Three Sisters*, in the North Sea; the *Ardent*, burnt at sea; the *Marlborough*, wrecked on the coast of France; the *Colossus*, on the Scilly Isles; and *la Lutine*, on the Dutch coast. Whilst in the latter, he discovered and corrected an error in the compasses, which he explained to his successor, the unfortunate Captain Skynner; but that officer paid no attention to his advice, and actually undid what Captain Monkton had completed, saying that compasses were of no use in the North Sea. However, the contrary proved to be the case. *La Lutine* sailed from Yarmouth Roads at nine A. M. on the 9th Oct. 1799, with a fair wind for the Texel, having a considerable sum of money on board; and in the course of the ensuing night, struck on the outer bank of the Vlie passage, where all hands perished, with the exception of two men taken up alive, one of whom died soon after.

JOHN COOKE, Esq.

THIS officer was born at Kirby, near Norwich, in 1750, and first embarked in the royal navy as a Midshipman, on board the *Raisable* of 64 guns, commanded by Captain Maurice Suckling, the worthy uncle, and first professional patron of our lamented hero, the renowned Nelson, who, with several other Norfolk youths, joined that ship about the same period.

The *Raisable* was one of the ships commissioned in 1770, on the apprehension of a rupture with Spain, on account of the very extraordinary conduct of that power relative to the Falkland Islands *. On the termination of the dispute, she was paid off, and Captain Suckling was, in May, 1771, appointed to the command in the river Medway; but Mr. Cooke not relishing so idle and uninteresting a life as that of a Midshipman in a guard-ship, applied for and obtained permission to join the *Crescent* frigate, then fitting for the Leeward Islands station. In that ship he served, mostly as Master's-Mate, until Aug. 1774, when she was put out of commission at Woolwich.

We next find him in the *Conquestador*, 64, guard-ship, at

* The author of the History of England, in a series of letters from a nobleman to his son, generally, though erroneously attributed to Lord Lyttleton, gives the following concise account of the transaction:—"In the course of the summer, the Spaniards sent out some ships, and seized upon Falkland's Islands, where the English had lately made a settlement, and erected a fort; and this violation of peace had nearly involved us in a war with that nation. A negotiation, however, took place, and the Spaniards restored the islands. It was privately stipulated that they should be afterwards evacuated by Great Britain; and since that time no settlement has been made upon them. The pens of the political writers were employed to magnify or diminish the consequence of these islands, according as they were engaged for or against the ministry. Junius, a popular and elegant writer, whose real name has never yet been discovered, was at this time a formidable opponent to administration; and Dr. Samuel Johnson, whose moral and critical writings are above all praise, ranged himself on their side. On the whole, if the affront to the nation be overlooked, it does not appear that the possession of these islands was worth contending for." The late Admiral Macbride, who visited them about the year 1766, says: "We found a mass of islands and broken lands, of which the soil was nothing but a bog, with no better prospect than that of barren mountains, beaten by storms almost perpetual."

Chatham, where he remained but a short time. In April, 1776, Captain Suckling, then Comptroller of the Navy, presented him with a warrant appointing him Master of the *Hornet* sloop, fitting at Woolwich for the Jamaica station, of which vessel the late gallant Lord Collingwood was then Lieutenant.

Mr. Cooke continued in the *Hornet* until Feb. 1, 1778, when he joined the *Glasgow*, a 20-gun ship, commanded by the late Admiral Sir Thomas Pasley, Bart., with whom he afterwards removed successively into the *Sibyl* frigate, and *Jupiter* of 50 guns, of which latter vessel he was appointed a Lieutenant immediately after the action between Commodore Johnstone and M. de Suffrein, in Porto Praya Bay, April 16, 1781*.

In May 1782, the *Jupiter* was ordered to convey Admiral Pigot to his command in the West Indies; and soon after her arrival there, was sent on a cruise off the Havannah, where she captured several of the enemy's vessels. Hostilities ceasing soon after, she returned to England, and was put out of commission July 28, 1783.

During the Dutch and Spanish armaments, in 1787 and 1790, Lieutenant Cooke served under the flag of Sir John Jervis, afterwards Earl of St. Vincent, in the *Hannibal*, 74, and *Prince*, a second-rate. At the commencement of the French war in 1793, he was appointed first Lieutenant of the *Weazle* sloop of war; and in November following, to the Woolwich troop-ship, attached to the armament under Sir John Jervis, then about to sail for the West Indies, where he was removed into the *Undaunted* frigate; and on the 5th May, 1794, promoted to the rank of Commander, in the *Inspector* of 16 guns.

Whilst in this latter vessel, Captain Cooke was employed co-operating with the army in the re-occupation of Gaudaloupe, &c.; affording protection to the trade of the Virgin Islands; and in various other services, requiring considerable

* The attack made on Commodore Johnstone's squadron, by M. de Suffrein, we have already described in our memoir of Admiral Sir Henry Darby (vol. 1, note at p. 268, *et seq.*): the *Jupiter* was on that occasion opposed to a French 74, which she obliged to cut and sheer off: indeed, throughout the whole of the affair she was very materially distinguished for the power and force of her fire.

activity. The following address conveys a sufficient idea of the manner in which he acted on those occasions :

“ *Tortola Council Chamber, May 13, 1795.*

“ Sir.—It having been publicly announced that you are speedily to be removed from your present station in order to join the Admiral, the Members of his Majesty's Board of Council for the Virgin Islands, who entertain with me every just sense of your merits as a British officer, and of the honorable manner in which you have discharged the duties which you were sent hither to perform, have unanimously determined that you shall not depart from this colony without bearing with you a testimony of their gratitude. They have, therefore, conferred on me the grateful task of communicating to you by letter, their acknowledgments for the steady zeal you have displayed on all occasions [and more especially in times when alarms and threatened dangers have worn the most serious aspect,] in readily co-operating with the President in the adoption of all such measures as were deemed expedient for our safety and protection ; and small as is the force of the ship under your command, we have yet the satisfaction to say, that in consequence of your gallantry and good conduct, and of your officers and crew following your example, our enemies have been deterred from executing their threats of attacking this colony, and that you have thereby become the efficient means of our defence. Wishing you health, prosperity, and the enjoyment of every felicity, I have the honor and satisfaction to subscribe myself, with every consideration and respect, Sir,

“ Your most faithful, and most obedient humble Servant,

(Signed) “ GEO. LEONARD, President.

“ *To Captain Cooke, H. M. S. Inspector.*”

This address was presented to Captain Cooke on the occasion of his receiving a commission from the late Sir Benjamin Caldwell, commander-in-chief *pro tempore* at the Leeward Islands, promoting him to the command of the Quebec frigate, vacant by the demise of Captain Josias Rogers *. An unfortunate mistake, however, on the part of the late Sir Charles Thompson, who had received orders to send Captain Cooke to St. Christopher's, where the Quebec was to assemble the homeward bound trade, prevented him from joining his ship ; and his subsequent appointment to the Alarm frigate, by Rear-Admiral Thompson, appears to have been rendered nugatory,

* This was Captain Cooke's second appointment to a death vacancy ; the first was to the *Thiabe*, the commander of which ship, we believe, had been appointed to the *Blanche*, as successor to the gallant Faulknor, whose glorious exit we have just recorded in our memoir of Rear-Admiral Watkins, see p. 10 ; but in consequence of his being absent on distant service, Captain Cooke had no opportunity of joining her.

by the arrival of a new commander-in-chief, the late Sir John Laforey, by whom he was ordered to follow the Quebec to England, where he arrived in the Montagu 74, on the 5th Oct. 1795.

Soon after his arrival, Captain Cooke was gratified by the receipt of an address from the Council and Assembly of Tortola, &c. to the following effect :

“ *Tortola, August 15, 1795.*

“ Sir.—We, the Council and Assembly of his Majesty’s Virgin Islands, taking into consideration your unremitting exertions when upon this station, for the safety and protection of this colony, beg leave to return you our warmest thanks. During the time H. M. S. Inspector, at that time under your command, was stationed here, we were exposed to the most imminent danger from the hostile disposition of our enemies assembled at St. Thomas’s, who were so daring as publicly to proclaim their intention of making a descent upon these islands. In this critical posture of our affairs, we had no other hopes of safety but in the exertions of the militia of the country, aided by efforts such as were in your power to make in our behalf; and we reflect, Sir, with gratitude, that we were not disappointed in our expectations of your zeal for his Majesty’s service, and for the preservation of this colony. By your active co-operation with us, in such measures as were deemed most essential for our defence—we saw with satisfaction that our enemies were obliged to abandon their intended enterprise. We should sooner have expressed our sentiments of your conduct, had not your unexpected removal from H. M. S. the Alarm, and your sudden departure for England, deprived us of the opportunity of doing so. We hope the services you have rendered this colony will recommend you to the notice of our most gracious Sovereign, and that he will not suffer your merits to pass unrewarded; and we sincerely flatter ourselves, whilst we regret your departure from amongst us, that wherever his Majesty’s service may require your presence, you may enjoy every degree of happiness which life can afford.

“ We remain most respectfully, Sir,

“ Your obedient, humble Servants,

(Signed)

“ W. TURNBULL, President.

“ *To Captain Cooke, late Commander of*

“ *H. M. ships, Inspector and Alarm.*”

Captain Cooke, on his arrival in England, lost no time in paying his respects to the Board of Admiralty; and was greatly chagrined to find that their Lordships would not confirm his post commission from the original date, that of the brave Faulknor’s death, on the score that Rear-Admiral Caldwell was not *bona fide* Commander-in-Chief. By this decision, he lost upwards of eight months rank, during which

period no less than forty-three officers, who would otherwise have been his juniors, took precedence of him. He however claimed and obtained the command of the *Quebec*, which ship he joined on her return from a cruise, Jan. 1, 1796*.

After capturing a French national cutter, Captain Cooke was again ordered to the West Indies; where by his conduct in a rencontre with two frigates of far superior force, he obtained the commendations of his Commadore, the late Sir John T. Duckworth. Whilst on the Jamaica station he appears, by the following letter, to have destroyed a formidable privateer; the particulars of which transaction we have not been able to ascertain:

"Cormorant, Mole St. Nicholas, 15th Aug. 1796.

"Sir,—I am favored with your account of the destruction of the privateer *Regulus*, on which I congratulate you, as she has been of great annoyance to the trade; but I could have wished that among the 16 *Sans Culottes* who fell by your well-directed fire, that *Pierre Olinger*, her commander, who is an infamous scoundrel, had been of the party.

&c. &c. &c.

(Signed)

"J. T. DUCKWORTH.

"Captain Cooke, H. M. S. Quebec."

During Captain Cooke's continuance on the Jamaica station, he captured *l'Africaine*, a French corvette of 18 guns; and destroyed a vast number of armed vessels and piratical boats, off the island of *St. Domingo*;—and so highly were those services appreciated by the inhabitants of *St. Marc's*, that they presented the following address to the Commander-in-Chief, interceding for his continuance there:—

"The inhabitants of the town of *St. Marc's*, anxious to testify to Captain Cooke, commander of his Majesty's frigate *Quebec*, the great regret they feel at his quitting the station,—desiring at the same time to express their gratitude to the Commadore, Commander-in-Chief of his Majesty's naval forces, seize with eagerness this opportunity to assure the Commadore, the cruises which Captain Cooke has made since he has been in our vicinity, have always been attended with the most happy success. The number of row-boats and other vessels which he has destroyed, witness his great activity in cruising, and evince the services which he has rendered our town. Anxious in the very fullest manner to express their just sentiments to Captain Cooke, the inhabitants of this town supplicate the Com-

* Captain Cooke's post commission was dated Sept. 8, 1795; his appointment to the *Thisbe*, Jan. 6, 1795.

modore that he will be pleased to continue him on the station. They will not cease to pray for the continuation of success to his Majesty's arms."

Signed by JANUARIUS DUQUESNE, various other officers of the garrison, and all the principal inhabitants of the town of St. Marc's.

"To J. T. Duckworth, Esq., Commodore, &c. &c. &c."

Our limits do not admit of the introduction of other documents, relative to the zeal invariably displayed by Captain Cooke in the furtherance of the public service. Such being the case, we must conclude this memoir by observing, that the subject thereof returned to England in Oct. 1797, since which period he has not been employed afloat.

On the renewal of the war, in 1803, Captain Cooke was appointed to the command of the Sea Fencibles between Calshot Castle and St. Alban's Head. In May, 1804, he assumed the command of all the lighters, launches, &c. armed, in and about the Medway, for the purpose of encountering the formidable flotilla, of which even those who called themselves Britons, at that time stood so much in dread. His last public service was that of superintending the equipment of the gun-boats destined to accompany the Walcheren expedition*. The Sea Fencibles being disbanded early in 1810, our officer at that period, like many others, both then and now, wishing for active service, came on half-pay.

Captain Cooke, in consequence of the regulation, proscribing officers who had not commanded ships of the line since the peace of Amiens from becoming Flag-Officers, was superannuated with the rank of Rear-Admiral, June 20, 1814.

Mrs. Cooke died at Portchester, Feb. 26, 1822, aged 69 years.

Residence.—Tiverton, Devon.

JOHN DAWSON, Esq.

THIS officer was made a Post-Captain, April 3, 1796; and, towards the conclusion of the revolutionary war, commanded the *Diadem*, troop-ship, from which he removed into the *Asia* of 64 guns, on the Baltic station. He was superannuated June 28, 1814. It is said of a gentleman of the same name, who commanded the *Phæton* frigate, in 1787,

* See vol. 1, p. 290.

and was afterwards dismissed his Majesty's service, that when presiding at a court-martial, he desired the prisoner, who had been sentenced to be hanged, "to prepare himself for death, without delay,—and to thank God it was *no worse* with him." This may probably account for the well-known expression among sailors,—"*death, or worse punishment.*"

Residence.—Carrickfergus, Ireland.

SHULDHAM PEARD, Esq.

THIS officer, a son of the late Captain George Peard, R. N., was born at Penryn, co. Cornwall, in 1761; entered the naval service in 1773; was at Newfoundland when the war commenced between Great Britain and her American colonies; and in 1779 had the misfortune to be taken prisoner in a Spanish vessel, of which he had charge, captured by the *Thetis* frigate. Being carried into Cadiz, he was from thence transferred with his crew to Cordova, where he remained until exchanged. In the following year he was promoted to the rank of Lieutenant. His post-commission bears date Nov. 30, 1795; about which time we find him commanding the *Britannia*, a first-rate, bearing the flag of the late Lord Hotham, on the Mediterranean station. From that ship he removed into the *St. George*, of 98 guns.

Early in July, 1797, a most daring mutiny broke out on board the *St. George*, which was happily quelled by the spirit and activity of her Commander and his first Lieutenant, aided by a detachment of the 25th regiment, then serving as marines, under the command of Captain (now Major-General) Samuel Venables Hinde. The meritorious conduct of Captain Peard on this occasion sets a noble example to the officers of the British navy. The circumstance was as follows:—Three men, who had been sentenced to suffer death for mutinous behaviour in another ship, were sent on board the *St. George* to be executed. The crew, on the arrival of the prisoners, drew up a remonstrance in their favor, and begged of Captain Peard to intercede in their behalf with the Commander-in-Chief. The Captain replied that their prayer should be laid before the Earl of St. Vincent; and in pursuance of his promise, he lost no time in submitting the remonstrance to his Lordship. The Admiral's

answer was, that he considered the sentence of the mutineers as founded upon solid justice and imperious necessity; and consequently he could not think of retracting the sanction which he had given to the judgment of the court-martial, by whom they had been convicted. Upon this determination being made known to the crew of the *St George*, the strongest symptoms of disaffection were manifested by them. Their conduct was not unobserved by Captain Peard, who took the precaution to watch their proceedings with the utmost strictness: one of the seamen, who was well acquainted with their designs, informed him that they had entered into a resolution of seizing the ship, deposing the officers, and liberating the condemned culprits. The evening previous to the day appointed for carrying into effect the sentence of the court-martial, was the time fixed upon to put their plan into force. Captain Peard seeing the crew assemble on the main-deck, immediately approached, and addressed them to the following effect:—"I am perfectly aware of your intentions, and shall oppose them at the risk of my life. You have determined to resist the authority of your officers; I am resolved to do my duty, and to enforce strict obedience to my orders. I am sensible that the greater part of you are the victims of delusion: I know the ringleaders, and do not hesitate to declare my intentions of bringing them to justice. I command you to disperse, and to return to your duty."

Finding this address did not produce the desired effect, Captain Peard, accompanied by Lieutenant Hatley, rushed in among the crowd, resolutely seized two of the people, whom he knew to be the promoters of the conspiracy, dragged them out by main force, and put them in irons, without experiencing any opposition from the remainder of the crew. The resolution and determined courage displayed by Captain Peard on this occasion, had such an effect upon them, that order was immediately restored, and they returned peaceably to their duty. The next morning the three mutineers were hanged at the yard-arm; and a few days after, the two ring-leaders of the *St. George* were tried by a court-martial, condemned to suffer death, and executed accordingly.

The following memorandum was given out by Earl St. Vincent, the night before the execution of the latter offenders :—

“ General Order.—Every ship in the fleet is to send two boats, with an officer in each, and two marines or soldiers properly armed in each boat, on board his Majesty’s ship the *St. George*, at half past seven to-morrow morning, to attend a punishment. The sentence is to be carried into execution by the crew of the *St. George* alone; and no part of the boats’ crews of other ships, as is usual on similar occasions, are to assist in this painful service; in order to mark the high sense the Commander-in-Chief entertains of the loyalty, fidelity, and subordination of the rest of the fleet, which he will not fail to make known to the Lords Commissioners of the Admiralty, and request their Lordships to lay it before the King. This memorandum is to be read to the ships’ companies.”

The *St. George* was afterwards attached to the Channel fleet; and Captain Peard continued to command her until the month of February, 1799, when he was appointed to the *Success* frigate, and again ordered to the Mediterranean. On his passage thither, he fell in with a fleet of French ships, consisting of upwards of thirty sail, nineteen of which he judged to be of the line. The *Success* was at one time within four miles of two of their line-of-battle ships, which chased her from noon until 4^h 30' P. M., at which time they discontinued the pursuit.

On the 9th June following, Captain Peard discovered a Spanish polacre, which sought refuge in the harbour of la Seva, a small port about two leagues from Cape Creux. As there did not appear any batteries to protect her, and the weather being favorable, he was induced to send his boats in to bring her out, under the directions of Lieutenants Facey and Stupart. They left the ship at four in the afternoon, and at eight were seen coming out with the polacre, which had made a gallant resistance. She proved to be the *Bella Aurora*, from Genoa bound to Barcelona, laden with silk, cotton, rice, &c., mounting 10 carriage guns, 9 and 6-pounders, with 113 men. She was surrounded by a high boarding netting, and supported at the same time by a small battery, and a heavy fire of musketry from the shore; in spite of which our brave countrymen, forty-two only in number, most resolutely boarded and carried her, but not without some loss, three of them being killed, Lieutenant (now Cap-

tain) Stupart, and 9 others, badly wounded. It is said that a marine, who had his right arm broke by a grape shot, was asked by Lieutenant Facey, "If his arm was not disabled?" to which he nobly replied, "Yes, it was; but thank God, though he could not pull a trigger with his right, he could wield a cutlass with his left hand;" and in this situation was very active in assisting to board and capture the enemy.

The Success was subsequently employed in the blockade of Malta; and on the 10th Feb. 1800, when the squadron under the orders of Lord Nelson intercepted le Génereux of 74 guns, bearing the flag of Rear-Admiral Perrée, Commander-in-Chief of the French naval force in the Mediterranean, Captain Peard displayed great judgment and gallantry in laying his frigate across the enemy's hawse, in which position he raked him with several broadsides. The Success on this occasion had 1 man killed and 9 wounded. Le Génereux was from Toulon, and had on board a number of troops bound for the relief of Malta. A large armed transport, with stores, provisions, &c., was taken at the same time.

On the 9th Feb. 1801, whilst lying in Gibraltar Bay, Captain Peard saw seven ships of the line and two frigates pass to the eastward under a press of sail; and having no doubt but they were French, and their destination Egypt, he immediately determined to put to sea, endeavour to pass them, call off Minorca, and then proceed to Lord Keith with the intelligence. The next morning he came up with them off Cape de Gatte, and passed them in the night. The two following days they were in sight, but very distant,—the wind variable and light. During the night of the 12th, the wind blew fresh from the South, and as Captain Peard carried every sail the ship would bear, he imagined his distance would have been greatly increased by the morning; but had the mortification to find the enemy at day-light close upon his larboard quarter. They immediately gave chase; and as our officer saw it was scarcely possible to escape, he determined to run them back to the westward, as it would materially retard, or might bring them in sight of any British ships that should be in pursuit of them. At

noon the wind fell, which, with a head sea, gave the enemy every advantage. At three o'clock they were within musket-shot, and two ships of the line, one on the beam, the other on the quarter, began to fire; when being convinced that nothing more could be done, Captain Peard reluctantly ordered the colours to be hauled down.

The French squadron was commanded by Rear-Admiral Gantheaume, and had sailed from Brest on the 23d of the preceding month. Six days after the capture of the *Success*, they anchored at Toulon, from whence Captain Peard, with his officers, were sent in a cartel to Port Mahon, where they arrived on the 26th February.

Soon after his return to England, the subject of this memoir was appointed to the *Audacious* of 74 guns; and on the 16th June, in the same year, he sailed with the squadron under Sir James Saumarez, sent to blockade Cadiz.

In the action with the French squadron off Algeiras, on the 6th of the following month*, the *Audacious* had 8 men killed and 32 wounded. She returned to Spithead in October; and from that time until the spring of 1802, formed part of the Channel fleet. At the latter period she was ordered to the West Indies, where she continued until the ensuing autumn.

On the renewal of hostilities against France, in 1803, Captain Peard was appointed to the command of the *Sea Fencibles* from the Ram Head to the Dodman. He was superannuated, with the rank of Rear-Admiral, July 5, 1814.

Residence.—Exeter.

JOHN BAZELY, Esq.

THIS officer is the son of the late Admiral John Bazely, who commanded the *Alfred* of 74 guns, in the battle of June 1, 1794, in the glories of which memorable day the subject of this sketch also participated, he being at that time third Lieutenant of the *Royal George*, a first rate, bearing the flag of the late Lord Bridport, under whom he likewise served as Captain of the *Prince of Wales*, a 98-gun ship, carrying the flag of Rear-Admiral Harvey, in the action off L'Orient, June

* See Vol. I, p. 187.

23, 1795*; soon after which event he was appointed to the *Hind* of 28 guns, stationed in the Channel. Towards the latter end of 1797 he joined the *Overyssel* of 64 guns, as Flag-Captain to Admiral Peyton; and in that ship he assisted at the capture of the Dutch fleet in the Texel, in the month of August 1799 †.

Captain Bazely continued in the *Overyssel* until the peace of Amiens. He subsequently commanded the *Sea Fencibles* from the mouth of the Humber to the river Ouzé. His post commission bears date November 11, 1794; and his superannuation took place July 9, 1814.

Residence.—Dover.

ALEXANDER WILSON, Esq.

THIS officer's good conduct when coxswain to the late Lord Bridport, raised him to favor and promotion. He was a Lieutenant in that nobleman's flag-ship on the glorious 1st June, 1794, and in the action off l'Orient †; after which he was entrusted with the charge of the *Alexander* 74, recaptured from the enemy on that occasion. His post commission is dated September 2, 1795. He subsequently commanded the *Flora* frigate, and *Trusty*, a 50 gun ship, armed *en flute*; served in the expedition against the French in Egypt; and is one of those gentlemen who were presented with the Turkish gold medal. He was superannuated July 18, 1814.

Residence.—Wexford, Ireland.

SIMON MILLER, Esq.

THIS officer commanded the *Experiment*, a 44-gun ship armed *en flute*, at the reduction of Martinique, Guadaloupe, &c. in 1794, and was posted by Sir John Jervis into the *Vanguard* 74, bearing the flag of Rear-Admiral Charles Thompson, in which ship he convoyed home a fleet of merchantmen in 1797. His post commission bears date Nov. 4, 1794. During his continuance in the West Indies he was attacked three times by the yellow fever. He was superannuated August 16, 1814. Mrs. Miller died Dec. 31, 1823, aged 67.

Residence.—Twyford, near Winchester.

* See Vol. I. pp. 76 and 246. † See Vol. I. note at p. 414, *et seq.*

‡ See Vol. I. pp. 76 and 246.

RICHARD DACRES, Esq.

THIS officer, whose ancestors appear to have settled at Leatherhead, in Surrey, about the close of the sixteenth century, is the fifth son of the late Richard Dacres, Esq. Secretary to the garrison of Gibraltar, by Mary, daughter of William Bateman, Esq. of Bury St. Edmund's, in the county of Suffolk, and a brother of the late Vice-Admiral Dacres.

He was born in Sept. 1761, entered the naval service in 1775, and served as a Midshipman on board the *Renown* of 50 guns, at the evacuation of Boston*, and the reduction of New York, Rhode Island †, and on various other services.

Mr. Dacres remained in the *Renown* until 1778, when he returned to England and joined the *Apollo* frigate, commanded by Captain Philemon Pownall. He was consequently in the action between that ship and *l'Oiseau* French frigate, Jan. 31, 1779, which terminated in the capture of the enemy. On this occasion the *Apollo* had 6 men killed and 22, including her Commander and his two Lieutenants, wounded. The enemy's loss was never ascertained.

Our officer was afterwards removed into the *Victory*, a first rate, bearing the flag of Sir Charles Hardy, Commander-in-Chief of the Channel fleet; by whom he was promoted to the rank of Lieutenant, and appointed to the *Amazon* frigate, commanded by the Hon. W. C. Finch, with whom he proceeded to the West Indies in the spring of 1780.

During the memorable hurricane which visited the West India islands on the 10th and 11th Oct. in that year ‡, the *Amazon* had a narrow escape from destruction. The particulars of her situation are thus related in Captain Finch's official letter on that subject:—

“The morning of the commencement of the gale, the *Amazon* stood under her storm stay-sails; it was but for a short time the canvas held: after that the ship behaved perfectly well. About seven at night the gale increased to a degree that can be better conceived from the consequences, than any description I can give. There was an evident necessity of doing something to relieve the ship; but I was unwilling to cut away the lower masts till the last extremity, and accordingly ordered the people to cut away the main-top-mast: my orders were attempted to be put into execution with the utmost alacrity; but before it could be accomplished, I

* See Vol. I, p. 39 *. † See Retired Captain Sir ANDREW S. HAMOND.

‡ See Vol. I, p. 105.

found it necessary to call them down to cut away the main-mast. Whilst I was waiting for the men to come down, a sudden gust overset the ship ; most of the officers, with myself, and a number of the ship's company, got upon the side of the ship ; the wheel on the quarter-deck was then under water. In this situation I could perceive the ship settling bodily some feet, until the water washed up to the after part of the slides of the carronades on the weather side. Notwithstanding the ship was so far gone, upon the masts, bowsprit, &c. going away, she righted as far as to bring the lee gun-wale even with the water's edge. By the exertion of all the officers and men, we soon got the lee quarter-deck guns and carronades overboard, and soon after one of the fore-castle guns and sheet anchor cut away ; which had so good an effect, that we were enabled to get at the pumps and lee guns on the main-deck : the throwing them overboard was, in our situation, a work of great difficulty ; and I could perceive the ship was already going down by the stern. This arduous task was accomplished under the direction of Lieutenant Edward Pakenham, whose great experience and determined perseverance, marked him out as perhaps the only individual to whom (amidst such great exertions) a pre-eminence could be given. The water was above the cable on the orlop-deck, with a vast quantity between decks ; and the stump of the main-mast falling out of the step, occasioned one of the chain pumps to be rendered useless, as was the other soon after : by the great activity of the two carpenter's mates, they were alternately cleared. Besides the loss of our masts, the ship has suffered considerable damages, the books and papers totally destroyed, and 20 seamen drowned and wounded."

From the Amazon, Mr. Dacres was removed, as first Lieutenant, into the Alcide of 74 guns, Captain C. Thompson ; in which ship he was present in Admiral Graves' action off the Chesapeake, Sept. 5th, 1781 * ; and in the different skirmishes with Count de Grasse's squadron, at St. Christopher's, in the beginning of the year 1782 †. He also participated in Rodney's glorious victory over the French fleet, on the 12th April succeeding ‡.

The present just rule, of promoting first Lieutenants on such occasions, was not then established ; and Mr. Dacres remained in the Alcide till 1783, when he was appointed junior Lieutenant of the Bombay Castle 74, stationed at Portsmouth, where he continued about two years, and then accompanied Commodore Sawyer to Halifax, in the Leander 50, from which ship he was paid off in 1788.

In the Spanish armament of 1790, Lieutenant Dacres was appointed, first, to the Dictator 64, and afterwards to the

* See Vol. I. p. 133.

† See retired Captain J. N. INGLEFIELD.

‡ See Vol. I., note at p. 35, *et seq.*

Windsor Castle of 98 guns, bearing the flag of Rear-Admiral Sawyer.

The difference with Spain, it will be recollected, was amicably settled; and from that period till the commencement of hostilities against the French republic, Mr. Dacres remained unemployed. He was then appointed to command the Union armed brig; from which vessel he removed as first Lieutenant into the Hannibal of 74 guns, commanded by the late Sir John Colpoys.

In 1794, the Hannibal being put out of commission, he was appointed first Lieutenant of the Diamond frigate, commanded by his old messmate and steady friend Sir W. Sidney Smith. With that officer he appears to have remained but a short time; as in the month of October following, we find him serving with his former Commander, Rear-Admiral Colpoys, in the London of 98 guns.

At length, in the month of March, 1795, after serving fifteen years as a Lieutenant, Mr. Dacres was promoted to the rank of Commander, in the Childers sloop; and on the 31st Oct. following, he was further advanced by being made a Post-Captain, in the Camilla of 20 guns, on the North Sea station. During the time he commanded the former vessel, he captured the Vigilante, a national cutter, mounting 6 guns.

In the spring of 1797, Captain Dacres was removed into the Astrea frigate, and soon after performed a most essential service by effecting his escape from the Nore during the height of the general mutiny, and convoying a valuable fleet in safety to the Baltic. Whilst in that ship he also captured several French and Dutch privateers. The Astrea being paid off in 1799, our officer remained without any other appointment until early in 1801, when he obtained the command of the Juste of 80 guns, and accompanied Sir Robert Calder to the West Indies, in pursuit of a French squadron that had escaped from Brest.

On his return to England, our officer was appointed to the De Ruyter of 68 guns, stationed as a guardship at Spithead; in which he remained till the cessation of hostilities. He then joined the Desirée, and went to Jamaica with the squadron under the late Sir George Campbell, but quitted her there in consequence of ill health.

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On the renewal of the war in 1803, Captain Dacres was appointed to the Sea Fencible service at Dartmouth; and in 1805, when his friend Sir W. Sidney Smith hoisted his flag in the *Pompée*, he proceeded with him, as his Captain, to the Mediterranean, where he was engaged in a great variety of services, particularly on the coast of Calabria, and at the forcing of the passage of the Dardanelles, and destruction of a Turkish squadron off Point Pesquies*.

The *Pompée*, as already mentioned in our memoir of Sir W. Sidney Smith, returned to England from Alexandria in June 1807, and soon after received the flag of Vice-Admiral Stanhope, whom Captain Dacres accompanied to Copenhagen, where he displayed very great activity, zeal, and presence of mind, in his exertions to subdue an alarming fire which unfortunately broke out in the dock-yard, on the night of Sept. 22, for which he received a very deserved tribute of praise from Sir Samuel Hood, under whose orders he was at that time superintending the equipment of the Danish fleet, and was presented by Admiral Gambier and Lord Cathcart, the naval and military Commanders-in-Chief, with a handsome piece of plate, as a token of their approbation.

On the 2d Feb. 1808, Captain Dacres was appointed Governor of the Royal Naval Asylum, where he continued until August 1816, highly respected by every individual connected with, or participating in the benefits of that admirable institution†. He was superannuated with the rank of Rear Admiral, March 29, 1817.

Our officer married, in 1788, Miss Martha Phillips Milligan, by whom he has several children, one of whom is the lady of Captain W. F. Carrol, R. N. C. B. and another has recently been united to Captain H. S. Olivier, of the 32d regiment.

Residence.—Bathford, co. Somerset.

* See Vol. I. pp. 315, *et seq.* 799, *et seq.* and 809.

† The Royal Naval Asylum was first instituted by two philanthropic chiefs of the Hebrew nation, (Messrs. Benjamin and Abraham Goldsmid) aided by the public and professional skill of the gallant Sir W. Sidney Smith. The object of the institution is the education of children, whose fathers are, or have been, engaged in the naval service of their country. The number of pupils was originally intended to be 1000; but at present it is, we believe, restricted to a smaller number.

D'ARCY PRESTON, Esq.

THIS officer served under Sir John Jervis at the reduction of Martinique and St. Lucia, in 1794; and after the capture of the latter island, was promoted from a Lieutenancy in the Boyne of 98 guns, to the command of the Rattlesnake sloop of war, in which vessel he returned to England with the officers who were charged with the official accounts of that conquest. He afterwards commanded the Termagant sloop; and on the 13th June 1796, was posted into la Mignonne of 32 guns, from which ship he removed into the Blanche, another frigate of the same class.

On the night of Dec. 19, in the same year, the Blanche, in company with la Minerve, bearing the broad pendant of Commodore Nelson, fell in with two Spanish frigates, one of which, the Sabina, was taken by the latter, but soon after recaptured*. Captain Preston engaged the other, and obliged her to surrender, with the loss of 22 men killed and wounded; but before she could be taken possession of, a Spanish 3-decker and two other frigates approached, and compelled the Blanche to wear and make sail in the direction of her consort.

Captain Preston subsequently commanded the Dido of 28 guns, Boston 32, and during the greater part of the late war, the Sea Fencibles between Flamborough Head and the river Tees. In Dec. 1813, he was appointed Commodore of a division of prison-ships; and on the 24th Aug. 1819, obtained the superannuation of a Rear-Admiral. His eldest son is in holy orders; another is a Lieutenant R. N.

Residence.—Askam, near York.

MAN DOBSON, Esq.

THIS officer was made a Post-Captain June 28, 1796; and from that period till the latter end of 1800, commanded the Queen of 98 guns, bearing the flag of Sir Hyde Parker, on the Jamaica station. At the close of the late war he was employed to regulate the Impress service at Bristol. His superannuation took place Aug. 24, 1819.

Residence.—Oxendon, near Market Harborough, Leicestershire.

* See Vol. I. p. 520.

THOMAS PEARSE, Esq.

POSTED Dec. 6, 1796; superannuated Aug. 24, 1819; resides at Bradninch, near Columpton, in Devonshire.

JOSEPH BULLEN, Esq.

THIS officer, the second son of the late Rev. John Bullen, Rector of Kennet, in Cambridgeshire, and of Rushmoor-cum-Newburn, co. Suffolk, entered the navy in 1774, under the patronage of the late Hon. Sir William Cornwallis, and served with that admirable officer during the greater part of the American war. He was with him in the *Isis* at the reduction of Mud fort *, and in the *Lion*, in the action between Byron and d'Estaing †.

On the glorious 12th April, 1782, when Rodney defeated de Grasse, we find Mr. Bullen serving as a Lieutenant on board the *Prince George* of 98 guns, commanded by the late Captain John Williams, and not by the present Admiral Freeman, as stated in our first volume ‡. The *Prince* on that occasion was next astern of the *Princessa*, which ship carried the flag of Rear-Admiral Drake, and led the fleet into action.

Lieutenant Bullen subsequently served with the late Lord Nelson, in the *Hinchinbrooke* frigate, on the Mosquito shore; where the mortality was so great, owing to the unhealthiness of the climate, that at the end of six weeks, only 27 officers and men were surviving, out of a complement of 235 §.

* See Retired Captain Sir ANDREW SNAPE HAMOND.

† See Retired Captain ROBERT FANSHAW.

‡ We were led into the mistake alluded to, by Schomberg, whose errors of this description are innumerable.

§ Early in 1780, a project was formed by General Dalling, Governor of Jamaica, against the Spanish American colonies. This design was to take Fort St. Juan, on the river of that name, which flows from the Lake Nicaragua, into the Atlantic; make himself master of the lake itself, and of the cities of Grenada and Leon; and thus cut off the communication of the Spaniards between their northern and southern possessions in America. Here it is that a canal between the two seas may most easily be formed;—a work more important in its consequences than any which has ever yet been effected by human power. The Secretary of State for the American department approved the plan: and as discontents at that time were known to prevail in the *Neuvo Reyno*, in Popayan, and in Peru, the more sanguine part of the English nation began to dream of acquiring an empire in one part of America, more extensive than that which they were on the point of losing in another. General Dalling's plans were well-formed; but

At the commencement of the French revolutionary war, he again joined Captain Nelson, in the *Agamemnon* of 64 guns ;

the history and the nature of the country had not been studied as accurately as its geography : the difficulties which occurred in fitting out the expedition, delayed it till the season was too far advanced ; and the men were thus sent to adventure themselves, not so much against an enemy, whom they would have beaten, as against a climate, which would do the enemy's work.

Five hundred men, destined for this service, were conveyed by Captain Nelson from Port Royal to Cape Gracias a Dios, in Honduras. Not a native was to be seen when they landed : they had been taught that the English came with no other intent than that of enslaving them, and carrying them to Jamaica. After a while, however, one of them ventured down, confiding in his knowledge of one of the party ; and by his means the neighbouring tribes were conciliated with presents, and brought in. The troops were encamped on a swampy and unwholesome plain, where they were joined by a party of the 79th regiment, from Black River, who were already in a deplorable state of sickness. Having remained here a month, they proceeded, anchoring frequently, along the Mosquito shore, to collect their Indian allies, who were to furnish proper boats for the enterprise, and to accompany them. They reached the river San Juan, March 24th, the latter end of the dry season, and the worst time for such an expedition, the river being consequently low. About 200 soldiers, however, were embarked in the Mosquito shore craft, and in the Hinchinbrooke's boats, and they began their voyage. Indians were sent forward through narrow channels between shoals and sand-banks, and the English were frequently obliged to quit the boats, and exert their utmost strength to drag or thrust them along. This labour continued for several days, when they came into deeper water ; they had then currents and rapids to contend with, which would have been insurmountable, but for the skill of the Indians in such difficulties. The brunt of the labour was borne by them, and by the British sailors—men never accustomed to stand aloof when any exertion of strength or hardihood is required. The soldiers, less accustomed to rely upon themselves, were of little use. But all equally endured the violent heat of the sun, rendered more intense by being reflected from the white shoals, while the high woods, on both sides of the river, were frequently so close as to prevent all refreshing circulation of air ; and during the night all were equally exposed to the heavy and unwholesome dews.

On the 9th April, they reached an island in the river, called St. Bartolomeo, which the Spaniards had fortified, as an out-post, with a small semi-circular battery, mounting 9 or 10 swivels, and manned with 16 or 18 men. It commanded the river in a rapid and difficult part of the navigation. Nelson, at the head of a few of his seamen, leaped upon the beach, and, in his own phrase, *boarded the battery*. The castle of St. Juan is situated about sixteen miles above St. Bartolomeo, sixty-nine from the mouth of the river, and thirty-two below the Lake of Nicaragua.

from which ship, after being engaged in a variety of active services, he was removed into the *Victory*, a first rate, bearing the flag of Lord Hood; by whom he was entrusted with the command of Fort Mulgrave, during the defence of Toulon

Boats reach the sea from the castle in a day and a half; but their navigation, back, even when unladen, is the labour of nine days. The British, after marching several miles, and transporting the stores and provisions through woods almost impassable, appeared before it two days after the capture of St. Bartolomeo. Nelson's advice was, that it should instantly be carried by assault: but Nelson was not the commander; and it was thought proper to observe all the formalities of a siege. Ten days were wasted before this could be commenced. It was a work more of fatigue than of danger; but fatigue was more to be dreaded than the enemy; the rains set in: and, could the garrison have held out a little longer, disease would have rid them of their invaders. Even the Indians sunk under it, the victims of unusual exertion, and of their own excesses. The place surrendered on the 24th; but victory procured to the conquerors none of that relief which had been expected. The castle was worse than a prison; and it contained nothing which could contribute to the recovery of the sick, or the preservation of those who were yet unaffected. The huts, which served for hospitals, were surrounded with filth and with the putrifying hides of slaughtered cattle—almost sufficient of themselves to have engendered pestilence: and when, at last, orders were given to erect a convenient hospital, the contagion had become so general that there were none who could work at it: for, besides the few who were able to perform garrison duty, there were not orderly men enough to attend the sick. Added to these evils, there was the want of all needful remedies; for though the expedition had been amply provided with hospital stores, river craft enough had not been procured for transporting the requisite baggage; and when much was to be left behind, provision for sickness was that which of all things men in health would be most ready to leave. Now, when these medicines were required, the river was swollen, and so turbulent that its upward navigation was almost impracticable. At length even the task of burying the dead was more than the living could perform; and the bodies were tossed into the stream, or left for beasts of prey, and for the gallinazos—those dreadful carrion-birds, which do not always wait for death before they begin their work. Five months the British persisted in what may be called this war against nature; they then left a few men, who seemed proof against the climate, to retain the castle till the Spaniards should choose to retake it, and make them prisoners. The rest abandoned their baleful conquest. Eighteen hundred men were sent to different posts upon this wretched expedition: not more than 380 ever returned. Of the Hinchinbrooke's crew, 87 are said to have taken to their beds in one night. The castle when taken, contained one brass 5½-inch mortar, and 20 pieces of brass ordnance, besides swivels, mounted; and 10 or 12 iron guns dismounted.

against the republican armies *, to whose fire he was constantly exposed for a period of three weeks.

Previous to the final evacuation of Toulon, Lieutenant Bullen was promoted to the rank of Commander; and la Mulette of 20 guns, the ship intended for him, being absent, he received an order to act as Captain of the Proselyte frigate, in which he narrowly escaped being captured, in consequence of his having voluntarily remained after every other ship had left the harbour, and thereby rescued 300 Spanish and Neapolitan troops, who had been deserted by their countrymen, and but for his humanity would inevitably have been taken prisoners, if not massacred by the ferocious enemy.

Captain Bullen subsequently obtained permission from Lord Hood to serve as a volunteer with his friend Captain Serecoid, who, after the retreat from Toulon, had superseded him in the command of the Proselyte; out of which ship they were both burnt by the hot shot from the French batteries, during the siege of Bastia. Our officer afterwards commanded an advanced battery, and continued on shore until the surrender of that place. We find his name mentioned in the highest terms by Nelson, when writing an official account of the operations of the siege to Lord Hood †.

On his return to England, Captain Bullen embarked as a volunteer with his friend the present Sir T. Byam Martin, in the Santa Margaritta; and he appears to have been on board that ship, when she captured the Tamise, French frigate ‡.

His last service afloat was as acting Captain of the Alexander 74, stationed off Brest. He obtained post rank Nov. 24, 1796; and on the renewal of the war was appointed to the command of the Lynn Regis district of Sea Fencibles. His superannuation took place Aug. 28th, 1819.

On reference to the *memoranda* in our possession, we observe that Rear-Admiral Bullen has been sixty-nine times engaged with the enemies of his country, in ships, boats, and batteries; and that he has repeatedly received the thanks of his superior officers. He married, in 1801, Margaret Ann, only daughter of the late W. Seafe, Esq. of the Leazes, co. Durham, Barrister at Law.

Residence.—Bath.

* See Vol. I, pp. 46 and 294. † See Vol I, p. 251. ‡ See Vol. I, p. 492.

SAMUEL BROOKING, Esq.

WE have not been able to trace with any degree of accuracy the descent of the family of Brooking, though from their arms, some documents in their possession, and the names of several estates in Devonshire and Cornwall, such as Palestine, Judea, &c., once belonging to them, we have reason to believe that their ancestors were not idle during the Holy Wars. The officer of whom we are about to speak was born at Newton Ferrers, in the former county, about 1753; went first to sea with the Hon. Captain John Leveson Gower, in 1765; and subsequently served as a Midshipman, under the late Sir Roger Curtis, Lord Howe, and Sir Richard Onslow; by the latter of whom he was placed in command of a gun-boat belonging to the St. Albans, during the expedition up Hudson's River, to relieve General Burgoyne. On this occasion, forts Montgomery and Clinton were carried by storm; the enemy, on their retreat, setting fire to two new frigates and several other vessels, which were totally destroyed. They also abandoned and burnt fort Constitution, and Continental village. In the last were barracks for 1500 men; a large boom or chain, of a curious construction, was either carried away or sunk; its value was estimated at 70,000*l.* sterling.

Previous to his quitting the gun-boat, Mr. Brooking, when making a diversion to favor the landing of some troops at the mouth of a river, and with a view of cutting off an American galley, narrowly escaped destruction, by a shot passing through the corner of his powder chest; and his gun being at the same time disabled, he was obliged to withdraw.

In 1778, Lord Howe made him a Lieutenant; in which capacity we find him serving on board the Strombolo fire-vessel, Galatea of 20 guns, and Prudent 64, at the relief of Rhode Island*; Fort M'Lean†, and St. Kitts'; an account

* See Retired Captain, Sir A. S. HAMOND.

† About the middle of June, 1779, Colonel M'Lean sailed from Halifax with 600 troops, escorted by three sloops of war, to the Penobscot river, where on his arrival he established a strong post extremely well chosen for annoying the enemy; who, greatly alarmed at this transaction, immediately equipped a formidable armament at Boston, appointing Commodore Saltenstall to the command.

of which latter event will be found under the head of Retired Captain Inglefield.

The *Galatea*, of which ship Mr. Brooking was the only Lieutenant, was one of the most active cruisers on the American station; and in the course of a single cruise of six weeks, was fortunate enough to capture two large letters of marque, a formidable privateer, which had done much mischief to our trade, and the *Recovery*, an armed ship belonging to the United States. The latter vessel sustained a running fight of considerable duration; and, considering the number of men absent from the *Galatea* in her former prizes, and the manner in which that ship was crowded with prisoners, it would not, we think, have reflected any disgrace on the remainder of the British officers and men had she effected her escape: as it was, her capture must be considered highly creditable to them.

In 1782, Captain Andrew Barclay, under whom Mr. Brooking was then serving as first Lieutenant of the *Prudent*, gave him an order to act as Commander, in the *St. Lucia* sloop of war; but he does not appear to have been confirmed to that rank until 1794, when he received a commission appointing him to the

On the 27th July, the American squadron, accompanied by a fleet of transports, having on board a large body of troops, commanded by General Lovell, arrived in the river, and began to cannonade the sloops of war and battery; which was so ably returned, that the enemy in their repeated attempts to land were repulsed. On the third day, however, they succeeded, under cover of a tremendous fire, which obliged the picquets to retire into the fort, the attack and defence of which was carried on with great spirit until the night of Aug. 13th, when on a sudden the American fire ceased. At day-light, on the following morning, to the astonishment of the garrison, it was discovered that the enemy had abandoned their works, and re-embarked their troops and artillery. This mystery was soon cleared up by the appearance of Commodore Sir George Collier, in the *Raisonable* 64, with three frigates, two 20-gun ships, and a sloop of war, entering the river, having sailed from Sandy Hook to their relief. The American Commodore at first drew up his squadron, and made a shew of resistance; but on the approach of the British frigates, his resolution soon failed, and a most ignominious flight took place, which terminated in the capture and destruction of the whole rebel force, consisting of one frigate, three ships of 24 guns each, one of 22, twelve ships, brigs, &c., amounting in the whole 194 guns, and twenty-one sail of transports, besides two brigs of war previously taken by the squadron.

command of the *Drake*, in which vessel he was afterwards sent to the Jamaica station. His promotion to the rank of Post-Captain took place July 21, 1796.

During the ensuing three years we find our officer commanding the *Jamaica*, a 20-gun ship, and a squadron consisting of two sloops of war and two or three schooners, besides several armed vessels belonging to the government of Jamaica, placed under his orders for the protection of the coasts of that island, and the collection of the periodical fleets previous to their departure for England. Whilst thus employed, he acquitted himself so much to the satisfaction of the House of Assembly, that that body, as will appear by the following document, voted him a sword value 100 guineas, which, on his return to England as convoy to the homeward bound trade at the latter end of 1799, was presented to him by their agent in London.

" House of Assembly, Nov. 14, 1799.

" **RESOLVED**, that this House entertain a high sense of the services derived to this island from the zeal and activity of Samuel Brooking, Esq. Captain of his Majesty's ship *Jamaica*, during the period of three years, when the protection of the coasting trade and navigation was under his directions; and that the Receiver-General do pay to his agent the sum of one hundred guineas for the purchase of a sword, as a testimony of the favorable opinion this House entertain of his meritorious conduct.

" By order of the House,

(Signed) " **JAMES LEWIS**, Clerk to the Assembly."

The gentlemen, merchants, planters, &c. of *St. Ann's Bay*, had previously expressed themselves in terms as follow :

" St. Ann's Bay, April 20, 1799.

" Sir,—We the inhabitants of this place should be wanting in gratitude were we not to subscribe to your peculiar merits, and express the lively sense with which we are impressed of the benefits this port and its vicinity have participated with the island in general from your unexampled activity and vigilance for a series of years past. The temerity of such of our enemies as have attempted to approach our coast has been punished by your activity, while the name of *BROOKING* has struck terror in our neighbouring enemies, and has awed them from attempting depredations on us. We trust that a conduct so manifestly essential to the interest and security of the island will be properly reported, and duly rewarded. We are, with unfeigned respect, Sir, your obedient and very humble servants."

[*Here follow twenty-seven signatures.*]

The services more particularly alluded to in the foregoing address, were the capture of a number of privateers, and the recapture of several valuable Jamaican ships. The following little affair we notice on account of its ludicrous nature :

Captain Brooking having received information that some French privateers were in the habit of sending their prizes to a river near Cape Cruz, on the Cuba shore, whither they also repaired to rendezvous and refit, he one night stretched over and took a station for commencing operations in the morning. At day-light, however, he unexpectedly found himself within gun-shot of a battery presenting rather a formidable appearance; opposite which, as soon as enabled by the sea-breeze, he took his position, placing a prize with a carronade in her to flank the enemy's work. The shallowness of the water prevented him approaching so near as he could have wished. Some time after he had opened his fire, he was surprised at seeing the Spaniards run down to the beach and pick up the shot which had fallen short ; and it subsequently turned out, that until they had thus supplied themselves, it was not in their power to return his fire. Observing from the mast-head that the privateers had run a considerable distance up the river, and that a great number of people were collected in the fort, he did not consider it expedient to attempt a landing, or to throw away more ammunition ; therefore, as soon as his crew had dined, took his departure for Jamaica.

The climate of the West Indies proved so injurious to Captain Brooking's health, that he was at length compelled to quit it, and return to England, at the period we have above stated ; from which time we lose sight of him until Aug. 31, 1819, the date of his superannuation as a Rear-Admiral.

Residence.—Plymouth, Devon.

HENRY EVANS, Esq.

THIS officer was, we believe, a *protégé* of the late Sir Peter Parker, Bart. Admiral of the Fleet. He commanded the *Fury* sloop of war, and captured *l'Elize*, a French schooner of 10 guns, in 1795 ; assisted at the reduction of St. Lucia, in

May 1796 * ; and was present at the unsuccessful attack upon Porto Rico in the following year. His post commission bears date June 20, 1797. During part of the late war he commanded the Cork district of Sea Fencibles. On the 9th March 1819, he was chosen M. P. for Wexford, which place he represented until the dissolution of parliament in the following year. His superannuation as a Rear-Admiral took place July 26, 1821.

Residence.—Wexford, Ireland.

SIR WILLIAM OGILVY, BART.

(Of Innerquharity, Forfarshire, North Britain.)

THIS officer's patent of Baronetcy is dated 1626 ; that of the *Premier* Baronet of Scotland, 1625. He entered the naval service in 1773, and was made a Lieutenant into the *Boston* ; on board of which frigate he was severely wounded whilst endeavouring to suppress a mutiny in 1782. He subsequently joined the *Polyphemus* 64, and was in the partial action with the combined fleets off Cape Spartel, October 20, in the same year †, after which that ship was detached to the West Indies, under the orders of Rear-Admiral Sir R. Hughes.

At the commencement of the French war in 1793, he was appointed first Lieutenant of the *Robust* 74 ; and from the time Toulon was taken possession of by the allied forces until its final evacuation, we find him acting as commander of that ship, her proper Captain (Elphinstone) holding an important command on shore ‡. He was afterwards removed as first Lieutenant into the *Glory*, a second rate, forming part of the grand fleet under Earl Howe ; and obtained the rank of Commander in consequence of that nobleman's victory over the republican fleet, on the 1st of June, 1794 §.

In 1795, Captain Ogilvy commanded the *Lark* sloop of war ;

* See Vol. I. note †, at p. 134.

† The British Fleet, under Lord Howe, after throwing supplies into Gibraltar, was pursued and attacked by the combined fleets of France and Spain. The firing continued from sun-set until 10 P. M. but the distance between the hostile forces was so great that it produced little effect on either side. The next morning the enemy were seen standing to the N. W. The loss sustained by the British fleet amounted to 68 killed, and 208 wounded.

‡ See Vol. I. pp. 46, 60, and 294.

§ See Vol. I. note at p. 75, *et seq.*

and after receiving on board some French royalists in the river Elbe, proceeded in company with the *Venus* and *Leda* frigates to join the expedition under Sir John B. Warren in Quiberon Bay, where he arrived in time to render a most essential service, for which he received the thanks of Earl Spencer, then at the head of the Admiralty, and of the Com-modore.

In our first volume, at pp. 169 and 170, we have given an outline of the operations carried on by the British and emigrant forces in the summer of 1795. Our readers will remember that, owing to the misconduct and treachery of the latter, Fort Penthièvre, which, from its situation on a hill, commands the peninsula of Quiberon, was retaken by the enemy on the night of July 20th. At day-break on the following morning it was discovered that the republicans had advanced towards the S. E. point of the peninsula, and with some field pieces were driving before them the scattered royalists, who threw away their arms, divested themselves of their clothes, and plunged from the rocks into the sea, swimming to the boats which were sent from the British ships to receive them. Captain Ogilvy, on the fort being attacked, had slipped his cable, and ran so close in shore that the *Lark* had but one foot water more than she drew. He then opened and kept up a heavy and well-directed fire, which had the effect of turning the enemy's column, killing the General who commanded, together with many of his men, and thus afforded time for the boats, under the able directions of Captain (now Sir R. G.) Keats, to embark upwards of 2000 royalist inhabitants, and about 1100 emigrant troops.

In March 1796, the *Lark* assisted at the unsuccessful attack made on the town and fort of Leogane, in the island of St. Domingo. From that vessel Captain Ogilvy was removed to the *Thunderer* 74, in which ship he chased and obliged the *Harmony*, a frigate of the largest class, recently received by the French government as a present from the United States of America, to seek refuge in Mustique harbour, where she was burnt by the enemy, to prevent her falling into his hands. He continued to be employed off St. Domingo until the final evacuation of that island; on which occasion, in conjunction with the present Rear-Admiral Cochet, he su-

perintended the embarkation of our troops and the French royalists; which service was conducted with great order and regularity. His post commission bears date July 5, 1797.

Captain Ogilvy's next appointment was to the *Magicienne* frigate; and in her he appears to have made several valuable captures. In February 1801, when the French Admiral Gantheaume put to sea from Brest, with seven sail of the line and two frigates, the *Magicienne* was attached to a squadron of equal force, under the orders of Sir Robert Calder, detached from the Channel fleet in pursuit of them. The ships having been dispersed by a heavy gale of wind, during which the *Montagu* 74 was dismasted, the *Telegraph* schooner foundered, and the *Magicienne* had nearly shared the same fate, Captain Ogilvy, after tracing the enemy to the Mediterranean, followed the Rear-Admiral to Jamaica, with the information of their real destination.

Sir William Ogilvy has not been employed since the peace of Amiens; about which period he married the eldest daughter of the late James Morley, Esq. His superannuation as a Rear-Admiral took place December 6, 1821.

Residence.—Dundee, Scotland.

SIR ROBERT BARLOW, KNT.

Knight Commander of the Most Honorable Military Order of the Bath; Fellow of the Royal Society; and late Commissioner of Chatham Dock-Yard.

THIS officer is the eldest son of the late William Barlow, of Bath, co. Somerset, Esq. by Hilare, daughter of Robert Butcher, of Walthamstow, in Essex, Esq. and was born in London, December 25, 1757. His youngest surviving brother, George H. Barlow, formerly Governor-General of India, was created a Baronet June 29, 1803. The family appear to have been settled originally at Fordbridge, in Staffordshire.

We are not acquainted with the exact period at which Mr. Barlow entered the naval service; but we know that he served with credit under the late Earl Howe and Lord Mulgrave, during the whole of the American war. His promotion to the rank of Lieutenant took place in November, 1778; and he appears to have assisted at the capture of *la Minerve*, a French frigate of 32 guns and 316 men, Jan. 4, 1781, and to

have accompanied the grand fleet to the relief of Gibraltar in 1782; on which latter occasion he was first Lieutenant of the *Courageux* 74.

From 1786 till 1789, Lieutenant Barlow commanded the *Barracouta* cutter, and cruised with very great success against the smugglers. In 1790, he was promoted to the rank of Commander, and soon after appointed to the *Childers* brig of 16 guns, with orders to resume his former station on the coast of Cornwall. As this appointment was given him by the Admiralty, without any solicitation on the part of himself or his friends, we may reasonably conclude, it was in consequence of the favorable impression made on their Lordships' minds by the long list of captures which he had transmitted to the Board, when superseded in the command of the *Barracouta*, at the expiration of the usual period of service. Whatever might have been their expectations as to his future exertions, it is certain they were not disappointed, Captain Barlow having captured several fine vessels laden with contraband goods, one of which was a new cutter of one hundred and fifty tons, with a cargo of one thousand ankers of spirits.

On the 2d Jan. 1793, a few weeks previous to the declaration of war by the French National Convention against Great Britain, the *Childers*, whilst reconnoitring the port of Brest, was fired at by a battery, from which she was not more than three-quarters of a mile distant. Imagining the national character of his vessel was doubted, Captain Barlow immediately hoisted his colours, whereupon the republicans displayed the French ensign, with a red pendant over it; and the signal was immediately answered by the adjacent forts, which opened a heavy cross fire upon the little brig; and she must inevitably have been destroyed, if a breeze springing up had not enabled her to stem the tide, by which she had been driven close to the entrance of the harbour. Fortunately, being so small an object, she was hit by only one shot, a 48-pounder, which struck one of her guns, and then split into three pieces, but providentially did not injure a man. This was the first act of decided hostility committed against Great Britain; and on the 15th of the following month, Captain Barlow, being off Gravelines, captured *le Patriote* privateer, the first armed vessel taken from the French republic.

Captain Barlow obtained post rank May 24, 1793; com-

manded the *Pegasus* of 28 guns, one of the repeating frigates to Earl Howe's fleet, on the memorable 1st June, 1794* ; and subsequently the *Aquilon* and *Phœbe* frigates, the latter mounting 44 guns, with a complement of 261 men.

His appointment to the latter ship was in Dec. 1795 ; and on the 10th Jan. 1797, he captured *l'Atalante*, a French corvette of 16 guns †. On the 21st Dec. following, being on a cruise to the westward, he discovered and immediately pursued an enemy's frigate ; but the difference in point of sailing between the two ships being inconsiderable, the *Phœbe* sustained much damage in her masts, sails, and rigging, from the Frenchman's stern guns, before she could close with the chase : and at the moment when Captain Barlow was about to commence the attack, his opponent hove in stays. The *Phœbe* being under a crowd of sail, the night extremely dark, and her commander not aware of the enemy's intention to practise this manœuvre, a few minutes necessarily elapsed before he could get fairly alongside. The action commenced at ten P. M., and continued about three quarters of an hour, when the French ship surrendered, and proved to be *la Nereide* of 36 guns and 330 men, 20 of whom were slain and 55 wounded. The *Phœbe* had 3 men killed and 10 wounded.

Subsequent to this event, Captain Barlow captured *l'Hazard*, of 10 guns and 60 men, laden with spices, ivory, and gum, from Senegal, valued at 10,000*l.* sterling ; three French privateers, mounting in the whole 58 guns, and manned with 455 men ; and *l'Heureux*, a flush-decked ship of 22 brass 12-pounders and 220 men. The latter vessel, mistaking the *Phœbe* for an East Indiaman, bore down, and did not discover her error until within musket-shot, when she commenced a well-directed and spirited fire, by which 1 man was killed and 5 wounded on board the British frigate. The enemy, however, paid dear for his temerity, being soon obliged to strike, with the loss of 18 men slain and 25 wounded.

* See Vol. I, p. 75, *et seq.*

† *l'Atalante* had sailed from Brest in company with a powerful fleet, under the orders of M. de Galles, having on board 25,000 troops, commanded by General Hoche, destined for the invasion of Ireland. The outset of this expedition was attended by several disasters, and the whole project was defeated by the elements. Many of the vessels composing the armament were either captured or wrecked, and several foundered ; the remainder returned to France in a wretched condition.

This affair occurred March 5, 1800; and from that period until Feb. 19th, in the following year, we find no particular mention of Captain Barlow. On the latter day, being near Gibraltar, he discovered an enemy's frigate close to Ceuta, steering under a press of sail to the eastward. At 7½ 30' P. M., he had the good fortune to bring her to close action, which was maintained with unremitting fury within pistol-shot about two hours; the French commander resolutely opposing the animated and skilful exertions of Captain Barlow, until his ship was almost a wreck, with five feet water in her hold, several of her guns dismounted, and her decks encumbered with dead and dying men. At length she surrendered, and proved to be *l'Africaine* of 44 guns and 315 men, besides 400 troops and artificers, under the command of General Desfourneaux, having on board 6 brass field-pieces, several thousand stand of arms, and a great quantity of ammunition, from Rochefort bound to Egypt.

The tremendous and well-directed fire from the *Phœbe*, was productive of dreadful slaughter on board *l'Africaine*, whose loss amounted to 200 men, including M. de Saunier, Chief of Division, with many of the principal sea and land officers slain, and 143 wounded*.

The *Phœbe*, although her net complement, including 18 boys, was 261, had sailed from Cork 7 men short, and had since manned and sent to Gibraltar one recaptured vessel, and another detained under suspicious circumstances; so that the total number on board was only 239. Of these but 1 man was slain, and 12 wounded.

For his courage and excellent conduct on this occasion, Captain Barlow was deservedly rewarded with the honor of knighthood, June 16, 1801, and soon after appointed to the *Triumph* of 74 guns; in which ship he served on the Mediterranean station until the latter end of the year 1804, when she returned to England, and was put out of commission. In the autumn of 1805, Sir Robert obtained the command of the *London*, a second rate, from whence he was removed into the *Barfleur*, a ship of the same class, some time previous

* A return to this effect, signed by her commander, Captain Majendie, whose name appears in the latter list, was presented to Captain Barlow; but the former officer at the same time stated, that the report probably fell short of the actual loss sustained, especially in killed.

to his being nominated First Captain of the North Sea fleet, under Lord Keith. His next appointment was in the summer of 1806, to be Deputy Comptroller of the Navy; an office which he held until Sept. 1808, when he succeeded the late Captain Charles Hope, as Commissioner of Chatham Dock-yard. He was created an extra K. C. B. May 20, 1820 *; and superannuated with the rank of Rear-Admiral, Jan. 24, 1823.

Sir Robert Barlow married, Sept. 8, 1785, Elizabeth, daughter of William Garrett, of Worting, co. Southampton, Esq., and by that lady, who died Sept. 17, 1817, had several sons and daughters: of the latter, one is married to the Right Hon. Viscount Torrington †; another to her cousin, George Ulric, eldest son of Sir George H. Barlow; and a third to Lieutenant-Colonel Charles Dashwood, of the 3d regiment of guards, second son of Sir Henry Dashwood, Bart.

Agent.—Sir Francis M. Ommanney.

PERCY FRASER, Esq.

Late a Commissioner of the Navy Board.

THIS officer was a Lieutenant in 1789; commanded the *Savage* sloop of war, in 1791; the *Moselle*, in 1794; and obtained post rank March 27, 1795. In the following year we find him commanding the *Narcissus* of 20 guns, on the coast of America; from whence he proceeded to the West Indies, where his ship was wrecked, but fortunately her crew escaped. His next appointment was to *la Nymphe*, in which frigate he captured *la Modeste*, a French letter of marque, laden with East India produce, and several other vessels. After commanding *la Nymphe* about four years, he removed into the *Narcissus* of 36 guns, and continued in that ship during the remainder of the war. We subsequently find him in the *Vanguard* 74.

In 1808, Captain Fraser was appointed resident Commissioner of the Dock-yard at Malta; from whence he removed to Gibraltar, about the summer of 1811. Towards the latter end of 1813, he obtained a seat at the Navy Board, from which he retired with the superannuation of a Rear-Admiral, June 12, 1823. He married, Sept. 26, 1797, Elizabeth, eldest daughter of John, 5th Visc. Torrington, and sister of the present peer.

Agents.—Messrs. Maude.

* See Vol. I, note §, at p. 116.

† See Vol. I, p. 663 *.

RETIRED CAPTAINS.

ROBERT FANSHAWE, Esq.

Late Commissioner of Plymouth Dock Yard.

THIS officer, a son of the late Captain Fanshawe, R. N., was born in America, about the month of Jan. 1740; entered the naval service as a Midshipman on board the Salisbury of 50 guns, in 1753; and proceeded in that ship to the East Indies, in company with a small squadron commanded by the late Vice-Admiral Charles Watson, under whom he served at the reduction of Geriah, a strong fortress, the residence of the piratical chief Angria; the recapture of Calcutta; and the taking of Chandernagor, the principal French settlement in the province of Bengal*. He also bore a part in the three general actions between Vice-Admiral Pocock and the Count d'Aché, in 1758 and 1759†. His

* Vice-Admiral Watson fell a sacrifice to the unwholesomeness of the East India climate, Aug. 15, 1757. The East India Company, as a testimony of their gratitude for the services he had rendered them, caused a beautiful monument to be erected to his memory, in Westminster Abbey; and the King was pleased to create his son a Baronet. The operations of his squadron will be found fully detailed in the first volume of Schomburg's Naval Chronology.

† On the death of Vice-Admiral Watson, his friend Pocock succeeded to the command of the squadron in India, and three times defeated a superior force under M. d'Aché. When General Lally was brought prisoner to England, after the reduction of Pondicherry, immediately on his arrival he begged to be introduced to Admiral (then Sir George) Pocock; whom he no sooner saw, than he flew to embrace him, and thus addressed him: "Dear Sir George, as the first man in your profession, I cannot but esteem and respect you, though you have been the greatest enemy I ever had. But for you, I had triumphed in India, instead of being made a captive. When we first sailed out to give you battle, I had provided a number of musicians on board the Zodiac, intending to give the ladies a ball upon our victory; but you left me only three of my fiddlers alive, and treated us all so roughly, that you quite spoiled us for dancing." Sir George Pocock, as is well known, commanded the fleet employed in the reduction of the Havannah. He died in Curzon Street, May Fair, April 3, 1792, in his 87th year.

commission as Lieutenant bears date Sept. 11, in the latter year.

The Tiger of 60 guns, into which ship Mr. Fanshawe had been promoted, being found unserviceable, he returned to England in a merchant-vessel; and a few months after his arrival, was made a Commander, by commission dated Aug. 23, 1762. Towards the close of that war he commanded the Carcass bomb; and subsequently, the Speedwell sloop of war, in which he was employed, principally on the American station, for a period of three years. His advancement to the rank of Post-Captain took place May 26, 1768, one day previous to a grand promotion.

Early in 1769, Captain Fanshawe obtained the command of the Lively, a small frigate, in which he continued until the autumn of 1770. From that time he does not appear to have been again afloat till 1775; when, in consequence of the dispute which had then reached a most serious height between Great Britain and her trans-atlantic colonies, he was appointed to the Carysfort of 28 guns, and ordered to America, where he fully established his character as a brave, skilful, and vigilant officer.

The Carysfort formed part of the squadron commanded by Commodore Hotham at the reduction of New York, in Sept. 1776*; and was afterwards employed in a variety of active service under Lord Howe. From that frigate Captain Fanshawe was removed into the Monmouth 64, which ship greatly distinguished herself in the action between Byron and d'Estaing, off Grenada, July 6, 1779, and was most dreadfully cut up, in consequence of her bearing away to bring the van of the enemy to close action, and thereby prevent the capture of several British transports. Her loss on this occasion amounted to 25 men killed and 28 wounded†.

* See p. 56.

† On the 13th April, 1778, at which period the junction of France added strength and confidence to our revolted colonies, the Count d'Estaing sailed from Toulon with ten ships of the line, one of 50 guns, five frigates, and a corvette, destined for North America. Although the sailing of this armament was made known to the British Government on the 27th of the same month, no measures were taken to intercept it until the 5th June; when Vice-Admiral Byron, with twelve sail of the line and one frigate, was sent in pursuit of the enemy. In consequence of a succession of heavy gales

Early in 1780, Captain Fanshawe removed into the *Egmont* of 74 guns; and in that ship he experienced a most

of wind, the British ships were dispersed in their passage across the Atlantic, and it was the middle of September before they all met at New York; from whence the Vice-Admiral proceeded to cruise off Boston, where the French squadron had taken shelter.

Soon after the British squadron reached Boston Bay, a tremendous storm arose, and so disabled the ships that they were obliged to put into Rhode Island to refit. The Count d'Estaing seized this favorable moment to slip out of port and steer for the West Indies, whither he was followed by Vice-Admiral Byron towards the latter end of the year.

During the winter, both fleets were reinforced. The Count, however, did not choose to risk an action, although frequently tempted to do so. At length the season arriving for the departure of the trade bound to England, Vice-Admiral Byron was under the necessity of going to St. Christopher's to collect them, and of proceeding to windward of the islands, for their protection. On his return to St. Lucia, July 1st, he received intelligence that the island of St. Vincent had been taken by a small body of French, not exceeding 450 in number, headed by a naval Lieutenant; also that the Count d'Estaing had availed himself of the absence of the British fleet, to attack Grenada. The Vice-Admiral immediately sailed to the relief of that island; but before his arrival, the garrison, after making a very able and gallant defence, were obliged to surrender at discretion.

At day-break on the morning of the 6th, two days after the capture of Grenada, Vice-Admiral Byron discovered the French fleet getting under sail from St. George's Bay, and stretching out to sea. The signal was immediately made for a general chase, and for the ships to engage as they came up with the enemy. At 7^h 30' A. M., Rear-Admiral Barrington, in the *Prince of Wales*, supported by six other ships, commenced a partial action with almost the whole of the French line, whose advantage in point of sailing, enabled them to elude every effort of the British to bring on a general and decisive battle. In this unequal conflict, the *Grafton*, *Cornwall*, *Lion*, and *Monmouth*, sustained the fire of the whole French fleet, consisting of one ship of 96 guns, and twenty-one two-deckers, as they passed them on the opposite tack, and were very much disabled. The action ceased about noon, but was renewed at 2^h P. M., and a random fire kept up until the evening, when the hostile fleets had increased their distance about three miles. The *Lion* and *Monmouth* sustained so much damage that they were little better than wrecks, and narrowly escaped being cut off by the enemy. The former bore away for Jamaica, and the latter proceeded to Antigua to refit.

The loss sustained by the British fleet, which consisted of one 98-gun ship and sixteen two-deckers, was 183 killed and 346 wounded; among the latter was the gallant Barrington. The slaughter on board the French ships, owing to the vast number of troops embarked, was prodigious; the lowest estimate states it at 1,200 killed and 1,500 wounded.

dreadful hurricane, which spread desolation over the whole of the West India Islands, particularly Barbadoes, Martinique, and Jamaica: several ships of war and merchant-vessels were lost, with the greater part of their crews*; the Egmont, however, escaped with the loss of all her masts, and in the following year was ordered to escort a large fleet to England. On approaching the Channel, Captain Fanshawe received intelligence of the combined fleets of France and Spain, amounting to forty-nine sail of the line, being on the look-out for his valuable charge; which induced him to take them north about, and thus prevented the greater part from falling into the hands of the enemy. For his judicious conduct on this critical occasion, he received the thanks of the Admiralty, and was presented with the freedom of Edinburgh.

The Egmont having been paid off soon after her arrival, Captain Fanshawe was for a short time out of employ; but happening fortunately to be at Plymouth when Sir George B. Rodney was about to sail from that port to resume the chief command in the West Indies, and the Captain of the Namur, a 90-gun ship, having desired to be superseded, he was immediately sent for to fill up the vacancy,—an appointment as sudden and unexpected as it was complimentary on the part of the Admiral. His conduct as one of Rodney's supporters, on the glorious 12th April, 1782, is too well known and too highly appreciated to require repetition†.

Captain Fanshawe retained the command of the Namur until the termination of the war in 1783, and was afterwards

* See Vol. I, pp. 68, 105, *et seq.*

† Sir George B. Rodney formed a junction with Sir Samuel Hood, off Antigua, Feb. 25, 1782; and on the 8th April following, whilst refitting his fleet at St. Lucia, received intelligence that the enemy were coming out of Port Royal Bay. Before day-light on the following morning, he came up with the French fleet near the island of Dominica. A partial action ensued; but notwithstanding the greatest exertions were used by the British, nothing decisive could be effected till the 12th; on which day a most complete victory was gained over the enemy, commanded by the Count de Grasse, who was himself captured, with the Ville de Paris, and four other ships of the line, besides one sunk in the action: for a more particular account of which we must refer our readers to Vol. I, p. 35, *et seq.*

appointed to the Bombay Castle 74, stationed at Plymouth as a guard-ship. In April 1784, he was elected M. P. for that borough, which he represented till the year 1789, when he vacated his seat on receiving a patent as Resident Commissioner of Plymouth Dock-Yard, the duties of which office he performed in the most exemplary manner upwards of twenty-six years. He died at Stonehall, Stonehouse, co. Devon, Feb. 4, 1823; at which period, had he accepted his flag, he would have been the senior Admiral of the Red.

The following is the introduction to a brief notice of Captain Fanshawe's services, which we have met with in a small volume of naval biography, published in 1788:—"Captain Robert Fanshawe," says the writer, "is one of the ablest officers the British fleet can boast;—cool, collected, brave, and active; ever ready for service when called upon, and rigidly attentive to the most trivial, as well as the more important duties of his station. It may with truth be observed of him, that his ship is like his mansion,—the ship's company his family; the former in a constant state of regularity, the latter governed by a rigid but a just hand. A scrupulous observer of the relative duties he owes his country as a citizen and a soldier, Captain Fanshawe exacts a like conduct on the part of all with whom he may have any concern, whether civil or military."

Captain Fanshawe married Christiana, daughter of John Gennys, Esq., and by that lady had issue three sons and nine daughters. His eldest son, Robert, Captain of the Carysfort frigate, died at Antigua in 1804: although a very young man, he had given repeated proofs of his skill, zeal, and gallantry, in which he was surpassed by few, if any officers, of his age and standing in the profession; of which, had he been spared, he would no doubt have been a great ornament. The second son, Edward, is a Major in the Royal Engineers; and the youngest, Arthur, a Post-Captain, R. N. The names of the daughters are as follow:—Christiana, married the Rev. Francis Haggitt, D. D. Prebendary and Sub-Dean of Durham, died in 1810. Elizabeth, married to F. Glanville, Esq. Susan, married to Vice-Admiral Bedford. Catharine, married to Sir T. Byam Martin, K. C. B., Comptroller of the Navy. Cordelia, married Captain J. C. White, R. N.,

died about 1809. Anne, unmarried. Mary, married Vice-Admiral the Hon. Sir Robert Stopford, K. C. B. Penelope, widow of Colonel Duckworth, who fell in the battle of Albuera, May 16, 1811; and Harriet, unmarried.

SIR ANDREW SNAPE HAMOND, BART.

One of the Elder Brethren of the Trinity House; a Fellow of the Royal Society; and formerly Comptroller of the Navy.

THIS venerable and much respected officer is the only son of the late Robert Hamond, Esq., who died in 1775, by Susanna, daughter and sole heiress of Robert Snape, Esq.; and uncle of the gallant Sir Andrew Snape Douglas, who commanded the Queen Charlotte, bearing Earl Howe's flag, and was severely wounded in the celebrated battle of June 1, 1794*.

* A most interesting memoir of Sir Andrew Snape Douglas appears in the Naval Chronicle, Vol. 25, p. 353, *et seq.* The following is an extract therefrom:

"On Sunday, June 4, 1797, after an agonizing illness, which he bore with a fortitude that exemplified an unshaken confidence in his God, died in the 35th year of his age, Sir Andrew Snape Douglas, nephew of Sir Andrew Snape Hamond, Bart.—He was late Captain of H. M. S. Queen Charlotte, and Colonel of Marines. As an officer in his Majesty's navy, few have ever equalled him; and for activity and courage none have surpassed him. His career of glory was therefore brilliant, though his life was short. No name stands higher in the list of fame—no name has been more justly celebrated for acts of heroism on the memorable 1st of June. Severely wounded on that day in the head, he scorned to leave his station beyond the moment that was necessary to stop the flow of blood; but he exerted nature almost beyond her powers.

"On the victorious 23d June, 1795, when no ships were in a situation to support him, but the Irresistible and Orion; undaunted by the heavy fire of nine sail of the enemy's fleet, he boldly arrested their flight, at the very mouth of l'Orient: and to his Intrepidity and perseverance, England stands chiefly indebted for the capture of three ships of the line.

"His benevolence as a man equalled his gallantry as an officer; and he proved on all occasions, a father to those whom he commanded. He was a true christian, a dutiful son, an affectionate brother, a tender and faithful husband, a most indulgent parent, and a warm, generous, and firm friend. As a patriot and a public character, his death, particularly at this momentous crisis*, is a loss which cannot but be painfully regretted.

* During Sir Andrew's painful illness, the mutiny in the fleet broke out. See Vol. I. p. 548, *et seq.*

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He was born at Greenwich in Dec. 173⁹; entered the naval service in 1753; and was appointed a Lieutenant of the *Magnanime* 74, at the particular request of her Captain, the late Earl Howe, in June 1759. He served under that officer and H. R. H. the late Duke of York, until the end of the seven-years' war*, was made a Commander in the *Savage* sloop, about 1765, and obtained the rank of Post-Captain Dec. 7, 1770.

After serving for some time as Flag-Captain to Lord Howe, in the *Barfleur* of 90 guns, he obtained the command of the *Arethusa* frigate, in which he was employed on the American station nearly four years. At the commencement of the colonial war he joined the *Roebuck*, a new ship mounting 44 guns on two decks, and soon after entered upon a series of most active and perilous services, in the rivers Delaware and Chesapeake.

In the month of June, 1776, Captain Hamond accom-

"But who can speak the deep and lasting sorrows to which his family and friends are now devoted! Here, alas, words are useless. Draw then the mournful veil, and 'LET EXPRESSIVE SILENCE MUSE HIS PRAISE'."

Sir Andrew Snape Douglas was distantly related to the Marquis Douglas, and bore the same arms.—The regard which his late Majesty retained for the memory of this lamented officer, is exemplified by the following anecdote:—The King having often inquired whether it were possible for him to have a bust of Sir Andrew, his uncle carried one to the Queen's house, and placed it in one of the rooms through which the royal family were to pass, on their return from the chapel. His Majesty immediately recognized the well-known features of his faithful servant, and in a manner that did the highest honor to his feelings. Having shewn the bust to all the royal family, the monarch then took it in his own hands, and placed it over a book-case, where it ever afterwards remained.

* The *Magnanime* formed part of Sir Edward Hawke's fleet, in the action off Quiberon, Nov. 20, 1759, on which occasion the French lost six ships of the line: viz. le *Formidable* of 80 guns, captured; le *Soleil Royale*, of the same force, bearing the flag of Admiral de Conflans, and the *Heros* 74, driven on shore and burnt; le *Thesée* 74, and *Superbe* 70, sunk with their crews on board; and le *Juste* of 70 guns, wrecked. The British fleet consisted of twenty-three sail of the line, two of which, the *Resolution* of 74 guns, and *Essex* 64, were lost on the Four Banks. The enemy had twenty-one line-of-battle ships, two frigates, and one corvette; their loss, if we may judge from the carnage made on board le *Formidable*, which vessel had about 200 men, including Rear-Admiral de Verger, killed, must have been considerable. On our side 50 were slain, and about 250 wounded.

panied Vice-Admiral Lord Shulldham and his military colleague, General Sir William Howe, on an expedition against New York. On the 3d July the fleet passed the bar at Sandy Hook, and anchored off Staten Island, which was taken possession of by the troops without resistance. On the 14th, Admiral Lord Howe arrived from England, and assumed the chief command of the naval forces on the coast of America *.

In order to facilitate the reduction of New York, Commodore Hotham was detached with a squadron to Gravesend Bay, Long Island, to cover the landing of 15,000 troops, under the command of Generals Howe, Clinton, and Lord Cornwallis. On the 25th Aug. some ships of war, under the orders of Sir Peter Parker, were directed to approach nearer to the town; and another small squadron, of which the Roebuck formed a part, was sent to cover the general attack. At day-break on the 27th, the naval force made a diversion, which perfectly succeeded; and in the evening the army encamped in front of the enemy's works. The siege continued until the 15th Sept.; on which day, the first division of troops, having embarked at Newton Creek, landed upon New York Island, under cover of the Phoenix and Roebuck, at a place called Keep's Bay, about three miles distant from the town. As soon as the second division was landed, the Americans retired to Morris's height; and New York was taken possession of by a brigade of royal troops the same evening. General Washington subsequently retreated into the Jerseys, pursued by the British, who before the end of November were in possession of almost the whole of those provinces.

On the 9th Oct. Captain Hamond accompanied Captains Hyde Parker and Cornthwaite Ommanney, of the Phoenix and Tartar, up the North River, for the purpose of intercepting any supplies which might be sent to the rebels by that channel. The ships sustained a heavy cannonade on passing the enemy's batteries, by which the Roebuck had 10 men, including a Lieutenant, killed, and 18 wounded.

On the 23d July, 1777, Lord Howe sailed from Sandy

* The Thirteen United Provinces of America declared their independence July 4, 1776.

Hook with a fleet of two hundred and sixty-seven sail, having on board a considerable body of troops, destined for the reduction of Philadelphia. Owing to calms and adverse winds, it was the 14th Aug. before his Lordship reached the Chesapeake. On the 11th Sept. the Americans were defeated in a severe battle fought at Brandywine; General Washington fled to Philadelphia; but finding that he could not maintain his position there, without the hazard of a general action, abandoned that capital to its fate, and continued his retreat several miles higher up the river. A few days after, the Delaware frigate, assisted by some other armed vessels, attempted to obstruct the British troops, who were employed to erect batteries next the sea. Upon the falling of the tide, she got aground, and was taken possession of by the Roebuck: her consorts cut their cables and pushed up the river. Captain Hamond appointed his first Lieutenant to command the prize, who pursued and destroyed the whole of them, amounting to seventeen sail. Before the ships of war could proceed higher up the river, it was necessary that several machines, resembling chevaux-de-frize, which the enemy had sunk to block up the passage, should be removed. This arduous undertaking was entrusted to Captain Hamond, who, after much perseverance and great exertions, succeeded in weighing a sufficient number of them to secure a safe channel for the ships, notwithstanding he was greatly annoyed by the enemy's floating batteries. The next object was to dislodge the Americans from the strong posts which they held at Red Bank and Mud Island. To effect this service, on the 22d Oct. the Augusta, Somerset, Isis, and Merlin, commanded by Captains Reynolds, Cornwallis, Ourry, and Reeve, were ordered to cannonade the batteries on the island; and a detachment of Hessian soldiers under Count Donop, were at the same time directed to attack the re-bout on Red Bank. The Augusta and Merlin took the ground in a situation which prevented them from firing with much effect; they however kept up a heavy cannonade, and baffled the efforts of the enemy, who sent down several fire-rafts and heavy gun-vessels to destroy them. Unfortunately, the Augusta, by some accident, took fire; and the other ships being obliged to withdraw, the Roebuck covered

her till she blew up, to prevent the Americans getting possession of her. This service Captain Hamond performed under a very severe fire, his springs having been cut three several times; and when heaving upon the fourth, 14 men were knocked down by one shot, which completely cleared two opposite capstern bars. The *Augusta* having at length exploded, and involved in her destruction the *Merlin*, the Hessians being at the same time repulsed with dreadful slaughter, he felt it necessary to retire from his very perilous situation*.

On the 15th November, a more vigorous and successful attack was made on Mud Island, by the *Somerset*, *Isis*, *Roebuck*, *Pearl*, *Liverpool*, and three smaller vessels: the cannonade was so furious that the enemy were driven from their guns, and retired in great confusion. Those on the main soon shared the fate of their countrymen on the island; by which means a free communication was opened with Philadelphia by water. The *Roebuck*, on this occasion, had 3 men killed and 7 wounded. The total loss sustained by the other ships was no more than 3 slain and 13 wounded.

During the ensuing two years Captain Hamond was constantly employed on a variety of hazardous services, rendered necessary by the 'peculiar nature of the war. In February, 1780, he accompanied Vice-Admiral Arbuthnot, who had recently hoisted his flag in the *Roebuck* as Commander-in-Chief on the American station, on an expedition against Charlestown, in South Carolina; from whence he returned to England with the official despatches relative to its reduction. During the operations against that place he appears to have acted per order as Captain of the Fleet†.

* Mud Fort is situated on the Pennsylvania shore, and Red Bank on the Jersey side, near the confluence of the Delaware and Schuylkill rivers.

† In consequence of the badness of the weather, and the annoyance which the boats employed to sound the channel sustained from the enemies' galleys, it was not till the 20th March that the British squadron was able to pass the bar; when the enemy, who had a considerable naval force in the harbour, which was drawn up in order of battle, as if determined to dispute the passage, abandoned their position and retired towards the town, where most of the armed ships, with several merchant vessels, were sunk to obstruct the navigation.

On the requisition of Sir Henry Clinton some heavy guns were landed

Towards the latter end of the same year Captain Hamond, who had previously received the honor of knighthood, was appointed Lieutenant Governor and Commander-in-Chief of Nova Scotia, and Commodore and Resident Commissioner at Halifax, where he remained until the conclusion of the war; when he embarked as a passenger on board the *Caton* of 64 guns, from which ship he removed on her arrival at Antigua, to repair the damages she had sustained in a heavy gale of wind near the banks of Newfoundland, into the *Amazon* privateer, in which vessel he returned to England about June, 1783.

On the 10th December following, Captain Hamond was created a Baronet of Great Britain, as a reward for his very distinguished services. From this period we find no mention of him until the commencement of 1785, when he hoisted a broad pendant on board the *Irresistible* of 74 guns, as Commodore and Commander-in-Chief in the river Medway and at the Nore. He subsequently sat as a member of the board appointed to investigate and report on the expediency and efficacy of certain plans which had been proposed for the better security of the dock-yards at Portsmouth and Plymouth.

During the Spanish armament, and the altercation that afterwards took place between Great Britain and Russia, Sir Andrew commanded the *Vanguard* 74; and on that ship being

from the men of war, with a detachment of seamen; and by the 9th April, the army, consisting of 7,550 men, had constructed and opened batteries against the town. On that day the squadron passed Sullivan's Island, amidst a heavy fire; and soon after a brigade of seamen and marines were landed, and took possession of a post at Mount Pleasant, without opposition, the enemy flying into Charlestown on their approach. Thinking it practicable to carry the fort on Sullivan's Island by storm, the Vice-Admiral determined to make the attempt; and in the night of the 4th May, 200 seamen and marines were landed. This detachment succeeded in passing the fort before daylight, unobserved by the enemy, and took possession of a redoubt on the east end of the island. The ships being drawn up to support the attack, and every arrangement having been made for the assault, a summons was sent into the fort, the garrison of which almost immediately surrendered as prisoners of war.

This success was followed by the surrender of Charlestown itself, about the 11th of the same month, when the *Providence* and *Boston*, American frigates, *Ranger* of 20 guns, *l'Aventure*, a French ship of 26 guns, a polacre of 16, four armed galleys, and several other small vessels, fell into the hands of the British, whose whole loss during the siege did not exceed 23 killed and 28 wounded.

put out of commission, in the autumn of 1791, he was appointed to the Bedford, another third rate, in which he continued until the commencement of the French revolutionary war, when he removed into the Duke of 90 guns. In the course of the year 1793 he was nominated a Commissioner of the Navy Board, of which he became Deputy Comptroller in February 1794.

Sir Andrew S. Hamond's last appointment was in August, 1794, to be Comptroller of the Navy ; in which high and laborious office he remained till early in 1806, when he retired with a pension of 1500*l.* per annum.

Our officer married Anne, daughter and heiress of Henry Græme, Esq. of Hanwell Heath, co. Middlesex, and has issue, Graham Eden Hamond, a Post Captain, and C. B. ; and Caroline, widow of the Hon. Lieutenant-Colonel Hood, eldest son of Henry Viscount Hood, who served as Adjutant-General to the second division of Lord Wellington's army, and fell in the enterprise of driving the enemy from Aire, March 2, 1814.

Residence.—Terrington, near Lynn, Norfolk.

SIR FRANCIS JOHN HARTWELL, BART.

A Director of Greenwich Hospital, and late Deputy Comptroller of the Navy.

THIS officer is the third son of Captain Broderick Hartwell, who died Lieutenant-Governor of Greenwich Hospital in January, 1784 ; was born about the year 1757 ; and at the commencement of the war with the colonies, commanded the Rattlesnake cutter, in which he fought several smart actions with the enemy's privateers, and captured a very valuable French West Indiaman. On his promotion to the rank of Commander he was appointed to the *Ætna* bomb, stationed at Antigua ; and on the death of Captain Broughton, he succeeded that officer in the command of the *Sphynx* frigate, from whence he removed to the *Brune*. His post commission bears date December 19, 1779.

In the month of August, 1789, when their late Majesties reviewed a squadron under Commodore Goodall, at Plymouth, Captain Hartwell commanded the *Bellona* of 74 guns, and was presented to the King immediately after the sham-

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fight which took place on that occasion *. He continued in the Bellona during the Spanish and Russian armaments, but was paid off in the autumn of 1791. Towards the close of the following year we find him fitting out the Thetis of 33 guns, at Deptford; and at the commencement of the war with revolutionary France, cruising with considerable success in the Channel.

The Thetis was paid off in September, 1793; and about the same period Captain Hartwell became a Commissioner of the Victualling Board, in which office he remained until the autumn of 1796, when he was appointed to superintend the Dock-yard at Sheerness. In the course of 1799 he removed to Chatham Yard; and soon after obtained a seat at the Navy Board, where he continued to sit, as a Commissioner and Deputy Comptroller, till the summer of 1814. He has ever since lived in retirement.

Commissioner Hartwell received the honor of knighthood on the occasion of his acting as proxy for Lord Keith, at an installation of Knights of the Bath. He subsequently had a much greater mark of royal favor conferred upon him, being raised to the dignity of Baronet of Great Britain, October 5, 1805.

Our officer married, first, May 12, 1781, Anna Charlotte Maria, eldest daughter of John Elphinstone, Esq. Captain R. N., Lieutenant-General, Vice-Admiral, and Commander-in-Chief of the Russian fleet; and by that lady, who died

* On the 18th August, 1780, his Majesty King George III. went on board the Southampton frigate in Plymouth Sound, and proceeded to review a squadron of ten 2-deckers, then in the ciling, under the command of Commodore Goodall. On the approach of the royal standard the squadron formed into two separate lines of battle, that representing the enemy commanded by Captain Macbride. After manœuvring for some time upon different tacks, in order to bring each other to action, the engagement began with a most furious cannonade between the two commanders, and soon became general. In about a quarter of an hour both fleets wore to the westward, the enemy's line gave way, and were furiously assailed by Commodore Goodall. Captain Macbride, however, succeeded in reforming his line, wore round upon the larboard tack, and renewed the action with fresh vigor. This continued for some time, when the enemy again gave way. Soon after both divisions formed in the order of sailing, and the King returned to Plymouth, highly pleased with his excursion, under a royal salute from the ships and forts.

June 6, 1809, had five sons and one daughter. His eldest son, the Rev. Houlton Hartwell, Vicar of Loders and Bradpole, in Dorsetshire, and an active magistrate of that county, died February 24, 1819, aged 36 years.

Sir Francis Hartwell married, second, in 1812, Miss Aldridge, sister of John Aldridge, of New Lodge, co. Sussex, Esq.

Residence.—Laleham, Middlesex.

JOHN N. INGLEFIELD, Esq.

This officer attained the rank of Lieutenant about the year 1768; and served as such in the *Courageux* and the *Robust 74's*, commanded by the brothers Captains Samuel and Alexander Hood, both of whom were afterwards advanced to the peerage. He was made a Post-Captain October 11, 1780; and soon after appointed to the command of the *Barfleur*, a second rate, bearing the flag of Rear-Admiral Sir Samuel Hood, whom he accompanied to the West Indies, with a reinforcement for the squadron in that quarter, under the orders of Sir George B. Rodney.

On the 29th April, 1781, Sir Samuel Hood having been detached with eighteen sail of the line to cruise off Martinique, fell in and had a partial action with the French fleet under the Count de Grasse, consisting of twenty-four ships of the line and two of 50 guns. In this affair the *Barfleur* had 5 men killed. The total loss sustained by the British was 41 slain and 130 wounded. Amongst the former were Captain Nott, of the *Centaur*, and Mr. Plowden, his first Lieutenant, two brave and excellent officers. The next day, the enemy's van and centre being at some distance from their rear, Sir Samuel Hood, by a bold manœuvre, notwithstanding his inferiority, attempted to cut them off; but having failed in this resolute enterprise, he was obliged, from the bad condition of many of his ships, to bear away for Antigua. On the 31st July following, he assumed the chief command of the fleet, Sir George B. Rodney having sailed for England.

In the ensuing month Captain Inglefield, who had been removed into the *Centaur* on the death of her late commander, accompanied Sir Samuel Hood to the coast of America, in pursuit of M. de Grasse. He returned to Barbadoes with the

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During the subsequent operations at the island of St. Christopher, Captain Inglefield was several times sent with flags of truce to the Marquis de Bouille and the Count de Grasse. He was also employed in the hazardous service of establishing signals between the fleet and the garrison of Brimstone Hill, by means of personal communication with the officer commanding there †.

The Centaur formed part of the red division of Sir George

* After the partial action off the Chesapeake, September 5, 1781, which we have already noticed in our first volume, p. 133, the British fleet, commanded by the Rear-Admirals Graves, Hood, and Drake, returned to Sandy Hook, and took on board 7000 troops under Sir Henry Clinton, destined for the relief of Earl Cornwallis, who was closely invested at York and Gloucester, by the French and rebel armies. On the 24th October the armament arrived off the Chesapeake, when the British commanders had the mortification to find that his Lordship, owing to the exhausted and sickly state of his army, and being without any hopes of relief, had entered into a capitulation for the surrender of those important posts on the 17th. By this unfortunate event 6000 British troops, and 1500 seamen, fell into the hands of the enemy.

† Sir Samuel Hood, after his return from America, remained in Carlisle Bay, with his fleet moored in order of battle, in daily expectation of a visit from the French, till January 14, 1782, when he received intelligence that the Count de Grasse had relinquished his plan of attacking Barbadoes, and gone to St. Christopher's; on his arrival at which island the Marquis de Bonille was landed with 8000 troops, and the British garrison consisting of only 600 men, under Brigadier-General Fraser, obliged to retire into the fort at Brimstone Hill. The Rear-Admiral, notwithstanding the superiority of the enemy, determined on a measure of unusual boldness, for the preservation of that valuable island. Instead of waiting their approach, he resolved to confound the enemy by an immediate attack, and to engage them as they lay at their anchors. For this purpose he immediately put to sea from Carlisle Bay, embarked General Prescott and the few troops that could be spared from Antigua, and proceeded without loss of time to attack the enemy in Basseterre Road.

At day-break on the 24th the signal was made to form the line of battle, for the purpose of bearing down to the attack; but the untoward accident of the Alfred's running foul of the Nymph, arrested the prosecution of this well-concerted design, and obliged the fleet to bring to whilst the former vessel repaired her damages. Towards the evening of the same day the Count de Grasse quitted his anchorage and put to sea, that his ships might have full room to act, and thus secure the advantages of their superiority in point of number.

B. Rodney's fleet in the glorious battle of April 12, 1782, the particulars of which will be found in our first volume, p. 35, *et seq.* In August following she sailed for England, in com-

At day-light on the 25th, the enemy's fleet was observed about three leagues to leeward, formed in order of battle, and consisting of twenty-nine sail of the line. Sir Samuel Hood, who had only twenty-two line-of-battle ships, instantly perceived the great advantages to be derived from this movement, and carried on every appearance of an immediate and determined attack, which drove the enemy farther to leeward, whilst he himself pushed for Basseterre, and anchored his fleet in line of battle a-head, in Frigate Bay. The Count de Grasse, astonished at this excellent manœuvre, and apprehensive that all communication with the army might be cut off, made a most furious attack upon the rear of the British fleet, commanded by Commodore Affleck; but that gallant officer made so noble a defence, and was so ably supported by his seconds, the Hon. William Cornwallis in the *Canada*, and Lord Robert Manners in the *Resolution*, who kept up an incessant fire, covering the other ships of the division while they brought up in their stations, particularly the *Prudent*, whose wheel was shot away, and the rudder choked by a shot which had lodged between it and the stern-post, that the enemy, finding they could not make any impression on the resolute firmness of the British, bore up and stood to sea.

The next morning, at 8 o'clock, the French fleet stood in, as if determined to force the British line, which they attacked with great violence from van to rear, without making the least visible impression on it; they then wore and stood to sea. Sir Samuel Hood, having observed that the rear of his fleet was too much exposed, took this opportunity to change the position thereof, and directed the *Alfred*, *Canada*, *Prudent*, *Resolution*, *Belliqueux*, *Centaur*, and *Monarch*, to extend themselves in a line towards the town of Basseterre, forming an obtuse angle, by which means no one part of the fleet could suffer a partial attack. The Count de Grasse, not yet discouraged, renewed the engagement in the afternoon, directing his attack principally against the centre and rear divisions; he was again repulsed, and suffered more material damage than in the preceding battle. The *Ville de Paris*, bearing de Grasse's flag, was upon the heel all the next day, covering her shot-holes; and according to information which Sir Samuel Hood subsequently received from the shore, upwards of 1,000 wounded Frenchmen were sent to St. Eustatius. The loss sustained by the British, in all the attacks, amounted to 72 killed, and 244 wounded.

On the 28th, part of the 13th regiment, and the whole of the 28th and 69th, were landed under cover of four frigates. After a smart skirmish with a detachment of French troops, which were beaten, and obliged to retreat with great loss into Basseterre, General Prescott took post upon a commanding hill. The following morning, the Marquis de Bouille arrived with 4,000 troops from Sandy Point; but finding the British General's position to be too strong to venture an attack, he proceeded to the siege of

pany with the prizes taken on that memorable occasion, and a large fleet of merchantmen, the whole under the orders of Rear-Admiral Graves. Nothing material occurred until the night of the 22d, when l'Hector, a French 74, being badly manned and a heavy sailer, dropped a-stern and parted company. On the 8th September it blew a strong gale, and the leaks of the Caton, another of the prizes, and the Pallas frigate, had so much increased, that the Rear-Admiral was under the necessity of ordering them to bear away for Halifax. On the 16th the fleet encountered a heavy gale from the E. S. E. which continued to blow with unabating fury till three o'clock next morning, when on a sudden it shifted to the N. N. W., and soon increased to a hurricane. As the day broke, it discovered an indescribable scene of horror and dis-

Brimstone Hill. As no object could be gained by General Prescott remaining on shore, he re-embarked the same evening.

Soon after the arrival of the fleet, Captain Inglefield of the Centaur, was sent to Brigadier-General Fraser with a message of importance, and returned in safety, after establishing signals between the fort and the squadron. The vigilance of the enemy cut off all further communication. Many attempts were afterwards made to throw succours into the garrison, all of which proved ineffectual; and several officers sent with messages to the Brigadier, were detected and taken prisoners.

The enemy prosecuted the siege with unabating vigour till the 13th Feb., when a practicable breach was made in the works, and Brigadier-General Fraser and the Governor, having given up all hope of succour, reluctantly consented to capitulate.

On the morning of the 14th, the French fleet, reinforced by five ships of the line, anchored off Nevis; and it being no longer necessary for the British to continue in its present situation, which was useless and dangerous, not only from the vast superiority of the enemy's fleet, but that they were preparing to erect gun and mortar-batteries on a hill commanding the anchorage, Sir Samuel Hood issued orders to the respective Captains to slip or cut their cables without signal, at 11 P. M., the sternmost and leewardmost ships first, and so on in succession, then to proceed under an easy sail until directed otherwise by signal. That this order might be punctually obeyed, the Captains were directed to set their watches by Sir Samuel's time-piece. This was performed with the utmost order and regularity, without being molested or pursued by the French fleet; which was lying within five miles, and must have witnessed the manœuvre. The British fleet anchored at Antigua on the 19th, and a few days after was joined by Sir George B. Rodney, with a reinforcement from England.

tress ; some of the ships of war had lost their masts, and were otherwise much disabled ; many of the convoy had not only suffered similar disasters, but had actually foundered ; and the sea was covered with wrecks. Numbers of miserable wretches of both sexes were seen, either lashed or clinging to them : and what rendered their dreadful situation still more piteous, was the impossibility of giving them the smallest assistance : the storm continued to rage, and the sea so rough and agitated, that no boats could be put out to their relief. A few indeed were fortunate enough to be saved by ropes thrown from the ships as they approached them. When the squall came on, the *Ramillies* 74 had her main-sail set, and in this situation was taken aback. Before the clue-garnets could be manned the main-mast went over the side, carrying with it the mizen-mast, fore-top-mast, and fore-yard. The tiller broke in the rudder head ; and in a short time, from the chain pumps being choaked, the water in the hold had increased to six feet. In the course of the day several of the guns and heavy stores were thrown overboard, to ease the ship ; but these efforts proved ineffectual : the pumps could not be cleared, and by the 21st the leak had gained so considerably that Rear-Admiral Graves began to despair of saving her. Fortunately the gale abated sufficiently to allow the few merchantmen still in company to take out the crew ; which being effected by four o'clock in the afternoon, she was set on fire and soon after blew up.

The melancholy fate of the *Centaur* was still more deplorable. The squall had laid her so much on her beam ends, that the water burst through from the hold between decks ; she lay motionless, and seemed irrecoverably overset. Her masts falling overboard, she in some degree righted, with the loss of her rudder, and such extreme violence as caused unspeakable mischief and confusion. The guns broke loose, the shot were thrown out of the lockers, and the water that came from the hold swept away every thing between decks, as effectually as the waves had from the upper. The officers, when the ship overset, ran up from their beds naked ; neither could they get at a single article of clothes to put on in the morning, nor receive any assistance from those who were upon deck, they themselves having no other but what they had on.

The unshaken fortitude of the crew, under every difficulty, and with scarcely the possibility of escape remaining,—while it heightens the merit of the sufferers, only serves to render their fate the more grievous. By their unwearied exertions, the ship was kept afloat until the 23d; but on the morning of that day, all their efforts appeared fruitless. The water in the hold had blown up the orlop-deck, the ship was filling fast, and going gradually down. Every countenance was painted with horror and despair; not a shadow of hope now remained: the people could be no longer prevailed on to bail, and the vessel was left to her fate. Some of the bravest seamen, who had hitherto persevered in their sufferings and labour, without a murmur or any expression of fear, seeing that all was over, and being suddenly struck with a melancholy and tender recollection of their country, and of every thing that was most dear to them, burst openly into tears, and wept like children: others, appearing perfectly resigned to their fate, went to their hammocks, and requested their messmates to lash them in: numbers were lashing themselves to gratings and small rafts. Amidst this scene of misery and distress, the idea most prevalent among the men was that of equipping themselves in their best and cleanest clothes. Although rafts were made, and the boats put into the water, the bulk of the officers and men, convinced of the impossibility of being saved, preferred resigning themselves quietly to their fate, rather than take the chance of prolonging their wretched existence for a few hours. At 5 o'clock in the evening, Captain Inglefield, who had not yet formed any determination for himself, perceiving a few of the people getting into the pinnace, and others preparing to follow them, beckoned to Mr. Renny, the Master, who was the only officer on deck, and instantly jumped into the boat, followed by that gentleman*. The sea ran so high, it was with much difficulty they could get her clear of the ship; numbers of the people who were on the gangway, endeavouring to follow their example, fell into the sea and were drowned. Mr. Robert Baylis, a Midshipman, only 15 years of age, jumped

* Mr. Renny was afterwards made a Lieutenant, and appointed to the command of a cutter, which foundered on her passage to Gibraltar with despatches, and all on board perished.

overboard, and had the good fortune to reach the boat, though it was with some difficulty Captain Inglefield could prevail on his companions to take him in *. The whole number now in the boat was twelve, adrift in the middle of the Atlantic Ocean, a dark and stormy night approaching, without either compass, quadrant, or sail. Their provisions consisted of a bag of bread, a small ham, a single piece of pork, a few French cordials, and two quart bottles of water. A blanket which had been thrown into the boat, they bent to one of the stretchers, and used as a sail. Providentially, the next morning the weather proved more moderate, and the wind continuing to blow from the N. W. buoyed them up with the hope of being able to reach the Azores, which, at the time they quitted the Centaur, were about 260 leagues to the S.E. On the fifth morning it was discovered that the salt water had spoiled the greater part of their bread; this reduced them to the necessity of living upon the miserable pittance of two biscuits for the twenty-four hours, which were divided equally between the whole. The neck of a bottle with the cork in it, was the measure of water allotted to support each individual for the same period. For the want of this necessary article they must shortly have perished, had not a pair of sheets been found in the boat; rain coming on, they were enabled, by alternately spreading and wringing them, to catch and save a few quarts of water; but not by any means a sufficiency to allay their thirst. Captain Inglefield, to divert the attention of the people from their situation and distress, induced them during the heavy and pensive hours of the night, to amuse each other by relating a story, or singing a song, in turn.

On the 16th day after their departure from the ship, the last ration of bread and water was distributed, and all hope vanished. The Almighty, however, who had conducted these unfortunate people through so many perils, still favored them with his divine protection; and on the same day, to their inexpressible joy, land was discovered, for which they instantly steered, and before night arrived safely in the harbour of

* Mr. Baylis died a Lieutenant of the Mercury frigate, at St. John's, Newfoundland, Sept. 1., 1799.

Fayal, where they met with every humane attention, and from whence they soon after proceeded to England *.

On the 25th Jan. 1783, Captain Inglefield and the other survivors of the *Centaur*, were tried by a court-martial at Portsmouth, for the loss of that vessel, and fully acquitted of all blame on account thereof †.

Immediately after his trial, Captain Inglefield was appointed to the *Scipio* of 64 guns, stationed as a guard-ship in the river Medway. His next appointment was in the autumn of 1788, to the *Adventure* of 44 guns; in which ship he went to the coast of Africa, and returned from thence in Aug. 1789. He afterwards made three successive voyages to the same station, in the *Medusa* of 50 guns.

The *Medusa*, coming up Channel in Sept. 1792, passed the frigate in which our late venerable monarch was making his usual marine excursion from Weymouth. After saluting the royal standard, Captain Inglefield followed her to the anchor-

* Thomas Matthews, a quarter-master, died in the boat the day before land was discovered. Those who escaped from the ill-fated *Centaur*, in addition to Captain Inglefield, the Master, and Midshipman mentioned above, were Mr. James Clark, Surgeon's Mate; Timothy Sullivan, the Captain's coxswain; John Gregory, a Quarter-Master; and five seamen.

† The following is a list of the ships of war which sailed from Jamaica under the orders of Rear-Admiral Graves; and will show how they were disposed of:

Ramillies 74	.....	{ Rear-Admiral T. Graves, Captain S. Moriarty. }	Abandoned after being set on fire.
* Ville de Paris 110	.....	A. Wilkinson.	Foundered, and
* Glorieux 74	.....	Hon. T. Cadogan.	} their crews perished.
Canada 74	.....	Hon. W. Cornwallis.	Arrived in Eng- land, with the loss of her mizen-mast.
<i>Centaur</i> 74	.....	J. N. Inglefield.	Foundered, only 11 of her crew preserved.
* Hector 74	.....	J. Bouchier.	Foundered, crew saved by a letter of marque.
† Jason 64	.....	John Aylmer.	Arrived in England.
† Caton 64	.....	T. Fisher.	Arrived at Halifax.
* Ardent 64	.....	R. Lucas.	Returned to Jamaica.
Pallas 36	.....	C. Parker.	Went to Halifax very leaky, and afterwards lost on one of the Wes- tern Islands; crew saved.

* Taken by Sir George B. Rodney, April 12, 1782.

† Taken by Sir Samuel Hood, in the *Mona Passage*, April 19, 1782.

age, and on the following morning was received by the King with marked distinction and approbation, and honored with a long conference on the esplanade.

On the *Medusa's* arrival at Chatham, she was ordered to be put out of commission ; and Captain Inglefield soon after obtained the command of *l'Aigle* frigate, in which ship we find him serving at the reduction of Corsica, under the orders of Lord Hood, by whom he was appointed, conjointly with Vice-Admiral Goodall, Captain James Young, and his Lordship's Secretary, Mr. M'Arthur, to draw up the articles of the capitulation, by which Bastia was surrendered to the British arms.

In the spring of 1794, our officer was appointed to succeed the late Sir Hyde Parker, as Captain of the Mediterranean fleet ; and towards the close of the same year, he returned to England with Lord Hood, in the *Victory* of 100 guns. From this period until the summer of 1811, he appears to have been employed as a resident Commissioner of the Navy, successively, at Corsica, Malta, Gibraltar, and Halifax. Preferring the retention of his civil appointment to a flag, he was placed on the retired list of Post-Captains in Feb. 1799.

Captain Inglefield is the reputed author of "A View of the Naval Force of Great Britain," published in 1791. His son, Samuel Hood Inglefield, obtained post rank in 1807 ; and his daughter is the lady of that excellent officer, Vice-Admiral Sir Benjamin Hallowell, K. C. B.

Agent.—William Marsh, Esq.

WILLIAM CARLYON, Esq.

THIS officer's post commission bears date May 9, 1781. He resides at Tregrehan, near St. Austle, Cornwall.

SIR RUPERT GEORGE, BART.

Late Chairman of the Transport Board.

THIS officer, the third son of the late Dennis George, of Clophook, in Ireland, Esq. and a brother of the late Baron George, of the Irish Court of Exchequer, was born at Dublin January 16, 1749 ; and during the colonial war commanded the *Vulture* sloop of war on the American station.

On the 16th July, 1781, the *Vulture*, in company with the *Charlestown* of 28 guns, and *Allegiance* sloop, fell in with and was attacked by two large French frigates, *l'Astrée* of 40 guns, and *l'Hermione* of 36, which, after a severe action, they succeeded in beating off, thereby preserving a fleet of merchantmen which they were convoying to Spanish River. The *Charlestown* had 8 men slain and 14 wounded; amongst the former was her commander, Captain Evans, an active and gallant officer. The *Vulture* had 1 man killed and 2 wounded.

Captain George was advanced to post rank in the *Amphitrite* frigate, November 29, 1781; and subsequently commanded the *Charlestown*, on the coast of America. About the period of the Spanish armament he was appointed to the *Thisbe* of 28 guns, and afterwards to the *Hussar*, a ship of similar force, in which he continued until the autumn of 1795, when he was nominated a Commissioner of the then recently established Transport Board, over which he presided for some years, previous to its dissolution at the conclusion of the late war.

In 1803 Commissioner George received the honor of knighthood on the occasion of his acting as proxy for a K. B. at an installation of the Knights of that order. His patent of Baronetcy is dated September 18, 1809. He married, June 30th, 1782, Margaret, daughter of Thomas Cochren, of Halifax, Esq. and by that lady had a numerous family.

Sir Rupert George died at Willesden House, co. Middlesex, January 25, 1823. His widow, if still alive, enjoys a pension of 300*l.* per annum during the royal pleasure.

HON. MATTHEW FORTESCUE.

THE Fortescues are an ancient Devonshire family. Sir Henry Fortescue was Lord Chief Justice of the Common Pleas in Ireland, in 1246; and his second son was the celebrated Sir John Fortescue, Chief Justice of England in 1442, afterwards Lord Chancellor, and the author of the famous "*Treatise de Laudibus Legum Angliæ*."

Captain Fortescue is the second son of Matthew, second Earl of Fortescue, by Anne, second daughter of John Campbell, of Cawdor, in Scotland, and Stackpole-court, co. Pem-

broke, Esq. He was born April 12, 1754; obtained post rank May 24, 1782; and commanded the *Daphne*, a 20-gun ship, at the close of the American war. He married, in June 1795, Henrietta, only daughter of Sir Richard Hoare, Bart., and widow of Sir Thomas Acland, Bart. He has a son in the Coldstream regiment of foot guards. His brother is the present Earl of Fortescue.

Bankers.—Hoare and Co.

RALPH MILBANKE, Esq.

THIS officer was a descendant from Ralph Milbanke, cup-bearer to Mary, Queen of Scots, whose great-grandson was created a Baronet of Great Britain Aug. 7, 1661.

Captain Milbanke obtained post rank July 20, 1782, and died at Blackwell, near Darlington, co. Durham, Nov. 21, 1823, in his 75th year. He was a man whose amiable disposition endeared him to the circle of friends in which he moved.

RICHARD CREYKE, Esq.

Governor of the Royal Naval Hospital, and Resident Commissioner of the Victualling, at Plymouth.

IN 1764, we find this officer accompanying the late Hon. John Byron on a voyage round the world*. During the American war, he commanded the *Otter* of 14 guns; was very actively employed under the orders of Commodore Sir George Collier, and assisted at the capture and destruction of the towns of Norfolk, Suffolk, Portsmouth, Gosport, and others of less note in the vicinity of Elizabeth River; the strong posts of Stoney Point, Fort la Fayette, and Varplanks, up the North River; and the towns of Newhaven, Fairfield, Norwalk, and Greenfield, on the Connecticut shore; together with an immense quantity of shipping, merchandise, provisions, and naval and military stores. He also accompanied Sir George Collier to the Penobscot river, where nineteen sail of American armed vessels, and upwards of twenty transports, were either taken or destroyed, in Aug. 1779†. His post commission bears date Dec. 17, 1782; and his appoint-

* See note at p. 1.

† See *Nav. Chron.* Vol. 32, p. 265, *et seq.*

ment to be Governor of Plymouth Hospital, July 15, 1795 *. He has a son in holy orders, married to Sarah, daughter of the late Colonel Hotham, of York.

JOHN GIBSON, Esq.

WAS made a Lieutenant Dec. 10, 1760; posted Dec. 23, 1782; and commanded the Porcupine frigate, employed in the defence of Gibraltar, at the close of the American war.

Residence.—Dulverton, Devonshire.

WILLIAM FULKE GREVILLE, Esq.

Post commission dated January 16, 1783.

Bankers.—Coutts and Co.

SAMUEL ARDEN, Esq.

Senior Captain of the Royal Hospital at Greenwich, and a Director of the Chest.

THIS officer lost his right arm when serving as a Lieutenant on board the Atalante sloop of war, in an action with a large American frigate on the banks of Newfoundland, May 28, 1781. His conduct on this occasion was of the most heroic description. The instant his mutilated limb was dressed, he resumed his station upon deck, where he continued animating the crew till the vessel struck†. He was made a Post-Captain Jan. 21, 1783; and appointed to Greenwich Hospital in 1796.

MATTHEW SMITH, Esq.

Fellow of the Royal Society.

THIS officer is a son of the late Matthew Smith, Esq. Major of the Tower of London, Colonel of the 2d regiment of Tower

* For the better regulation of the Royal Naval Hospitals, in the year 1795, Governors were appointed to each. To those at Haslar and Plymouth, a Post-Captain, with a salary of 500*l.*, and 75*l.* for house, coals, and candles; three Lieutenants under them, whose salaries were fixed at 130*l.* per annum. By a recent regulation, the office of Governor has merged in that of a Resident Commissioner of the *Victualling*, in whom are united the superintendence of the victualling department of the navy, and the control of the hospital.

† See Vol. I. p. 173.

Hamlets' militia, F. R. S. and F. S. A. who died Feb. 17, 1812, at the advanced age of 73 years.

He was promoted to the rank of Post-Captain, April 18, 1783, and during the Dutch and Spanish armaments, commanded the Carysfort of 28 guns. At the commencement of the French war, in 1793, he was appointed to the *Diomedé*, a 50-gun ship, and ordered to the East Indies.

On the 22d Oct. 1794, the *Diomedé*, being off the Mauritius, in company with the *Centurion*, a ship of similar force, fell in with a French squadron consisting of two frigates, one corvette, and a brig. After a smart action the enemy retreated into Port Louis, with the loss of 38 men killed and 87 wounded. The *Diomedé's* loss we have not been able to ascertain; but the *Centurion*, which ship appears to have borne the brunt of the action, had 27 men killed and wounded.

On the 2d Aug. in the following year, the *Diomedé*, whilst turning into Back Bay, near Trincomalee, with a transport brig in tow, struck on a sunken rock which was supposed to be about half a mile further to the northward than its true situation, and after getting off sunk with all her stores on board about three miles to the northward of Flag-Staff Point. The *Diomedé*, at the time this accident occurred, formed part of the squadron under Commodore Rainier, employed in the reduction of Trincomalee, which surrendered by capitulation on the 26th of the same month. During the latter part of the siege, Captain Smith commanded a detachment of 300 seamen and marines, landed to co-operate with the army, under Colonel J. Stuart*.

* In the month of May 1795, the first official accounts reached India of the war between Great Britain and Holland, a report of which had some time before caused preparations to be made for that event. On the 1st of Aug. a squadron consisting of the *Suffolk* 74, bearing the broad pendant of Commodore Rainier, *Centurion* and *Diomedé* 50's, *Heroine* frigate, and several transports, having on board about 3000 troops, commanded by Colonel Stuart, anchored in Back Bay, Ceylon, and the commandant of Trincomalee was immediately summoned to surrender. On the 3d the troops were disembarked without opposition; but owing to the extraordinary high surf and the violence of the wind, it took ten days to land the whole of the stores and provisions. The carriage of these and of the artillery to the camp, a distance of about three miles, over a heavy sand, was cheerfully executed by the seamen. On the 23d, the batteries having been completed, were opened on the lower fort with such effect, that by the 26th, a practi-

The report made by Captain Osborne of the *Centurion*, of the action with the French squadron, in the preceding year, not being satisfactory to Captain Smith, he applied to that officer for an explanation. Captain Osborne, after more distinctly expressing his approbation of Captain Smith's conduct than he had done in his public letter, thought fit to demand a court-martial for enquiring into the conduct of the two ships, with a view of justifying his letter on service. The court sentenced Captain Smith to be dismissed the service; but on his return to England in 1798, he appealed against their verdict; and his memorial being referred to the Crown lawyers and the Admiralty counsel, they reported their opinion that the sentence was unwarrantable, and not to be supported. Captain Smith was consequently restored to his rank in the navy, but never afterwards called into service.

CHARLES CUNNINGHAM, Esq.

Commissioner of His Majesty's Dock-Yard at Chatham.

THIS officer was born in 1755, and entered the royal navy as a Midshipman on board the *Æolus* frigate in 1775; previous to which he had, (owing to the want of employment for young men in the King's service,) made several mercantile voyages with a friend in America, from whence he returned to England at the commencement of the colonial war.

Early in 1776, the *Æolus* sailed for the West Indies, on which station Mr. Cunningham joined the *Bristol* of 50 guns, bearing the flag of Vice-Admiral Sir Peter Parker, by whom he cable breach was made. A summons was then sent to the garrison; but the Governor demanding terms which were inadmissible, and refusing to accept those sent in return, hostilities recommenced. Three hundred seamen and marines were also landed, under the command of Captain Smith, for the purpose of assisting to storm the fort, had the enemy determined to hold out. In a short time, however, a white flag was displayed on the ramparts, and the Dutch commandant surrendered at discretion. The loss sustained by the British in obtaining possession of this post amounted to 16 men killed and 60 wounded; 1 of the former and 6 of the latter were sailors. The fort of Oostenburg, situated on an almost perpendicular hill, and garrisoned by 400 Europeans, was next summoned, and the enemy seemed resolved to defend it; but observing their invaders making preparations for a bombardment, and about to cut off their water with which they were supplied by pipes from an opposite hill, they at length agreed to surrender. Several other posts and factories in Ceylon soon after shared the same fate.

was made an acting Lieutenant, and appointed to the Port Royal sloop of war June 12, 1779. At the latter end of the same year, we find him serving as first Lieutenant of the *Hinchinbroke*, commanded by the late Lord Nelson, from which ship he removed into the *Pallas* frigate Jan. 14, 1780.

The *Pallas* being ordered to England in July 1782, Mr. Cunningham was then appointed second Lieutenant of the *Ajax* 74. On the 4th Sept. following, he obtained the command of the *Admiral Barrington*, a brig of 14 guns; and was soon after sent by Sir Joshua Rowley, with the *Racehorse* schooner under his orders, to stop the American salt trade, and prevent any communication between the people of the United States and those of Turk's Island, lying to the northward of St. Domingo. During his temporary absence, for the purpose of obtaining supplies at Jamaica, the French effected a landing and took possession of the island; which circumstance being communicated to Captain Nelson, who had arrived off there with a small squadron the day after Lieutenant Cunningham's return to his station, an attempt was made to dislodge them on the following morning, by landing a detachment of seamen and marines under Captain C. Dixon, of the *Drake* brig, whilst that vessel and the *Admiral Barrington* attacked a battery of three 24-pounders; but finding the enemy entrenched, and far superior in numbers, the enterprise was abandoned, and the party re-embarked. In this affair the brigs had several men wounded*.

The *Admiral Barrington* was paid off at Jamaica, May 11, 1783; and, we believe, Lieutenant Cunningham was subsequently appointed to the *Tremendous* of 74 guns. In 1788, he joined the *Crown* 64, bearing the broad pendant of Commodore Cornwallis, by whom he was made a Commander into the *Ariel* sloop of war on the East India station in 1790.

At the commencement of the French revolutionary war, Captain Cunningham, then commanding the *Speedy* of 14 guns, sailed from England with despatches for the Mediterranean; and on the arrival of the fleet under Lord Hood at Gibraltar, he was ordered to remain there with two small vessels under his orders, for the purpose of preparing the hospital, fitting up ships for the reception of prisoners, forming

* Mr. Cunningham's commission as a Lieutenant was not confirmed till his appointment to the *Admiral Barrington*.

a well, and forwarding any intelligence that might arrive, to his Lordship.

In June 1793, the *Speedy* conveyed M. Calonne, ex-Minister of France, from Gibraltar to Naples, on a political visit; and after performing that service joined Lord Hood at Toulon. She was subsequently employed in keeping up a communication between the Admiral and our Envoy at Genoa, the tenders hitherto sent on that service having been forcibly detained in that port, notwithstanding its neutrality, by the French vessels lying there.

On the 5th Oct. in the same year, the *Speedy* accompanied the *Bedford* and Captain, 74's, into the harbour of Genoa, and assisted in seizing the *Modeste* frigate, and two armed tartans. From thence she proceeded in company with the Captain to Port Especia, in quest of another French frigate, the *Imperieuse* of 40 guns, which on the approach of the British was scuttled and abandoned by her crew. To this fine ship, the name of which on being weighed and taken into our service, was changed to the *Unité*. Captain Cunningham was appointed by a post commission, dated on the day of her capture *, and afterwards confirmed by the Admiralty.

In April 1794, Captain Cunningham exchanged ships with Captain Walseley of the *Lowestoffe*, in which frigate he assisted at the reduction of Calvi †, from whence he was sent home overland with Lord Hood's despatches announcing the total subjugation of Corsica, from which we make the following extract :

" Captain Cunningham, who has cruised with infinite diligence, zeal, and perseverance, under many difficulties, for three months past, off Calvi, is charged with my despatches, and is competent to give any information their lordships may wish to have. I beg to recommend him as an officer of great merit, and highly deserving any favor that can be shewn him."

Captain Cunningham's journey across the continent appears to have been a very rapid one, he having left Calvi on the 11th Aug., and notwithstanding his being obliged to make a circuitous route to avoid the French army, and a detention of three or four days at Helvoetsluys, occasioned by a heavy gale of wind, arrived in London on the 1st of the ensuing month.

His next appointment was in April, 1796, to the *Clyde* of 46 guns (rated at 38) and 261 men. During the remainder of that year we find him actively employed in the North Sea,

* Oct. 12, 1793.

† See Vol. I. p. 252.

and on the coast of France, having occasionally a small squadron of frigates under his orders.

In May, 1797, when a most dangerous mutiny broke out among the crews of the ships composing the North Sea fleet, the Clyde happened to be refitting at the Little Nore, notwithstanding which, and the circumstance of his being nominally under the influence of the mutineers, he had the good fortune never to be entirely dispossessed of his command, or to receive the least insult from his men, but on the contrary, at length succeeded by his conduct in detaching them from the contagion, which he effected in the following manner:—

On the 29th May, seventeen days after the first symptoms of mutiny had appeared on board the Sandwich and other ships at the Great Nore, Captain Cunningham gave orders that the signal from Parker, the rebel chief, for all delegates to repair to him, should not be answered by the Clyde, as was done on board the other ships. Her fore-sail being unbent at the time, and it being known that she was unprovided with a pilot, the rest of the fleet did not suspect that this was the prelude to her secession from their cause. At 9 P. M., Captain Cunningham assembled his crew, and made known to them his intention of working the ship into Sheerness harbour in the course of that night; intimating likewise that the St. Fiorenzo frigate would make her escape at the same time. Soon after mid-night the cables were slipped, and by sun-rise on the morning of the 30th, the Clyde was safely anchored in the harbour, thus giving the first blow to a most diabolical conspiracy, which, while it lasted, was terrifying to the whole country, and, but for the promptitude and activity displayed by Captain Cunningham, his officers, and loyal crew, might have spread into a serious extent of mischief to the state*.

On the return of the other ships to their duty, Captain Cunningham was ordered to Elsinour, for the purpose of conveying home a rich fleet of merchantmen, which, owing to the late unhappy events, had been detained in the Sound.

* Captains Cunningham and Neale were the only officers of their rank who remained on board, and had any influence over their ships' companies. See Vol. I. p. 434. The notorious Parker once went on board the Clyde, and endeavoured to prevail on her crew to take her up against Tilbury fort; but this Captain Cunningham had the address to prevent.

Errata, p. 79, line 10 from the bottom, for *shots* read *shot*; p. 80, line 14 from the top, for *at one of the theatres* read *at the Weymouth theatre*.

Previous to his sailing he received the following letter of thanks from the merchants, &c., &c., of London :—

“ London Marine Society’s Office, June 8, 1779.

“ Sir.—I have the honour to convey the unanimous thanks of a very numerous and respectable meeting of merchants, ship-owners, insurers, and others, held on the Royal Exchange of London, to you, as commander, and to the officers and crew of H. M. S. the Clyde, for their spirited conduct in carrying your ship through the mutinous fleet.

“ I beg you will accept of these thanks, and that you will also convey the same in such manner as may be most acceptable.

“ It is with great satisfaction that, as chairman of so respectable a meeting, I have been directed to transmit the above resolution. I have the honour to be, &c. &c. &c.

(Signed) “ HUGH INGLIS, Chairman.

*“ To Captain Cunningham,
H. M. S. Clyde, Sheerness.”*

During the ensuing season, Captain Cunningham had the honor of being placed in attendance upon his late Majesty at Weymouth, from whence he was sent to join the Channel fleet; but with the exception of his being for a length of time employed in the fatiguing duty of watching Brest harbour, we find nothing particularly worthy of record until Aug. 20, 1799, on which day, being off the Cordovan light-house, our officer discovered two sail in the S. W., to which he immediately gave chase, and soon perceived that they were standing towards him, which they continued to do till the Clyde had approached within two miles of them, when they bore up and made sail, going large on different tacks. Captain Cunningham pursued the largest, and soon brought her to close action, which was maintained on both sides with great spirit for nearly two hours; when the enemy’s ship being totally unmanageable, with several shots between wind and water, was obliged to strike, and proved to be *La Vestale* of 36 guns and 235 men, of whom 10 were killed and 22 wounded. Her consort, the *Sagesse*, of 28 guns and 175 men, availing herself of the vicinity of the Garonne, and the start she had obtained of the Clyde, succeeded in effecting her escape. The British frigate had only 2 men slain and 3 wounded.

The following is a copy of Lord Keith’s letter to the Admiralty on this occasion, but which was not published, in con-

sequence of Captain Cunningham's duplicate account of the action having reached the Board before that forwarded by his Lordship :—

“ *Queen Charlotte, Torbay, Aug. 29, 1799.*

“ Sir,—I have the honor to enclose for their Lordships' information, a letter from Captain Cunningham, of H. M. S. Clyde, containing an account of one of the most brilliant transactions which have occurred during the course of the war; he having with great gallantry pursued two French frigates; one of which he has captured, and driven the other into port. I have the honor to be, &c. &c. &c.

(Signed)

“ KEITH.

“ *To Evan Nepean, Esq.*”

His late Majesty was at one of the theatres when an account of the above event was brought to him. He immediately stood up in his box, and commanded the news to be communicated to the audience; when “*Rule Britannia*” was loudly called for from every part of the house, and performed with reiterated applause.

During the summer of 1800, the Clyde was employed conveying a Mr. Serres along the French and Spanish coasts, to take drawings of all the headlands, harbours, &c. between Brest and Corunna. That service being performed, she again joined the Channel fleet, then under the orders of Earl St. Vincent.

In May, 1801, Captain Cunningham received secret orders from the Admiralty to assume the command of a strong squadron of frigates, sloops, gun-brigs, cutters, &c. stationed from Havre de Grace to the Isle of Bas, for the protection of Guernsey, Jersey, and the adjacent islands, which were at that time threatened with invasion.

Shortly after this appointment, the Jason frigate, forming part of his squadron, was wrecked off St. Maloes; upon learning which, Captain Cunningham sent in a flag of truce, and succeeded in obtaining the governor's permission for her commander, the Hon. I. Murray, his officers and crew, to be exchanged; which was granted on condition that they should be sent to Portsmouth in French cartels. Finding that the enemy were preparing to raise the Jason, he directed Lieutenant Mounsey to proceed with the boats of the squadron and attempt her destruction by fire; which was effectually performed in the presence

of two large frigates, a corvette, and several gun-boats, apparently ready for sea. Upon his return to port, Captain Cunningham had the satisfaction of receiving the approbation of the Admiralty for his judicious conduct. Peace soon after taking place, he paid off the *Clyde* at the Great Nore, June 24, 1802, after commanding her with great credit and good fortune for a period of six years and two months*.

In May 1803, hostilities having re-commenced, Captain Cunningham commissioned the *Prince of Orange*, a third rate, and soon after assumed the command of a squadron sent to watch the Dutch fleet in the *Texel*, on which service he continued until relieved by Sir W. Sidney Smith, in the *Antelope*. He was subsequently appointed to the *Leopard* of 50 guns, intended for a particular service; but we believe he did not go to sea in that ship.

The Hon. Captain Rodney having resigned his seat as a Commissioner of the Victualling Board, in Sept. 1803, our officer, without any solicitation on his part, was appointed thereto by the Earl of St. Vincent, at whose recommendation he was removed, in 1806, to be Resident Commissioner of his Majesty's Dock-yards at Deptford and Woolwich. Previous to this latter appointment, he was sent to Falmouth for the purpose of forming a watering-place for the shipping at that port. He remained on the spot until the present reservoir at Milor was excavated and completed.

The establishments at Deptford and Woolwich having been reduced about April, 1823, Commissioner Cunningham was at that period appointed to the superintendence of Chatham Dock-yard.

He has been twice married; 1st, to the daughter of a clergyman in Norfolk, where he possesses some paternal property; and, 2d, to a daughter of Commissioner Charles Proby †.

* Among the numerous privateers captured by Captain Cunningham, was the *Dorade* of 12 guns, pierced for 18, and 93 men. This vessel, after taking out the prisoners, was entrusted to the care of the Master, who, as is supposed, being emulous to outsail the *Clyde*, carried too great a press of sail, by which she was upset, and all on board, with the exception of four men, perished. The unhappy sufferers, including the Master, were 24 in number.

† Commissioner Proby was descended from Sir Peter Proby, Knt., Lord Mayor of London in 1622, ancestor of the present Earl of Carysfort. He

His eldest son, a Midshipman in the royal navy, died Nov. 11, 1822, aged 20 years.

HON. SIR GEORGE GREY, BART.

Knight Commander of the most honorable Military Order of the Bath; Resident Commissioner of Portsmouth Dock-Yard; Marshal of the Vice-Admiralty Court at Barbadoes; an Alderman of Portsmouth; a Vice-President of the Naval and Military Bible Society, &c. &c. &c.

THIS officer is the fourth son of the late Earl Grey, K. B., a General in the army, Colonel of the 3d regiment of dragoons, and Governor of Guernsey, by Elizabeth, daughter of George Grey, of Southwick, co. Durham, Esq. *

He was born Oct. 10, 1767; and at the commencement of

was a Midshipman on board the *Centurion*, and the first person who discovered the rich *Acapuleco* ship, captured by Commodore Anson in the Southern Ocean. In 1757, he commanded the *Medway* of 60 guns, under the orders of Sir Edward Hawke, in the expedition against Rochefort. On the 17th July, 1761, when Captain of the *Thunderer* 74, he captured, after a severe and gallant action, the *Achille* of 64 guns and 600 men. The *Thunderer* on this occasion had 17 men killed, and 114, including her commander, wounded. So great a carnage was occasioned by one of the main-deck guns bursting, which blew up a part of the quarter-deck, and set the ship on fire. The enemy's loss was also very considerable. In 1769, we find him with his broad pendant on board the *Pembroke*, as Commander-in-Chief on the Mediterranean station. In 1771, he was made Comptroller of the Victualling Board; and, before the year elapsed, appointed Commissioner at Chatham, where he died in 1799, aged 74 years. He was remarkable for his charitable disposition; and among other donations, he allowed 50*l.* per annum to the poor of Chatham.

* The Greys are a junior branch of an ancient baronial family in Northumberland, the chief of whom was created Baron Grey, of Werke, by James I., and advanced to the Earldom of Tankerville by William III.; which titles became extinct at the commencement of the last century; and the heiress having carried the estates, by marriage, to Charles Bennet, Lord Ossulton, that nobleman was, in consequence, created Earl of Tankerville in 1714. The late Earl Grey was an officer of great experience, having served at the battle of Minden, under Prince Ferdinand; and on the plains of Abraham, as *aid-de-camp* to the immortal Wolfe. He next commanded a body of troops during the colonial war; and in 1793, was appointed to command the army sent against the French West India colonies. He was born Oct. 23, 1729; created Baron Grey de Howick, June 23, 1801; Viscount Howick and Earl Grey, April 1, 1806. His Lordship died Nov. 14, 1807; and was succeeded by his eldest surviving son, Charles, the present peer.

the war with France, in 1793, we find him serving as a Lieutenant on board the *Quebec* of 32 guns; from which ship he was promoted to the command of the *Vesuvius* bomb; and on the 1st Nov. in the same year, he obtained post rank in the *Boyne*, a second rate, bearing the flag of Sir John Jervis; with whom he served during the memorable West India campaign*. At the siege of Guadaloupe he commanded a detachment of 500 seamen and marines, landed to co-operate with the army.

At 11 A. M. on the 1st May, 1795, soon after Captain Grey's return to England, and whilst he was attending a court-martial in Portsmouth harbour, a fire broke out on board the *Boyne*, then at Spithead. The flames burst through the poop-deck before the fire was discovered, and spread so rapidly, that in less than half an hour the ship was in a blaze fore and aft; every exertion on the part of the officers and crew to save her proved abortive. All her guns being loaded, went off as they became heated, the shot falling among the shipping; and some even reached the shore in Stokes Bay. Two men on board the *Queen Charlotte* were killed, and one wounded.

About 1^h 30' P. M. she burnt from her cables, and drifted slowly to the eastward, till she struck on the Spit opposite Southsea castle, where she continued to burn until near 6 o'clock, when she blew up with a dreadful explosion. Fortunately, on the fire being first observed by the rest of the fleet, all the boats were sent to the assistance of her crew; the whole of whom, eleven only excepted, were happily rescued from the impending destruction. All the other ships were promptly removed to St. Helen's out of the reach of danger.

This unfortunate accident has, by some, been attributed to the funnel of the ward-room stove being overheated, and setting fire to some combustible matter in the Admiral's cabin; but the evidence given by Lieutenant, now Rear-Admiral, Winthrop, who was the commanding officer at the time, completely contradicts this assertion, as he proved that the funnel, instead of passing through the Admiral's cabin towards the poop, led upwards through the lobby on the outside of the bulk-head, and, consequently, could not have oc-

* See Vol. I. pp. 19, 710 *et seq.*, and 840 *et seq.*

casioned the disaster. It seems much more probable that the bottoms of the cartridges fired by a party of the 86th regiment, then doing duty on board as marines, and who were exercising on the poop at the moment when the ship was tending to the tide, had entered the ports of the cabin, into which Sir John Jervis's stock had recently been removed, preparatory to its being landed, and thereby set fire to the hampers, &c. The rapidity with which the flames extended throughout, may be attributed to the state of her planks and timbers, which had become perfectly dry through long exposure to a West India sun. It should be observed also, that she was riding with her stern to the wind, which no doubt greatly accelerated the progress of the fire towards her fore-castle*.

Captain Grey subsequently commanded the *Glory*, another ship of 98 guns, forming part of the Channel fleet. In the following year we find him in the *Victory*, a first rate, bearing the flag of Sir John Jervis, with whom he continued during the whole period that officer held the command on the Mediterranean station. He consequently assisted at the defeat of the Spanish fleet, off Cape St. Vincent, Feb. 14, 1797 †, on which occasion the *Victory* had only 1 man killed and 5 wounded.

Previous to his return to England, his friend the Commander-in-Chief gave him the dormant appointment of Adjutant-General of the Fleet, under which he acted in a certain degree, so as not to give offence to the senior Captains. The Admiral, in a letter to Earl Spencer, announcing his intention of resigning the command to Lord Keith, mentions this circumstance, and adds, "*In the state I am in, Captain Grey is essentially necessary to my comfort, and I hope your Lordship will approve of his accompanying me.*"

In the spring of 1800, Earl St. Vincent hoisted his flag on board the *Ville de Paris* of 110 guns, as Commander-in-Chief of the Channel fleet; and at the same time our officer assumed the command of that ship, which he held until the month of

* A man who had lived some years upon a comfortable annuity at a small village in Staffordshire, died in 1806. On his death-bed he declared that he had been hired to set fire to the *Boyne*.

† See Vol. I. p. 21, *et seq.*

March, 1801. He was soon after appointed to one of the yachts in attendance on the royal family at Weymouth, and continued to be employed on that sort of service till about April, 1804, when he succeeded Sir Isaac Coffin, as Commissioner of Sheerness Dock-yard, from whence he afterwards removed to Portsmouth, where he now resides.

In June, 1814, his present Majesty, (then on a visit to the fleet at Spithead, in company with the allied sovereigns) presented Commissioner Grey with the patent of a Baronetcy; and on the 20th May, 1820, he was graciously pleased to nominate him an extra K. C. B.

Sir George Grey married, in July, 1795, Mary, sister to the late Samuel Whitbread, Esq., M. P. for Bedford, (who had some years previous thereto been united to one of his sisters) by whom he has had several children.

Oct 3 October 1831.

*Annual Register
1831, p. 261.*

ROBERT GAMBIER MIDDLETON, Esq.

One of the Principal Officers and Commissioners of his Majesty's Navy.

THE name of Middleton is derived from the lands of Middleton, in Kincardineshire, of which this family were in possession for nearly four centuries and a half.

The subject of this memoir is a son of the late George Middleton, Esq., brother of Admiral Lord Barham, and Collector of the Customs at Leith, by Elizabeth, daughter of George Wilson, of Stottencleugh, N. B. Esq.

Being destined for the navy, he went to sea at an early age, and we believe served as a Lieutenant in Lord Hood's fleet, at the occupation and evacuation of Toulon, in 1793*.

* In the list of officers employed in the service of burning the French ships and arsenal at Toulon, we find a Lieutenant Middleton of the Britannia. Unfortunately for the Compiler, in this, as in numerous other instances which he has met with, the christian names of officers were not considered necessary to be mentioned by the writer of the official despatch: an omission greatly to be deplored, as we know that the meritorious actions of some individuals are occasionally, though unintentionally, assigned to others, in consequence thereof. Commanding officers, having a proper feeling for their subordinates, would do well to give their secretaries and clerks strict orders to insert the names of officers employed on hazardous services, at full length. The palm would then be worn by him who won it. To evince the necessity of so doing, we need only point to the Navy List for Jan., 1824, in which will be found no less than 39 Lieute-

He obtained the rank of Post-Captain, Aug. 11, 1794 ; soon after which he had an opportunity of distinguishing himself as a brave officer.

In the month of June, 1795, he commanded the *Lowestoffe*, a 32-gun frigate, with a complement of 212 men, under the orders of the late Lord Hotham, by whom he was sent, in company with the *Dido*, of 28 guns and 193 men, to reconnoitre the port of Toulon and the adjacent islands. On the 24th of the same month, these ships fell in with two French frigates, *la Minerve* of 42 guns and 330 men, and *l'Artémise* of 38 guns and 275 men. After some manœuvring, Captain George Henry Towry, of the *Dido*, leading down, commenced a close action with the headmost and largest of the enemy's ships, which falling twice on board, was at an early period much disabled from the loss of her bowsprit, fore-mast, and main-top-mast ; the *Dido*'s mizen-mast being shot away, and her fore and main-top-sails rendered useless, she no longer kept to. At this juncture Captain Middleton came up, and opened a well-directed fire. *L'Artémise* exchanged broadsides with the British frigates as she passed them on the opposite tack, and soon after tacked for the purpose of joining her consort ; but upon the approach of the *Lowestoffe* sheered off, and succeeded in effecting her escape*. Captain Middleton, on his return from the pursuit, commenced a raking fire upon *la Minerve*, and soon compelled her to surrender.

This was justly considered one of the most gallant actions of that period, *la Minerve* alone being superior in weight of metal to both her opponents. Captain Towry, the senior officer, in his letter to the Commander-in-Chief, acknowledged the very able support he had received from Captain Middleton, and testified, that " by his good conduct, the business of the day was, in a great measure, brought to a fortunate issue †."

nauts bearing the name of SMITH ; and, of those, no less than 5 having the same Christian name, JOHN ; which also renders it necessary that the distinguishing italic after the name should not be neglected, as the figures 1, 2, 3, &c. formerly were.

* *L'Artémise* was destroyed in Aboukir Bay, Aug. 1, 1798.

† Captain Towry was afterwards appointed to the *Diadem* of 64 guns,

We are not aware of the exact loss sustained by the enemy, but that of the British was not so great as might have been expected; the *Dido* had 6 men killed, and 15, including her first Lieutenant, the late Captain Buckoll, wounded *. The *Lowestoffe* had only 3 men wounded.

In the course of the same year, Captain Middleton was appointed to the *Flora* of 36 guns, in which ship he served a considerable time under the orders of Commodore Nelson, in the gulf of Genoa and on the neighbouring coasts.

On the 10th July, 1796, the *Flora* assisted at the occupation of Porto Ferrajo, which place it was considered necessary to secure, in consequence of the French having taken possession of Leghorn, and evinced a disposition to seize upon the island of Elba, in order to facilitate their meditated invasion of Corsica.

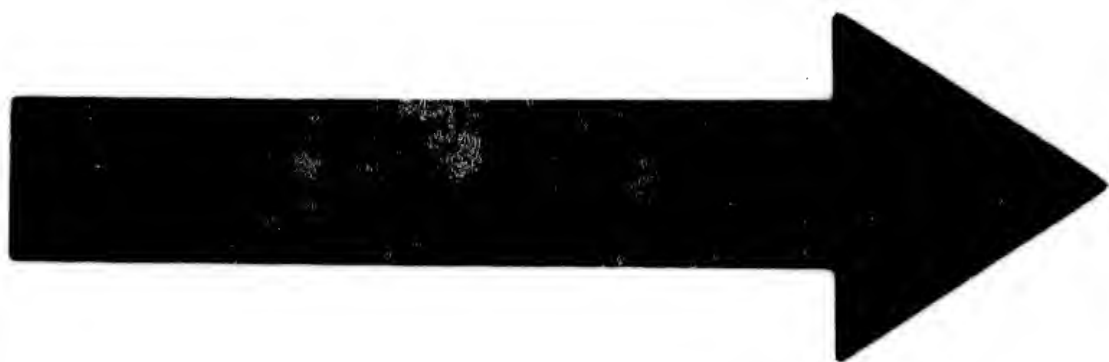
Porto Ferrajo is by nature very strong, and the citadel nearly impregnable; notwithstanding which, it surrendered without resistance, on observing the preparations made by Commodore Nelson's squadron, and the British troops under Major Duncan, for storming the place. It was mounted with 100 pieces of cannon, and garrisoned by 400 regulars, besides a numerous militia.

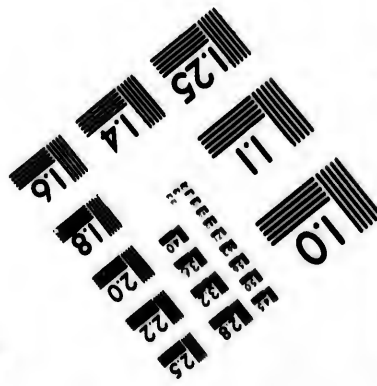
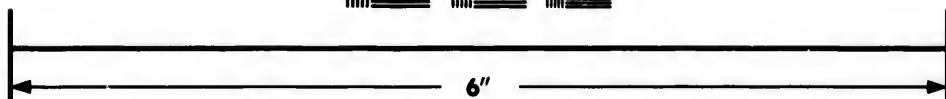
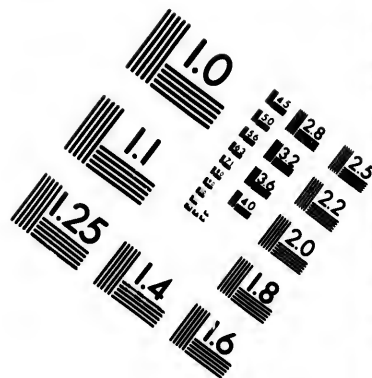
In April, 1797, soon after the battle off Cape St. Vincent, Vice-Admiral Waldegrave was appointed Governor of Newfoundland, and the *Flora* ordered to convey him to England. On the 3d Nov. following, she received the flag of Rear-Admiral Frederick for a passage to Lisbon; from whence she proceeded to her station in the Mediterranean †.

On the 14th May, 1798, Captain Middleton pursued a French brig, which he compelled to seek shelter in the harbour of Cerigo, an island near the Morea; and there not being sufficient water for his frigate to follow her, he despatched and commanded that ship in the glorious battle with the Spanish fleet off Cape St. Vincent, Feb. 14, 1797. At the time of his death, which took place April 9, 1809, he was Deputy Chairman of the Victualling, and junior Commissioner of the Transport Board. His father, Commissioner G. P. Towry, died in 1817, aged 84.

* Captain Buckoll commanded the *Serpent* sloop, and died on the African station, April 23, 1798.

† On her passage from England to Lisbon, the *Flora* assisted at the capture of *l'Incroyable*, a French privateer, of 24 guns and 220 men.





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the boats to cut her out; which service they effected in a most gallant manner, bringing her off in triumph, notwithstanding a heavy fire from two batteries at the entrance of the harbour, with the loss of only 1 man killed and 8 wounded. She proved to be le Mondovi, of 16 guns and 68 men, 1 of whom was slain, 5 supposed to be drowned, and 8 dangerously wounded*.

In the course of the following month, Captain Middleton captured la Corcyre, a French corvette of 16 guns, near Sicily. During the two succeeding years he was employed on the Lisbon station, where he cruised with considerable success against the enemy's privateers and merchantmen. Among the numerous prizes taken by him, were l'Intrepide, of 20 guns and 160 men; l'Aventure, 14 guns, 132 men; N. S. del Carmen, 2 guns, 21 men; l'Aurore, 8 guns, 33 men; la Legere, 14 guns, 60 men; the Rhuiter, 14 guns, 104 men; Corunesa, 16 guns, 90 men; St. Antonio y Animas, 10 guns, 55 men; and the Cortes of 4 guns; making a total of nine armed vessels, mounting 102 guns, and carrying upwards of 640 men. He was also fortunate enough to recapture many of their prizes.

In the early part of 1801, the Flora accompanied the fleet under Lord Keith to Aboukir Bay, where she had several men killed and wounded, whilst assisting at the debarkation of the army under Sir Ralph Abercrombie; with whose remains she was soon after sent to Malta, where they were interred in the N. E. bastion of the fortifications of la Valette, on the 29th of April. A black marble stone, laid horizontally, adorned with a Latin epitaph, marks the place of interment. The Flora returned to England in the course of the following month.

Soon after the renewal of hostilities in 1803, we find Captain Middleton commanding the North Foreland district of Sea Fencibles. In the summer of 1805, he succeeded Commissioner Otway in the superintendence of the naval yard at Gibraltar, where he remained until Sept. 1808, at which period he obtained a seat at the Navy Board, where he still continues.

* Lieutenant W. Russel, who commanded the boats on this occasion, died Captain of the Ceres frigate in 1801, aged 35.

St. Paul's 1820
Superannuated 1832
9 June 1832
died 1837

Commissioner Middleton married, Dec. 11, 1802, Susan Maria, daughter of John Martin Leake, of Thorpe Hall, co. Essex, Esq.

WILLIAM SHIELD, Esq.

Resident Commissioner of Plymouth Dock-Yard.

THE result of an action brought against this officer, in the Court of Common Pleas, in March 1792, gave peculiar energy to the 36th naval article of war*. The plaintiff complained of an assault and violence used to his person, in consequence of his refusing to obey an order of Mr. Shield, who was first Lieutenant of the *Saturn* 74, and for the time being, commanding officer, which order was in itself of the nature of punishment; namely, directing him to go to the mast-head, and there to remain for a certain time, or until called down. On his refusing to obey, Lieutenant Shield ordered some men to secure him with a rope, and hoist him up to the mast-head. The usage of the service, with respect to the mast-heading of midshipmen for minor offences, was proved by the testimony of several naval officers. Lord Chief Justice Loughborough observed, in summing up, that the custom of the service justified the first order, and rendered it *legal*; therefore the disobeying such order justified the measures taken to enforce it. The jury, without hesitation, returned a verdict for the defendant.

On the 16th July, in the preceding year, Admiral Lord Hood, Vice-Admiral Hotham, Rear-Admiral Gower, Sir Hyde Parker, and Captain Richard Onslow, had, in compliance with an order from the Admiralty, formed themselves into a Court of Inquiry, in order to ascertain whether Lieutenant Shield's conduct

* By the 36th naval article of war, it is declared, "that all other crimes not capital, committed by any person or persons in the fleet, which are not mentioned in this act, or for which no punishment is hereby directed to be inflicted, shall be punished according to the laws in such case used at sea." This sweeping clause applies to the punishment of those offences which were not foreseen by the senate at the time of legislation, and which could not therefore be specifically provided against; and, in order that justice may not be retarded in its course, nor offences pass with impunity, the old standing customs and usage of the service are directed to be resorted to, in like manner as the unwritten law is made auxiliary to the statute.

towards Mr. Leonard, the plaintiff in the above action, had been such as to render it necessary for a court-martial to be granted, according to the wishes of the complainant. Their report stated that there was no just ground for a court-martial to try Lieutenant Shield on the charges of tyranny and oppression, alleged against him by Mr. Leonard; but on the contrary, it appeared from the testimony of all the Master's-Mates and Midshipmen on board the *Saturn*, that the general tenor of Lieutenant Shield's conduct had been the very reverse of tyrannical and oppressive; and moreover, that the circumstances of the alleged tyranny and oppression *originated* from Mr. Leonard's having neglected his duty, in the first instance, and disobeyed the orders of his commanding officer, subsequent thereto, in a contemptuous and seditious manner.

During this investigation, the court discovered that a combination of the Mates and Midshipmen of the *London* and *Edgar* had been formed on board these ships; and in consequence thereof, letters of a seditious nature written to and circulated among the Midshipmen of the other ships of the squadron,—all tending to the hindrance of the public service, and to the subversion of good order and discipline in the fleet. And it appearing to the court that Mr. Edward Moore, a Midshipman belonging to the *London*, had been principally concerned in those meetings, &c., they directed the said gentleman to be confined, and submitted to the Admiralty the necessity of his being tried for the same; adding at the same time their opinion, that the discipline and good order of the fleet would be at an end, were such combinations to pass without the most exemplary punishment. Mr. Moore was in consequence tried by a court-martial; and the charge preferred against him being *in part* proved, he was sentenced to be imprisoned for the space of one calendar month in the prison of the Marshalsea, and to be severely reprimanded, and admonished to be more circumspect in future.

At the commencement of the French revolutionary war, the *Saturn* was ordered to the Mediterranean, on which station Lieutenant Shield was promoted to the rank of Commander, in *la Sincere* of 20 guns, one of the Toulon prizes. He subsequently commanded the *Berwick* 74, and *Windsor Castle*, a second rate, the latter bearing the flag of Rear-

Admiral Linzee, under whom he had before served in the *Saturn*. His post commission bears date Oct. 7. 1794.

Some time in the course of that year, a most alarming mutiny broke out on board the latter ship, in St. Fiorenzo Bay. The reason assigned by the mutineers, was a dislike to their Admiral, Captain, first Lieutenant, and Boatswain, all of whom they declared should be changed before they would return to their duty. Captain Shield demanded a court-martial on his conduct; but there not appearing any thing to criminate him in the least, he was acquitted; notwithstanding which, Admiral Hotham, the Commander-in-Chief, to satisfy the refractory crew, sent another Captain, Lieutenant, and Boatswain, to the Windsor Castle; and strange to relate, the mutineers also received a pardon.

In the following year, Captain Shield obtained the command of the *Audacious* of 74 guns, and was present in that ship at the destruction of *l'Alcide*, a French 74, off Frejus, July 13, 1795*. A few days after that event he was appointed to the *Southampton* frigate, and employed under the orders of Commodore Nelson, harrassing the enemy's coasting trade on the western shores of the Gulf of Genoa, and in co-operation with the Austrian army encamped at Savona.

Our officer's next appointment was to *l'Unité*, another frigate, stationed in the North Sea, the command of which he resigned on her being ordered to the West Indies, in 1799; and from that period we lose sight of him until the summer of 1805, when he commanded the *Illustrious* of 74 guns, on the coast of Spain. His subsequent appointments were as follow: To be Commissioner at Malta, about May, 1807;—In the following year, to superintend the payment of ships afloat at Portsmouth;—From thence to be Commissioner at the Cape of Good Hope, where he remained about four years, and then succeeded the late Captain Schomberg at the Navy Board;—In the summer of 1814, to be Deputy Comptroller of the Navy; and, finally, at the latter end of 1815, Resident Commissioner at Plymouth†.

* See Vol. I. note at p. 254.

† Plymouth dock-yard was first established in 1691; previous to which year the master shipwright and artificers were borne on board one of the King's ships, fitted for their reception. Woolwich (called by Camden

WILLIAM BROWELL, Esq.

*Lieutenant-Governor, and a Director, of the Royal Hospital at Greenwich;
and a Trustee of the Naval Charitable Society*.*

THIS officer obtained post rank Nov. 29, 1794; and commanded the *Sans Pareil* of 80 guns, bearing the flag of Lord Hugh Seymour, in the action off l'Orient, June 23, 1795 †. He was appointed a Captain of Greenwich Hospital in 1805, and became Lieutenant-Governor of that establishment early in 1809. Mrs. Browell, who was a daughter of Rear-Admiral Faulknor, died Sept. 20, in the same year ‡.

the mother dock), Deptford, and Portsmouth yards, were founded in the reign of Henry VIII. In 1650, there was no mast-house or dry dock at the latter, and the Commissioner resided within the garrison walls; the first house built for that officer, was begun in 1664, and finished in 1666. The first yard established at Chatham stood where the gun-wharf now is; but it being too confined a spot, and having only one small dock, was removed about the year 1622, to its present situation. The fort at Sheerness was built by Charles II. whom we must therefore consider as the founder of the yard at that place.

* See Vol. I., note * at p. 56.

† See Vol. I. p. 246.

‡ The Royal Hospital at Greenwich, which now stands a proud and admirable monument of national gratitude, may be said to have originated in private benevolence, and affection for the service, to the reception of whose honorable and meritorious veterans it is appropriated.

Those great commanders Sir Francis Drake and Sir John Hawkins, laid the foundation of this most excellent institution, in the reign of Queen Elizabeth (anno 1587). They also assisted in the creation of that noble fund, the Chest at Chatham, of which mention has already been made in our 1st Vol. p. 93.

In the year 1694, the establishment at Greenwich first assumed a regular form. King William and Queen Mary granted the royal palace at that place, to be converted into an hospital for the reception of decayed seamen; and also a sum for extending the building. In 1699, an Act of Parliament directed that sixpence per month should be deducted from the wages of all seamen, both in the royal navy and in the merchants' service, for its support; and on the 1st Dec. 1704, a Lieutenant-Governor and other officers were appointed, previous to the admission of the pensioners. The first mention we find of the appointment of a First Master and Governor, is in the year 1708.

In 1735, the funds of Greenwich Hospital were considerably augmented by the appropriation of the rents of the attainted Earl of Derwentwater and Charles Ratcliff, which by Act of Parliament were directed to be applied, first, to the completion and beautifying of the building; after which, to the support and maintenance of its inmates. In 1744, all unclaimed shares of prize-money, at the expiration of three years, were or-

CHARLES PATTON, Esq.

THIS officer was a Commander in 1781; obtained the rank of Post-Captain, May 30, 1795; and during the whole of the late war superintended the transport service at Portsmouth. He is the author of "An Attempt to establish the Basis of Freedom on simple and unerring Principles," 8vo. published in 1793; and of "The Effects of Property upon Society and Government;" to which is added by his brother, the late Admiral Philip Patton, "An Historical Review of the Monarchy and Republic of Rome." 8vo. 1797 *.

Residence.—Fareham, Hants.

WILLIAM EDGE, Esq.

A Captain of the Royal Hospital at Greenwich.

THIS officer was made a Commander into the Alert, a French brig taken at Toulon, and fitted by the British as a fire-vessel. At the evacuation of that place by the allied forces, the important service of covering the retreat of Sir W. Sidney Smith's party was confided to Captain Edge, who brought off every man of the different guards and detached parties †.

The Alert being destroyed on this occasion, Captain Edge was afterwards appointed to the Vulcan fire-ship; and on his return to England, removed into the Prince George of 98 guns, in which vessel he was present at the discomfiture of the French fleet, off l'Orient, June 23, 1795 †. On the 1st of July 1795, he was appointed to the Royal Hospital. The following notice appeared in the London Gazette of Feb. 9, 1802: "A gentleman who will not permit his name to be known, having by a confidential friend sent to Lord Hood, Governor of Greenwich Hospital, the amount of the sale of 10,000*l.* in the 3 per cent consols. for the use and benefit of the said hospital; the Governors and Directors take this method of returning their most grateful thanks for the very generous gift. This truly benevolent gentleman has also given the like sum to the Chest at Chatham."

* Admiral P. Patton died near Fareham, Hants, Dec. 31, 1815, aged 76 years. He was an officer highly esteemed and justly respected by all who knew him. His last employment afloat was as Commander-in-Chief in the Downs; and when Lord Barham presided over naval affairs, he held a seat at the Board of Admiralty. A few years before his decease he published "The Natural Defence of an Insular Empire earnestly recommended." 4to.

† See Vol. I. p. 294.

† See Vol. I. p. 246.

29th of the same month, he obtained the rank of Post-Captain; from which period we lose sight of him until the establishment of Sea Fencibles in the spring of 1798, when he was appointed to the command of the district between Harwich and Yarmouth, having his residence at Southwold. Early in 1809, he succeeded the present Lieutenant-Governor of Greenwich Hospital, as one of the Captains of that establishment; and continuing to hold that appointment, was passed over in the general promotion that took place on the 4th June, 1814.

JAMES BOWEN, Esq.

One of the Principal Officers and Commissioners of his Majesty's Navy.

This officer, a native of Ilfracombe, co. Devon, is descended from the ancient and respectable family of the Bowens, of Court House, in the seignory of Gower, in Glamorganshire.

About the year 1776, we find him commanding a merchant ship employed in the African, Canada, and Jamaica trade; on board which vessel, his gallant brother, the late Captain Richard Bowen, first went to sea*. He subsequently entered the naval service as a Master, and served as such on board the Artois frigate, commanded by the late Admiral Macbride, in the battle between Sir Hyde Parker and Admiral Zoutman, Aug. 5, 1781†.

Some time after this event, Mr. Bowen went into the Texel in a Dutch fishing boat, closely reconnoitred the ene-

* Captain Richard Bowen commanded the *Terpsichore* frigate, and fell covered with wounds at the attack upon Santa Cruz, in the island of Teneriffe, July 24th, 1797. (See Vol. I. note †, at p. 391.) He had landed at the Mole head, with about fifty of his crew, stormed the battery, spiked the guns, and was proceeding towards the town, in pursuit of the fugitive Spaniards, when a tremendous discharge of grape, from some field pieces in his front, brought him to the ground, with his first Lieutenant, and many brave followers, at the moment that Nelson received the wound which caused him the loss of an arm.

Commissioner Bowen had two other brothers in the naval service: George, a Post-Captain, died at Torquay, Oct. 31st, 1817; and Thomas, who fell a sacrifice to the climate of the West Indies, when serving as a Midshipman on promotion, in the *Cumberland*, Captain Macbride, during the armament of 1790.

† See Vol. I. note §, at p. 175.

my's ships lying at that anchorage, and made an accurate report of their condition to the Admiralty. The Dutch squadron shortly after attempted to come out; but upon the Artois making a signal to the British ships in the offing, and the latter anchoring in the Land Deep, the enemy put back in such confusion, that a 74 grounded on the Haak Sands, where she was completely wrecked.

On the 3d Dec. in the same year, the Artois fell in with, and, after a smart action, captured the *Hercules* and *Mars*, two beautiful privateers belonging to Amsterdam, mounting 24 nine-pounders and 10 colorns each; the former having a complement of 164 men, the latter 146. The Artois, on this occasion, had 1 man killed and 6 wounded; the enemy sustained a loss of 22 killed and 35 wounded. These vessels had been cruising off Flamborough Head, to intercept a fleet of English merchantmen coming from the Baltic, of which Mr. Bowen was fortunate enough to obtain information while watching the *Texel* in a tender belonging to the Artois.

Early in 1782, the Artois was ordered into the Channel; and, in the month of April, she formed part of the fleet which was sent out under Admiral Barrington, for the purpose of intercepting a French squadron, then about to sail from Brest for the East Indies. On the 20th of that month, being a-head on the look out, she discovered the enemy, and succeeded in leading them to the British fleet; by which, in the course of that and the following day, the *Pégase* of 74 guns, *l'Actionnaire*, a 64 armed *en flûte*, and twelve transports, laden with provisions and ammunition, and having on board a considerable number of troops, were captured.

Mr. Bowen continued in the Artois until the peace of 1783, when he removed with Captain Macbride into the *Druid* frigate, on the Irish station. In 1787, we find him serving under the same officer in the *Cumberland* of 74 guns, stationed as a guard-ship at Plymouth, where he remained till 1789, when he was appointed Inspecting Agent of Transports in the river Thames.

At the commencement of the French revolutionary war, Mr. Bowen, at the particular request of Earl Howe, joined the

* The *Pégase* was taken by Sir John Jervis, in the *Foudroyant*. See Vol. I. p. 15 *et seq.* Five of the transports were captured by the Artois.

Queen Charlotte, a first-rate, bearing that nobleman's flag. The professional skill and steady conduct displayed by him during the arduous conflict of June 1, 1794, secured the veteran Admiral's lasting esteem, and obtained for him the rank of Lieutenant; by which the door was opened for his future advancement in the navy: whilst the different Captains, at the suggestion of his Lordship, and to evince their high opinion of Mr. Bowen, appointed him their agent for the prizes taken on that memorable day*.

Our officer's first commission was for the Queen Charlotte, of which ship we find him the first Lieutenant in Lord Bridport's action off l'Orient, June 23, 1795 †, on which occasion, she had 4 men slain and 32 wounded. Mr. Bowen, for his conduct on that day, was shortly after made a Commander; but we are not aware of his having received any appointment until Sept. 2 following, when he obtained post-rank in the Prince George of 98 guns, fitting for the flag of Rear-Admiral Christian, who had recently been appointed to the command of a squadron destined to attack the French and Dutch settlements in the West Indies. The late period of the season to which this expedition had been protracted, occasioned the most disastrous result, as already stated under the head of Sir Charles M. Pole ‡. The Prince George lost her rudder, and was otherwise much disabled; in consequence of which, the Rear-Admiral, accompanied by Captain Bowen, removed into the Glory, of similar force.

* At the commencement of the action, the Earl desired Mr. Bowen to lay the Queen Charlotte close alongside of the Montagne, an immense 3-decker, bearing the flag of the French Commander-in-Chief. Mr. Bowen knew his duty, and performed it: he conducted the ship so close under the stern of the enemy, that the fly of the tri-coloured ensign brushed the main and mizen shrouds of the Queen Charlotte, as she poured her larboard broadside into her opponent's starboard quarter. The Montagne does not appear to have been prepared for action on that side; her ports were down, and it was some time before she returned a gun; the effect upon this unfortunate ship, as acknowledged by the republican Admiral, was the loss of 300 men killed and wounded. Mr. Bowen, addressing Earl Howe frequently during the battle by his title, was heard by the other officers to receive from his Lordship this grateful and animated reply: "Mr. Bowen, you call me, my Lord! and my Lord! you yourself deserve to be a Prince."

† See Vol. I. p. 246, *et seq.*

‡ See Vol. I. note †; at p. 89, *et seq.*

On the 9th Dec. in the same year, the squadron made another attempt to get clear of the Channel; but after encountering weather of the most dreadfully tempestuous description for a period of seven weeks, was again obliged to return to port.

A third effort was more successful; Rear-Admiral Sir Hugh Christian, and Captain Bowen, in the Thunderer 74, accompanied by the Invincible, a third rate, Grampus of 54 guns, and four smaller vessels of war, with such of the transports and merchantmen as were ready, sailed from Spithead on the 20th March, and arrived at Barbadoes after a passage of 32 days. On the 22d April, they left Carlisle Bay, in company with Sir John Laforey, who, on his arrival at Martinique, resigned the command at the Leeward Islands to Sir Hugh Christian, by whom preparations were immediately made for the reduction of St. Lucia*.

After the conquest of that island, and the restoration of tranquillity in Grenada, St. Vincent's, &c.†, Sir Hugh Christian, having been superseded by Rear-Admiral Harvey, returned to England in the Beaulieu frigate, and the Thunderer proceeded with Sir Hyde Parker to the Jamaica station, from whence Captain Bowen returned home in the Leviathan 74, towards the close of 1797.

His next appointment was, in 1798, to the Argo of 44 guns; in which ship he assisted at the reduction of Minorca, by the forces under the orders of General Stuart and Commodore Duckworth‡, and recaptured the Peterell sloop of war, whose officers and crew had been most shamefully plundered and ill-used by the Spaniards who had captured them.

On the 6th Feb., 1799, the Argo being on a cruise, in company with the Leviathan, discovered two large frigates at anchor, near a fortified tower on the south point of Alcudia Bay. Immediately the enemy perceived the British ships, they cut their cables and made sail. Chase was instantly given, under all the canvas their pursuers could bear. It blowing at this time a strong gale, the Leviathan unfortunate-

* See Vol. I. note † at p. 134, and further particulars under the head of Captain G. F. Ryves, in the present volume.

† See Vol. I. p. 505.

‡ See Vol. I. p. 762.

ly carried away her main-top-sail-yard; by which accident she dropped a-stern, and was soon lost sight of by the *Argo*. The Spaniards separated at the close of the day; but Captain Bowen, by judicious management and skilful manœuvres, kept sight of one of the frigates, which he got alongside of at midnight, and compelled to surrender. She proved to be the *Santa Teresa*, of 42 guns and 530 men. Her consort, the *Proserpine*, of similar force, effected her escape.

Captain Bowen shortly after attacked and carried a number of merchant vessels lying at Tarragona; but in consequence of their taking the ground when coming out, he was obliged to set them on fire. He subsequently went on a mission to Algiers; and whilst there, had the good fortune to procure the freedom of six British subjects, who had been fourteen years in a state of slavery. Previous to his departure, the Dey, as a mark of friendship, presented him with a rich Turkish sabre and two fine Arabian horses.

In the month of July following, the *Argo* received the flag of Earl St. Vincent, who had been obliged, through ill health, to resign his command on the Mediterranean station. On the 6th August, Captain Bowen captured the *Infanta Amelia*, a Spanish packet, mounting 12 guns; and twelve days afterwards, landed his Lordship at Portsmouth. He was afterwards employed in affording protection to the Portugal and Mediterranean trade; and in addition to several privateers, captured the *San Fernando*, a Spanish letter of marque, pierced for 22 guns, carrying 12, with a complement of 53 men and a cargo of considerable value, a French brig in ballast, and three vessels laden with iron ore.

In the summer of 1801, Captain Bowen had the gratification of receiving the following letter from the Secretary of the Hon. East India Company:—

“ East India House, July 3, 1801.

“ Sir.—I have great pleasure in obeying the command of the Court of Directors of the East India Company, by communicating their thanks for your care and attention in convoying to England from St. Helena, nine of the Company's ships, together with an extra ship laden on their account; and in acquainting you, that the Court have presented you with the sum of 400 guineas, for the purchase of a piece of plate, as an acknowledgment of those services; which sum may be received at the Company's Treasury here. I am, &c.

(Signed) “ W. RAMSAY, Sec.”

Whilst absent in the performance of the service alluded to in the foregoing letter, Captain Bowen captured two of the enemy's letters of marque. Early in the following year, the British Factory at Madeira, of which island he had some time before taken possession, requested his acceptance of a sword, as a mark of their respect for his professional character. On this occasion, similar resolutions concerning him were passed, as in the case of Captain Thomas Wolley, now a Vice-Admiral*. He was afterwards appointed to the chief command on the coast of Africa; from whence he returned to England, and was put out of commission in 1802.

On the renewal of hostilities in 1803, Captain Bowen obtained the command of the Dreadnought, a new ship of 98 guns; and in the summer of the same year, was nominated a Commissioner of the Transport Board. In 1805, the late Viscount Melville directed him to prepare Falmouth harbour for the reception of the Western squadron; which service he

* "At a General Meeting of the British Consul and Factory, held at the Consul's house, on the 23 Jan., 1802—

"RESOLVED UNANIMOUSLY—That the thanks of this Factory be given to Thomas Wolley, Esq., Captain of H. M. S. *Arethusa*, for his very meritorious conduct in the discharge of his professional duties, during his command on this station; and for the exemplary discipline and regularity preserved on board the different vessels of his squadron. The Factory with pleasure avail themselves of this opportunity, to acknowledge the many obligations which the commerce of Madeira owes to Captain Wolley; who, very fortunately for the island, has, in the course of the war, had occasion frequently to visit this station; and he has uniformly shewn every attention to the British inhabitants, and given every protection to their property, which it was in his power to afford.

"The Consul and Factory, as a token of their gratitude for the services which he has rendered them, and as a mark of their respect for his professional character, request Captain Wolley's acceptance of a sword. And it is with singular satisfaction that while, as a public body, they offer this tribute to his professional conduct, each individual member of this Factory feels a private gratification in an opportunity of testifying his personal attachment to the character of Captain Wolley.

"RESOLVED—That the Consul and Directors be a Committee to carry the preceding resolve into execution; and to have an authentic copy transmitted in the most respectful manner to Captain Wolley.

"RESOLVED—That the sword shall be of such a value and workmanship, as shall be worthy of the public body which presents, and of the respectable character who is to receive it."

performed, by laying down buoys on the different banks and moorings for-ships of the line ; after which, and serving for some time as Captain of the Fleet under Earl St. Vincent, he resumed his seat at the Board *.

In January 1809, Commissioner Bowen added to his well-earned fame, by the important services which he rendered to the brave troops, recently commanded by Sir John Moore, when embarking at Corunna, and for which he received the thanks of both Houses of Parliament. Since that period, we believe he has not been afloat. He became a Commissioner of the Navy about March, 1816.

In 1810, Commissioner Bowen received a letter from a distant relative, at that time Governor of Teneriffe, where his gallant brother fell ; stating, that the magistrates of the island, out of regard for the memory of the deceased, and respect for the surviving relatives, had requested him to receive the gold seals, chain, and sword, of the late Captain Richard Bowen, which had been kept ever since, in the Town House of that island, as a record of their defeat of the English on that occasion, and which was all that they could recover belonging to him, the populace having stolen his watch and other valuables : the sword, chain, and seals, had been carefully preserved ; and they requested the Governor to beg Commissioner Bowen would accept them, as they conceived such relics would be grateful to his feelings ; and, as the two nations were then firmly united in a cause, which reflected equal honor on both, they did not wish to retain a trophy which could remind them that they had ever been opposed to each other.

Captain James Bowen, of the Phoenix frigate, eldest son of the subject of this memoir, died on the East India station, in 1812. In him, his country lost an active, brave, and skilful officer, and society an amiable and distinguished ornament.

Another son of the Commissioner's, John, obtained post rank, January 22d, 1806. His youngest son, St. Vincent, was admitted into holy orders in 1823.

* Admiral Cornwallis rendezvoused at Falmouth several times in 1805 ; and in the succeeding year, Commissioner Bowen conducted the fleet under Earl St. Vincent, consisting of five 3-deckers and eight other line-of-battle ships, into that port, where he moored them in safety.

ROBERT LARKAN, Esq.

A Captain of the Royal Hospital at Greenwich.

THIS officer was born at Athlone, in Ireland, Dec. 27, 1756, and at the age of fourteen years was placed by his uncle, the late Captain John P. Ardesoif, R. N. under the protection of Captain George Vandeput, commanding the Solebay frigate. He subsequently served as a Midshipman on board the Terrible and Ramillies, third rates; Argo 44; Pelican sloop of war; and Prince of Wales 74, the latter bearing the flag of Rear-Admiral Barrington, on the Leeward Islands station.

Whilst serving under that distinguished commander, Mr. Larkan was present at the capture of St. Lucia*, and bore a part in the action between Vice-Admiral Byron, and the Count d'Estaing, off Grenada, July 6, 1779†. On the 28th April, 1780, after having acted for some time as a Lieutenant in the Diana frigate, he was confirmed to that rank in the Culloden 74. From the following months until Nov. 1783, he served as such under the late Lord Hugh Seymour in the Diana, Ambuscade, and Latona, principally attached to the grand fleet, at that period employed cruising in the Bay of Biscay, and escorting supplies to the besieged garrison of Gibraltar.

The last named frigate afforded such essential service, during the relief of that fortress by Earl Howe, that we think it proper to enter into a more minute account of what passed on that memorable occasion, than we did in our first volume.

On the 9th Oct. 1782, being then abreast of Cape St. Vincent, Lord Howe sent a Lieutenant into Faro to gain intelligence; who returned with the news that the enemy had failed in their grand attack, and that the combined fleets of France and Spain, consisting of forty-seven sail of the line, three ships of 56 guns each, besides frigates, &c. were lying off Algiziras, for the purpose of preventing any supplies being carried to the rock. At five P. M. on the following day, the British fleet, consisting of thirty-four sail of the line, five frigates, three fire-vessels, and twenty-nine transports, brought to on the starboard tack, about fourteen leagues from the entrance of the Gut. At eight A. M. on the 11th, it having blown hard the preceding evening, the signal was made to close; and at 10^h 30' to form the line of battle a-head; the transports, under protection of the Latona,

* See Vol. I, note * at p. 103.

† See note † at p. 50. *et seq.* of this volume.

preceding the fleet to the eastward. The same evening the *Latona* anchored in the bay, and Lord Howe, in the *Victory*, passed the rock. On the 12th the *Latona* came out and brought Captain Curtis of the navy to the Commander-in-Chief: only four of the transports fetched into the bay; the remainder were driven by the current up the Mediterranean, whither the fleet also repaired. Oct. 13th, the *Panther* of 60 guns, anchored off the garrison. At eleven A. M. the *Latona*, abreast of Europa point, informed the Admiral by signal that the enemy were in motion, and bore up to close with the fleet. At sun-down the enemy were seen about six leagues to windward, in line-of-battle on the larboard tack, forty-nine sail of square-rigged vessels, forty-two of which appeared to be of the line. The *Latona* and another frigate were ordered to reconnoitre.

At two A. M. on the 14th, the *Latona* made the signal for the enemy having tacked. At six they were not in sight from the decks of the British ships. Oct. 15, Gibraltar distant about ten leagues. The next day very thick weather with a heavy swell; *Latona* informed Lord Howe that eighteen more of the transports were safe in the Mole. At four P. M. on the 17th, the fleet stood over for Tetuan Bay, with intention to anchor there, but found it was not sufficiently capacious. On the 18th, Captain Holloway of the *Buffalo*, who had been sent to the Zaffarine islands, hove in sight, and got safe into the bay with all the remainder of the transports under his protection, one brig alone excepted*. In the evening Captain Curtis again went on board the *Latona*, charged with the final communications the Governor had to make to Earl Howe. At six A. M. on the 19th, wind about east, the *Crown* made the signal for the enemy's fleet. His Lordship attempted to form, but finding it impracticable, ran through the Gut with his colours flying as a challenge. At four P. M. the Captain of the *Latona* went on board the *Victory*, with the news of his having captured and destroyed a Spanish fire-vessel; he also carried with him Captain Vallotton, aid-de-camp to General Elliot, and Captain Curtis, returning to England with despatches. The loss sustained by the British in the ensuing skirmish has already been stated in a note at p. 42, of this volume.

The Spanish fire-vessel just alluded to was taken possession of, and conducted into Gibraltar Bay, by Lieutenant Larkan, who appears to have had a most miraculous escape from destruction, she being actually on fire in several places, and her hatches all battened down, when boarded by him. On searching the prize several lighted matches were discovered in various parts, some of which had communicated their fire to rags and other combustibles, whilst one was found sticking in a barrel of filled cartridges placed under the cabin. The man who had been ordered to inspect that part of the vessel, was so much alarmed, that instead of attending to

* See Vol. I. p. 107.

Lieutenant Larkan's order enjoining him to be steady, to take up the match gently and hand it to him, he threw it up the scuttle with such force that it fell down an adjoining hatchway where a large quantity of combustible matter was deposited; and but for the promptitude of Lieutenant Larkan, who seeing another man standing near, instantly pushed him down upon the match, which was thereby fortunately extinguished, the most alarming consequences might have followed. Others, however, being secreted in different parts, as was evident from the increased smoke, Lieutenant Larkan having succeeded in reaching Gibraltar Bay about mid-night, and reported the condition of the vessel to his Captain, was ordered to destroy her without delay, a service which he performed so effectually, that in little more than a quarter of an hour the water for some distance was covered with her burning wreck.

On the appearance of hostilities with Spain in 1790, Lieutenant Larkan again joined Lord Hugh Seymour, in the *Canada* of 74 guns; and at the commencement of the French war in 1793, he accompanied him to the Mediterranean in the *Leviathan*, a ship of the same force.

During the memorable actions of May 29 and June 1, 1794, the *Leviathan*, at that period attached to Lord Howe's fleet, bore a distinguished part. The veteran Admiral, in his supplementary official letter, dated June 21, thus notices her conduct on the 28th of the former month:

"The quick approach of night only allowed me to observe, that Lord Hugh Seymour Conway in the *Leviathan*, with equal good judgment and determined courage, pushed up alongside of the 3-decked French ship, and was supported by Captain Parker of the *Audacious*, in the most spirited manner. I have since learnt that the *Leviathan* stretched on farther a-head, for bringing the second ship from the enemy's rear to action, as soon as her former station could be occupied by a succeeding British ship; also that the 3-decker in the enemy's rear, as aforesaid, being unsustained by their other ships, struck to the *Audacious*, and that they parted company together soon afterwards." Respecting the *Leviathan* on the ensuing day, his Lordship adds:—"The *Queen Charlotte* was therefore immediately tacked; and followed by the *Bellerophon*, her second astern, and soon after joined by the *Leviathan*, passed through in action, between the fifth and sixth ships in the rear of the enemy's line."

On the 1st June, the *Leviathan* engaged *l'Amérique* of 74 guns, bearing the broad pendant of a French Commodore,

and fairly beat her out of the enemy's line ; but such was the obstinacy of her commander, that although she had been rendered perfectly defenceless, and her firing had entirely ceased, he could not be prevailed on to strike. Lord Hugh was at length obliged to leave his antagonist, and close with the British Admiral, in obedience to a signal then flying : l'Amérique soon after struck to the Russel, without making any further resistance. The Leviathan had 10 men killed and 33 wounded, whilst the French ship, in the different actions, had 134 slain and 110 wounded.

Mr. Larkan's conduct, as first Lieutenant of the Leviathan, on those eventful days, procured for him almost immediate promotion ; and we subsequently find him commanding the Hornet sloop of war. His advancement to the rank of Post-Captain took place Sept. 16, 1796 ; and from this period till the peace of Amiens, he was employed in the Camilla, a 20-gun ship, principally on the North Sea and American stations.

Captain Larkan appears to have been doomed to a state of painful inactivity during the whole of the late war. He was appointed to the Royal Hospital at Greenwich, in Jan. 1818, and placed on the retired list in Aug. of the following year. His brother was first Lieutenant of the Defence in the battle of the 1st June, and is now a Commander on half pay.

HON. COURTENAY BOYLE.

*One of the Principal Officers and Commissioners of His Majesty's Navy ;
and a Fellow of the Royal Society.*

THIS officer is the third son of Edmund, seventh Earl of Cork and Orrery, by his first Countess, Anne, daughter of Kelland Courtenay, Esq. and niece to John, fourth Earl of Sandwich.

He was born Sept. 3, 1769, and entered the naval service Feb. 19, 1781, as a Midshipman, on board the Latona frigate, commanded by the late Sir Hyde Parker. In this ship he witnessed the action between the squadron under the command of his Captain's veteran father, and that of Holland under Admiral Zoutman * ; some time after which he had the misfortune to fall from the booms into the orlop, and was

* See Vol. I. note § at p. 175.

obliged to go on shore for his recovery. He subsequently joined the *Goliah* 74, and remained in that vessel until April 8th, 1783, when he was sent to the Naval College at Portsmouth, where he continued until March 1784; at which period he re-commenced his professional career, under the auspices of the great Nelson, in the *Boreas* frigate, and sailed in her to the West Indies, from whence he returned to England in the summer of 1787.

The *Boreas* having been put out of commission, Mr. Boyle was received, at the recommendation of Captain Nelson, on board the *Barfleur* 98, bearing Lord Hood's flag; and in that ship he continued until the 25th Nov. 1788, when he was removed into the *Leander* 50, the flag-ship of Admiral Peyton, by whom, on the 5th June 1789, he was appointed to act as Lieutenant in the *Aquilon* frigate, on the Mediterranean station. He subsequently served in the same capacity on board the *Vanguard* 74, and was at length confirmed in that rank and appointed to the *Roebuck*, a 44 on two decks.

At the commencement of the war against revolutionary France, in 1793, we find Mr. Boyle fourth Lieutenant of the *Egmont*, of 74 guns, commanded by the late Sir Archibald Dixon. This ship, after fitting at Plymouth, proceeded with the squadron under Rear-Admiral Gell, to convoy the East India fleet to a certain latitude; and then cruised between the Western Isles and the coast of Spain. On the 14th April, the squadron captured the *General Dumourier*, French Privateer of 22 guns and 196 men, and retook the *St. Jago* register ship, her prize, which, after a tedious litigation, was condemned, when the captors shared largely, each of the Lieutenants receiving 1,400l.*

On the 27th of the following month, Lord Hood, then at Gibraltar, appointed Lieutenant Boyle to the *Fox* cutter, and charged him with despatches for the Admiralty. Our officer afterwards served in the *Excellent* and *Saturn* ships of the line; and in the spring of 1795, accompanied Commodore Payne in the *Jupiter* of 50 guns, to bring over H. S. H. the Princess Caroline of Brunswick from Cuxhaven. On his return from that service, he was promoted, April 1795, to the rank of Commander; and during the month of October following, obtained an appointment to the *Kangaroo*, a new brig

* See Vol. I, note †, at p. 757.

of 18 guns, in which he cruised with considerable success against the enemy's privateers and other armed vessels on the Lisbon and Irish stations. He obtained post rank, June 30th, 1797.

From this period until the beginning of the ensuing year, Captain Boyle remained on half-pay. He was then appointed to the *Hyæna*, of 24 guns, and served in her off Cherbourg, St. Maloes, and the Isle of Bas, until March 1799, when he was obliged to resign his ship in consequence of the injury he had sustained from being thrown out of a carriage, when about to sail for Lisbon.

His next appointment was, in the ensuing month of June, to the *Cormorant*, of 24 guns; in which ship, after being for some time in attendance upon the royal family at Weymouth, he was sent to the Mediterranean, and on the passage out captured a Spanish brig of 14 guns and 87 men, and retook an English West Indiaman. On the 20th May, 1800, the *Cormorant* was wrecked off Damietta, on the coast of Egypt, when on her way to Alexandria, with despatches from Lord Keith to Sir W. Sidney Smith, containing the ratification of the treaty of El Arish. Contrary to the usages of war, Captain Boyle was kept in close confinement for nearly three months, during which period the French General Menou, into whose power he had fallen, treated him in the most savage manner, telling him that he must consider himself as an hostage for the safety of Bodot, who had been an aide-de-camp to Buonaparte, and was then in the hands of the Grand Vizier.

Having at length recovered his liberty, Captain Boyle joined Sir W. Sidney Smith at Cyprus, and from thence went to Minorca, where a court martial assembled, Nov. 17th, 1800, to inquire into the circumstances by which the loss of the *Cormorant* was occasioned. The court were unanimously of opinion, that it arose from an error in the reckoning, occasioned by the great incorrectness of the charts, and that the conduct and exertions of Captain Boyle, were highly meritorious and exemplary on the unfortunate occasion; and did therefore adjudge him to be fully acquitted of all blame.

From this period, our officer remained unemployed till the spring of 1803, when he was appointed to the *Seahorse* frigate, and ordered to the Mediterranean, where he was most

actively employed under the immortal Nelson, during a most important part of his Lordship's command on that station.

In the summer of 1805, Captain Boyle exchanged into the *Amphitrite*, a Spanish prize frigate, and returned to England. His last appointment afloat was May 31, 1806, to the Royal William, bearing the flag of the Port Admiral at Spithead, the command of which ship he retained until the month of June, 1809, when he succeeded the late Captain Towry as a Commissioner of Transports. The controul of the dock-yard at Sheerness was confided to him in the summer of 1814; and some time after he was appointed, by an order in council, to superintend the bringing up of the arrears of the accounts left unaudited by the Transport Board at the time of its dissolution. He has recently obtained a seat at the Navy Board.

Commissioner Boyle married, in 1799, Caroline Amelia, daughter of the late William Poyntz, of Midgham House, co. Berks, Esq. His son is a Lieutenant R. N.

ISAAC WOLLEY, Esq.

Deputy Chairman of the Victualling Board.

THIS officer, a brother of Vice-Admiral Thomas Wolley, was educated at the celebrated maritime school formerly established at Chelsea, and which furnished the navy with many excellent officers. At the commencement of the French war in 1793, we find him holding the rank of Lieutenant, and commanding a large ship in the West India trade. He subsequently joined the *Santa Margaritta* frigate, commanded by the present Admiral Sir Eliab Harvey, with whom he served on shore at the reduction of Martinique by the naval and military forces under Sir John Jervis and Sir Charles Grey *.

* After the investiture of Fort Bourbon by the British, Captain Harvey landed at the head of 300 seamen and a party of marines from his own ship, the *Solebay*, and *Nautilus*, and instantly began to proceed with a 24-pounder and two other guns from the wharf in the *Cul de sac Cohée* towards Sourier, a post recently taken by Sir Charles Grey, and near which that General had established his head-quarters. After cutting a road through a thick wood for nearly a mile; making a sort of bridge, or rather passage, across a river, which they effected by filling it up with large stones and branches of trees; and levelling the banks of another river by the removal of immense fragments of rock, this persevering party, on the third day, to the astonishment of the whole army, got the 24-pounder to

From the Santa Margaritta, Lientenant Wolley removed into the Boyne, a second rate, bearing the flag of Sir John Jervis, by whom he was entrusted with the command of 180 seamen landed from that ship to co-operate with the British army in the island of Gaudaloupe, after the recapture of that colony by the republican forces *.

the heights of Sourier before the night shut in, and two howitzers within a mile of it. On the following day they got two other 24-pounders and the howitzers to the heights, the distance from which to the wharf where they landed is near five miles. When we consider that the road was to be formed for near four miles of the way, one of which was through a very thick wood, and that, as they approached Sourier, for near a mile, the road was so steep, that a loaded mule could not walk directly up it, it seems scarcely credible that so small a number of men should be able to have undergone such severe fatigue, considering the climate and the nature of the soil, which was a very stiff clay intermixed with large stones. The assistance thus rendered to the army by these brave fellows was invaluable; and the compliments paid them in general orders for their spirited conduct, is a convincing proof that they never once relaxed from their first exertions during the whole siege of Fort Bourbon, a period of five weeks. Indeed their astonishing exertions were almost beyond probability: after rain, which fell frequently, the steep parts of the road were so slippery, that a man even with the greatest care would often slip back ten and sometimes twenty feet at a time: but so determined were the honest tars not to fail in what they undertook, that when once they set out with a gun after heavy rain, and found it impossible to keep their footing, they have crawled up as they dragged the ponderous engine of destruction, and kept themselves from falling back by sticking their fingers in the ground. But among the many compliments paid the seamen, none pleased them so much as having a battery appointed solely for them, where they used to relieve one another by turns, without even an additional allowance of grog as an encouragement. The following anecdote is related by a gentleman who published an account of the West India campaign in the year 1794:—

“One day, when the Commander-in-Chief of the army met Captain Harvey’s detachment of seamen on the road, they, being ignorant that a battery was appointed for them to serve in, surrounded the General, and offered him their services, swearing they thought it d—d hard to have all work and no fighting; and hoped his honour would let them have some share in it. Upon the General replying, “Well, my lads, you shall have a battery to yourselves,” they saluted him with three hearty cheers, and went readily to their work again.”

Previous to the surrender of Fort Bourbon, Lord Garlies, now Earl of Galloway, joined the naval detachment at Sourier, with a reinforcement of seamen and marines.

* See Vol. I. note at p. 841.

On the 22d June 1794, whilst the main body of the troops were employed in erecting batteries against Fort Fleur d'Épée, the Hon. Captain Stewart commanding the 9th grenadiers, and Lieutenant Wolley with a party of sailors, marched from Grozier to attack St Ann's fort, a strong post about twelve or fourteen miles to windward. After a most fatiguing march, during which some heavy showers of rain rendered the roads almost impassable, they reached the foot of the hill on which the fort was situated; up which they scrambled so leisurely, and such a profound silence reigned among their people, that they approached within fifteen or twenty paces of the centinel before he perceived them, though he was apparently alert on his post. The French guide was now so terrified that he fired his pistol at the centinel, which gave the alarm; when the British party instantly rushed forward, and with three cheers began to storm the works. The enemy were completely surprised, and not more than two of them escaped. During this the French royalists who had accompanied Captain Stewart and Lieutenant Wolley, marched into the town, where they began the most brutal excesses; but the humane exertions of those officers soon put a stop to their mischievous proceedings. In this attack near 400 republican soldiers were killed, and one prisoner taken: on the side of the British only one man was wounded, but Lieutenant Wolley and his followers had some narrow escapes. The commanding officer of the fort rushed out of the guard-room on the alarm being given, with a lighted match in his hand. He first fired a gun which was luckily pointed in an opposite direction; he then three times attempted to fire a 24-pounder as Lieutenant Wolley and his men were advancing to the muzzle of it; but fortunately, either from the dampness of the priming, or trepidation of the man, it missed taking effect; on which he flung down his match, and retreated to the further end of the fort, pursued by Lieutenant Wolley, who, owing to the darkness of the night, soon lost sight of him, and as he returned was met by some of his own party, who, taking him for an enemy, were about to put him to death, when his voice discovered to them their mistake. Had the gun in the first instance gone off, it must have made considerable havock among the assailants,

as it was loaded with a bag of musket-balls. Several light sloops and schooners were found in the bay, one of which was sent by the commanding officers with an account of their success to the Admiral and General. It being impossible to keep possession of this post, from the small number of our troops, and intelligence being brought that a large detachment of the enemy were on their way to cut off the retreat of the party, it was determined to return to the camp without loss of time, all the ammunition having been previously destroyed, and the guns of the fort dismounted. The day proving unusually hot, and the roads being deep and slippery in consequence of the heavy rains that had fallen during the preceding night, they were not able to reach the camp without halting; they therefore took post at a planter's house on an eminence, where they were received with great hospitality. By three P. M., the men who had dropped down on the road through fatigue, were brought in, except two, who reached the camp next morning, and the party proceeded to their different stations without further accidents.

From this period the operations carried on against the French republicans in Guadaloupe, are thus described by the Rev. Cooper Willyams, late Chaplain of the Boyne, in his interesting narrative, which we have already alluded to in the course of this memoir :

" On Tuesday the 24th of June, General Grey opened his batteries, which he had erected near Grozier, against Fleur d'Épée; at the same time Brigadier-General Dundas kept up a smart fire on Point à Pitre, where the enemy seemed to be making preparations against the hurricane months, now approaching, by stripping the ships in the harbour of their sails and rigging. On the 26th, early in the morning, the enemy, to the number of three hundred, made a sortie from Fleur d'Épée, on our advanced post, consisting of one hundred men, but were soon obliged to retreat; we lost one man killed and eight wounded: at the same time our batteries and gun-boats cannonaded the fort; in the latter two seamen were wounded. On the 27th, the batteries at Grozier having opened as usual on Fleur d'Épée, a detachment of our troops under Brigadier-General Fisher marched forward to attack a piquet of the enemy posted on Morne Mascot, from whence they drove them after a sharp contest, and established themselves, as our advanced post, within musket-shot of the fort. During the preceding night the light infantry at camp Berville were sent by Brigadier-General Dundas, under command of Major Ross of the 25th regiment, to Petit Bourg, where they embarked, and joined the army at Grozier. This movement, by which the main body was much

strengthened, was effected unperceived by the enemy, and the 39th and 43d regiments only left at Berville.

"Several skirmishes now daily took place, and many fell on both sides; though, from want of steadiness at the last, the enemy were always greater losers than ourselves. On the morning of the 29th of June, a large body of the enemy, to the number of one thousand, marched out of Fort Fleur d'Épée, and seemed to meditate an attack on a detachment of light infantry under Colonel Gomm, posted to the right of the grenadiers who were on Morne Mascot, under Brigadier-General Fisher. By this false movement, they hoped that a detachment of the grenadiers would be sent to reinforce the light infantry, and thereby weaken the force on Morne Mascot, which was their real object of attack. In a short time, however, they were perceived mounting the side of Mascot heights, with colours flying and singing the national songs, covered by a heavy fire of round and grape-shot from Fleur d'Épée, which prevented our grenadiers from shewing themselves till the enemy were close to them; on which General Fisher made them prostrate themselves on the ground, and wait the approach of the enemy in that posture. The instant the republicans came within a few yards of them they started up, and an obstinate engagement commenced, which terminated at length by the grenadiers advancing to the charge; on which the enemy fled, and were pursued down the hill with great slaughter. Our loss amounted to thirty killed and wounded: among the former was Lieutenant Toosey of the 65th regiment; of the latter, Captain De Rivigne of the artillery, received a ball in the side of his neck. Brigadier-General Fisher was hit three times by grape-shot, which caused contusions only, and his horse was killed under him. In the evening the enemy sent in a flag of truce, requesting permission to bury their dead and carry off their wounded, which was granted them; yet they left a number of both, on the side of the hill, to the great annoyance of our piquet, which during the following night was disturbed by the groans of the dying and wounded. The day following the enemy again made an attempt, in equal force, against our post on Mascot, and was again repulsed with great loss. The rainy season being already set in, and the hurricane months now approaching, determined the Commander-in-Chief to make an effort to finish the campaign at once. From his success in the two last engagements, and the excellent manner in which he had planned the attack, it would no doubt have succeeded, had his orders been punctually obeyed. The plan he had laid down was, for a large body of troops under General Symes, to march during the night, and make themselves masters of Morne Government, and the other commanding heights round the town of Point à Pitre, whilst himself, at the head of the rest of his army, was in readiness on the heights of Mascot to storm Fort Fleur d'Épée, on receiving a signal from General Symes; but, from some unfortunate misapprehension, the whole of General Grey's well-concerted plan was rendered abortive, and the almost total destruction of our exhausted forces ensued: but it is my business to detail the events of this unfortunate affair as accurately as the confused accounts I have received will permit. Brigadier-General Symes,

having under his command the first battalion of grenadiers, commanded by Brigadier-General Fisher, and the first and second light infantry, led by Colonel Gomm, with a detachment of seamen from the Boyne * and Veteran, commanded by Captain Robertson of the Veteran, marched from the heights of Mascot at about nine o'clock at night, on the 1st of July. They first descended into a deep ravine thick planted with coffee bushes, through which there was no road, the seamen bringing up the rear. The night was uncommonly dark, which rendered their march both dangerous and fatiguing. After proceeding about a mile they halted on a road, and were joined by two small field-pieces, which were put under the charge of Lieutenants Thomson and Maitland, to be dragged by their seamen. During the halt some people, who were heard to speak French, were seen near the rear; Lieutenant Wolley endeavoured to secure them, but they escaped through the bushes, and no further notice was taken of this. The army moved forward about two miles further, on a road leading through deep ravines, and made a second halt for about an hour; the march was then re-commenced, but no orders ever passed during the time: they now proceeded for some miles without meeting with any obstruction, when an order came for the seamen in the rear to advance to the attack, which they did by running as fast as they could for upwards of a mile. The parties they passed were not in the best order, owing to the quickness of the march, until they came to the grenadiers, who were drawn up as a corps de reserve. About this time the bugle horn sounded to advance, and soon after a heavy firing of round and grape-shot from Morne Government, and also from several other batteries of the enemy, commenced, as also from some twelve-pounders, landed from the shipping in the harbour, which were placed in tiers, and entirely enfiladed the road along which the troops were advancing. After passing the grenadiers, the seamen were halted for a few minutes to form, they being perfectly out of order from running; but scarce thirty of them were got together, when Lieutenant Wolley was ordered to advance with them, and Captain Robertson remained to form and bring up the rest. The cannonading from the enemy's guns was the most severe the oldest soldier ever witnessed, especially from the guns which were on the road; two or three tiers of which were planted behind each other, from which the enemy were driven by the bayonets of our gallant fellows, who no sooner had taken one battery, but another opened on them from behind. The whole now became a scene of confusion impossible to describe. Instead of any of the heights being attempted, the greater part of the troops and the seamen were got into the town, where they were mowed down by the grape-shot, which played upon them in every direction †, as well as musketry from the windows of the houses.

* Lieutenant Wolley of the Boyne, was appointed acting major of brigade; and Lieutenants Thomson and Maitland, and Mr. Oswald, commanded the three companies of seamen.

† One of the frigates in the harbour did great execution; by a single

Wherever our men perceived this, they broke open the doors, putting all they found in them to death; and those who could not stand the bayonet were shot as they leaped from the windows. General Symes was by this time badly wounded, and his horse killed under him. Colonel Gomm (who led the light infantry), with several other officers, was killed, and a great many more desperately wounded; and Captain Robertson, who commanded the seamen, was blown up. At length General Fisher (the second in command, who, as well as every other officer on this service, was ignorant of General Syme's plans) sounded a retreat, and the miserable remains of this gallant party marched off, the enemy harassing them in their retreat, though kept at bay by the gallant exertions of the Honourable Captain Stewart with a party of Grenadiers, assisted by Lieutenant Wolley and the seamen of the *Boyne*, who covered the retreat; till at length the latter fell by a musket-ball through his leg, and was brought off by his men. When the remains of this unfortunate detachment got back to Mascot, General Grey found it in vain to attempt any thing against *Fleur d'Epée*, being obliged to detach the second battalion of grenadiers to cover the retreat, and his troops being all so much reduced and exhausted, yet from the effect of the batteries he had erected to cover his attack of *Fleur d'Epée*, which opened on that fort in the evening, there could have been no doubt of success had not the above-related misfortune taken place *. It being totally impossible to attempt any thing further at this season, the General that night began to re-imbark his cannon and mortars, and in two days had got off the whole of his troops without loss; he then strengthened the posts on *Basse Terre*, and having made the best arrangements possible to maintain them, and to enable him to renew his attacks on *Point à Pitre* and *Fleur d'Epée* after the hurricane months, in case any reinforcements should arrive (without which it would be totally impossible), he embarked on board the *Boyne*, leaving Brigadier-General Colin Graham to command on *Basse Terre*, and then repaired to *St. Pierre* in the island of *Martinique*, where he established his head-quarters. The *Boyne* proceeded to *Fort Royal Bay*, where she was laid up for the hurricane months in a snug harbour, called *Trois Islet Bay*, and the sick and wounded were landed for the benefit of fresh air, and every attention paid to them that could alleviate their sufferings.

"During the whole time of this latter campaign the fever, which had been so destructive the preceding year, continued to rage in our navy and army with unabated violence. General Grey lost all the servants he brought from England by it, including two who had lived with him for many years. It first broke out with violence when the former campaign ended."

discharge of grape-shot, killing three officers and thirty-six privates of the light infantry, who were unfortunately drawn up in a street effectually commanded by her guns.

* Our loss in killed, wounded, and missing, amounted to thirty-eight officers, forty-three serjeants, and six hundred and eleven privates.

The exact period at which Mr. Wolley was promoted to the rank of Commander we are not acquainted with. His commission as a Post-Captain bears date Sept. 1, 1797; and we soon after find him commanding the *Nonsuch* of 64 guns, stationed in the river Humber. In 1800, he was removed to the *Circe* frigate, and sent to the West Indies; from whence he returned in the autumn of 1802. During the late war, he commanded in succession the *Gelykheid* and *Africa*, 64's, and Captain, a third rate; in the latter ship he accompanied the expedition under Admiral Gambier and Lord Cathcart, against Copenhagen, in 1807*.

Towards the close of 1813, Captain Wolley, who had for some time before superintended the Naval Yard at Jamaica, was appointed Resident Commissioner at Gibraltar, from whence he removed to Malta in 1818. He has recently returned to England, and entered on the duties of his new appointment as Deputy Chairman of the Victualling Board. The Commissioner enjoys a pension of 250*l. per annum*, for the severe wound he received at Guadaloupe in 1795.

JOHN MILLER, Esq.

POST-COMMISSION dated Sept. 11, 1797; placed on the retired list in 1821; resides at New Park, Axminster, Devon.

* See Vol. I. p. 79, *et seq.*

POST-CAPTAINS.

AIKKEW PAFFARD HOLLIS, Esq.

A Colonel of the Royal Marines.*

THIS officer entered the naval service at an early age under the protection of Captain (afterwards Vice-Admiral)

* At a period when the commerce of this country bore no proportion to its present extent, the supplies of seamen, under a system of impress, were extremely precarious, and often inadequate to the public emergencies. Experience had also shewn, that raw landsmen were most improper substitutes, as the sudden change of life rendered them subject to immediate disease and sea-sickness, at a time when their active services were required.

These united causes originally suggested the expediency of forming an establishment of marines, who were raised and embodied with the sole view of being a nursery to man our fleets. They were always quartered in the vicinity of our principal sea-ports, where they were regularly trained to the different methods of ship-fighting, and to those various manœuvres of a vessel, in which numbers were necessary. Being thus locally placed, their value was early felt by their exertions in equipping the squadrons fitted out, when but little confidence could be placed in the sailor, recently impressed into the service.

The first authentic instance of any regiment of this description appears in the Army List of 1684, and from the return of the general review on Putney Heath, upon the 1st October in that year. It was then styled, "The Lord High Admiral of England, H. R. H. the Duke of York and Albany's *Maritime Regiment of Foot*," commanded by the Hon. Sir Charles Littleton, and called also the Admiral Regiment. It consisted of twelve companies, without any grenadiers, had yellow coats lined with red, and their colours were a red cross, with rays of the sun issuing from each of its angles.

Many revolving years had witnessed the distinguished gallantry, and unimpaired loyalty of the corps of marines; the records of a British legislature had long teemed with grateful memorials of their merits upon the shores, and the ocean of every clime, but with scarcely one solid mark of recompence for all their brilliant services. It was reserved for the year 1802, and the ministerial auspices of Earl St. Vincent, to draw this body of faithful soldiers into a close alliance with a family and a throne, for whom they had so often bled, and round which they will no doubt rally to the latest period of their existence. The title of *Royal* was not the ac-

Parry, with whom he served as a Midshipman, on board the *Lynx*, *Lizard*, and *Actæon*, in the West Indies and British Channel. He subsequently joined the *Vigilant* of 64 guns, commanded by the late Admiral Sir Robert Kingsmill, Bart. which ship formed part of Admiral Keppel's fleet, and was warmly engaged in the action with M. d'Orvilliers off Ushant, July 27, 1778.

Mr. Hollis's promotion to a Lieutenancy took place Jan. 22, 1781; and from that period until July 27, 1793, we find him serving successively in the *Seaford* of 24 guns, *Pégase* 74, *Narcissus* 24, and *Andromeda* frigate, under the Captains Christian, Roberts, Marshall, Bligh, and Salisbury. At the latter period he was removed by Rear-Admiral Alan

quirement of influence. No! it was the reward for more than 100 years of undiminished zeal; a monarch's tributary sacrifice at the altar of honor! The following are the terms in which it was conveyed to Lieutenant-General Souter Johnstone, Commandant in Chief, on the day of a grand promotion in the navy:

“*Admiralty-Office, April 29, 1802.*”

“Sir—The Earl of St. Vincent having signified to my Lords Commissioners of the Admiralty, that his Majesty, in order to mark his royal approbation of the very meritorious conduct of the corps of Marines, during the late war, has been graciously pleased to direct, that, in future, the corps shall be styled ‘The Royal Marines.’

“I have great satisfaction in obeying their Lordship's commands to communicate this intelligence to you; and in offering their Lordships' congratulations on this testimony of the opinion his Majesty entertains of the very distinguished services of that part of his forces to which you belong. I am, Sir, &c. &c.

(Signed) “EVAN NEPEAN.”

“Lieut.-Gen. Souter Johnstone,
Commandant of the Marines.”

The Royal Marines have lately been clothed in a manner similar to the guards. They are under the immediate control of the Admiralty, and nominally commanded by three general officers, and four colonels belonging to the sea-service—these are at present H. R. H. the Duke of Clarence, *General*; Admiral Sir Richard Bickerton, *Lieutenant-General*; Vice-Admiral Sir George Cockburn, *Major-General*; and Captains Hollis, Sir E. W. C. R. Owen, George Scott, and Sir T. M. Hardy, *Colonels*.

The Royal Marine officers themselves never rise beyond the rank of colonel commandant in their own corps; but they attain the rank of general officer in the army. No commissions are bought or sold, but each officer rises according to his seniority. For further particulars see Vol. I note † at p. 132.

Gardner into his flag ship, the *Queen*, a second rate, then on the West India station, but soon afterwards attached to the Channel fleet under the orders of Earl Howe.

Early in 1794, the French fitted out a powerful fleet, manned with the flower of their marine, and commanded by an officer of acknowledged bravery and long experience. On board the Admiral's ship were two Commissioners, delegated by the National Convention to animate by their presence the operations of the armament, and inspire the seamen with a more than ordinary portion of hostility against the British nation; but the intentions of the enemy, in spite of all their measures, and the bravery, bordering on desperation, with which they fought, were, happily for the safety of England, averted by the splendid victory gained by Earl Howe on the memorable 1st of June. The conduct of the *Queen* on that never to be forgotten occasion, and in the preceding battle of May 29, is thus described by a contemporary writer :

"Of the twelve or fourteen ships that had the good fortune to be engaged (May 29), the *Queen*, *Royal George*, and *Royal Sovereign*, were those only whose casualties were of serious consequence*. Such were the exertions on board the first-named ship of the three, that, before dark, new sails were bent fore and aft; a main-top-sail-yard had been got up for a fore-yard, a fore-top-gallant-mast for a mizen-top-mast, and a fore-top-gallant-yard for a mizen-top-sail-yard; and the *Queen* was reported again ready for service." See *James's Nav. Hist. Part I. Vol. I. p. 201.*

"The *Queen*, in bearing down to engage, (June 1,) having suffered considerably in her sails and rigging, was unable to get abreast of her proper opponent, the *Northumberland*; who, with her fore and main tacks down, was running fast a-head. She therefore closed with the seventh French ship, the *Scipion*. This ship also made sail a-head, and then ran to leeward; but the *Queen* kept close upon her starboard quarter, and annoyed her much. The *Scipion*, having had her colours twice shot away, re-hoisted them at the mizen-top-gallant-mast-head. At three quarters past ten, her mizen-mast came by the board. At eleven, the *Queen's* main-mast went over the lee-side, springing, in its fall, the mizen-mast, and carrying away the fore part of the poop, and the barricade of the quarter-deck. In another quarter of an hour, the main-mast of the *Scipion* came down; and, almost immediately afterwards, her fore-mast. By this time the *Queen* had fallen round off; and the *Scipion's* crew, having been driven from their quarters with great slaughter, came upon deck, and waved submission with their hats. But the *Queen* was in too disabled a state to take possession.

* *Queen*, mizen-top-mast and fore-yard shot away; main-mast, bowsprit, and fore-top-mast shot through, 22 men killed, and 27 wounded.

Her mizen-top-mast had been shot away since the fall of her main-mast ; her fore-mast and bowsprit had been shot through in several places ; and her mizen-mast, from its wounds, was expected every instant to fall. Her rigging had been cut to pieces, and her sails all rendered useless.

" After about an hour's exertions in repairing some of the principal damages, the Queen had got her head towards her own fleet, and was stemming along to leeward of it ; when, at about half-past twelve, she discovered through the smoke, twelve sail of French ships standing towards her. The leading ship, the Montagne, passed without firing, and so did her second astern ; but the third ship opened her fire, as did also every one of the remainder ; the last of which was the Terrible, with only her fore-mast standing. The latter was towed into the line by three frigates ; two of which cast off and hauled to windward, to engage the Queen. The latter, however, soon convinced them that her guns were not so disabled as her masts : and the two frigates put up their helms and ran to leeward, without returning a shot. The appearance of the Charlotte and the line a-stern of her, had caused the Montagne and her line to keep more away than was at first intended ; and hence the Queen suffered but little from the distant cannonade she had been exposed to. The French line, on coming abreast of the Queen's late antagonist, the Scipion, towed her off, as well as two other dismasted 2-deckers, lying close to her. The damages which the Queen had sustained have already appeared : her loss amounted this day, to 14 seamen and marines or soldiers, killed ; her second, sixth, and an acting Lieutenant, one midshipman, and 36 seamen and marines or soldiers, wounded." *See id. p. 237, et seq.*

The total number of killed and wounded on board the Queen, in the two actions, as stated in the London Gazette, agrees with the foregoing statements, but in the list of wounded presents us with the name of Captain Hutt, who lost a leg, and died a few days after his arrival at Portsmouth*.

Among those who were seriously hurt in the conflict of June 1, but whose names were not reported as such, was Lieutenant Hollis, who received a severe contusion in the head by a splinter. The other officers of his rank wounded were Messrs. Dawes, Lawrie, and Crimes, the former mortally. On the 23d June in the ensuing year, the Queen formed part of Lord Bridport's fleet in the affair off l'Orient, on which occasion three French ships of the line were captured, as already stated under the head of Sir William Donett, in our first volume.

Some time after this event Lieutenant Hollis accompanied

* See Vol. I. note at p. 614.

Vice-Admiral Sir Alan Gardner into the *Royal Sovereign*, a first rate; and he continued to serve with that highly distinguished officer till Nov. 1, 1796, on which day he was promoted to the rank of Commander in the *Chichester*, a 44-gun ship, armed *en flute*, intended to form part of a squadron about to be placed under the orders of Lord Hugh Seymour, for the reduction of the Manillas.

On the 10th Nov. 1797, Captain Hollis, being at the Cape of Good Hope, received an order from Rear-Admiral Pringle, commander-in-chief on that station, to assume the temporary command of the *Jupiter*, (her Captain, the present Vice-Admiral Losack, being absent on a court-martial,) and proceed with that ship to the advanced anchorage of Robin island, where the *Crescent* frigate was then lying in a state of mutiny, and whose crew he was directed to reduce to immediate obedience. The *Crescent* was met by the *Jupiter* coming into Table Bay, towed under the batteries, her ringleaders secured, brought to trial, and punished. On the 16th of the same month Captain Hollis was posted into the *Tremendous* 74, bearing the Rear-Admiral's flag; and a few weeks after appointed to the *Vindictive*, a small frigate, in which he was ordered home as convoy to a large fleet of East Indiamen.

On his arrival in England, the Hon. Court of Directors of the East India Company presented Captain Hollis with a valuable piece of plate. His advancement to post rank was confirmed by the Admiralty Feb. 5, 1798; and the *Vindictive*, owing to her bad condition, was paid off May 4th following. From this latter date we find no mention of our officer until June 8th, 1801, when he obtained the command of the *Thames*, a 32-gun frigate, in which he performed a most essential service on the 13th of the following month, by heaving off from the shoals of Conil, and with great exertions towing into Gibraltar the *Venerable* 74, commanded by the late gallant Sir Samuel Hood, who, when eagerly pursuing the French ship *Formidable*, forming part of the combined squadrons attacked by Sir James Saumarez in the *Gut* on the preceding night, had unfortunately grounded, and lost all his masts*.

Sir James Saumarez, in his official despatch relative to the

* See Vol. I. p. 191; and at p. 187, line 9 from the bottom, for *William Lukin* substitute *Aisheu Paffard Hollis*.

above action, makes particular mention of Captain Hollis ; and the commander of the Venerable, when writing to the Rear-Admiral, three days after the action says, "*it was only by the great exertion of the Thames, with the boats you sent me, the Venerable was saved, after being on shore some time.*"

Shortly after this event, Captain Hollis, in company with the Hon. Captain Dundas of the Calpe sloop of war, destroyed a number of the enemy's coasters in the bay of Estapona ; and on the 21st Sept. following, the boats of the Thames boarded and carried a Spanish privateer, carrying 2 four-pounders, 2 brass swivels, and 31 men. From this period Captain Hollis was employed on the coast of Egypt, and various other services in the Mediterranean, until the peace of Amiens, when he returned to England. The Thames was paid off Jan. 15, 1803.

In the ensuing autumn, our officer commissioned the Mermaid of 32 guns ; and after cruising for some time in the Channel, escorted a fleet of merchantmen to the West Indies. In Oct. 1804, he was sent by Sir John T. Duckworth, the commander-in-chief at Jamaica, to reconnoitre the harbour and arsenal of the Havannah ; and on the 16th of the following month, whilst lying there and preparing to entertain the Spanish officers at that place, he received information which induced him to believe hostilities with Spain were about to commence in Europe, and that it was most probable the government of Cuba were already in possession of similar information. In this situation, prompt measures only could save the Mermaid from detention, and he immediately determined to cut and run out with the land breeze ; but to his mortification the night was perfectly calm. The ship, however, was unmoored without causing any alarm, and at day-break, whilst the public authorities were deliberating on the propriety of detaining her, she warped out clear of the batteries.

There being at this time some valuable English merchant vessels in the Havannah, Captain Hollis lost no time in apprising them of their situation, and rendering them every assistance in his power to avoid the threatened danger. The Mermaid remained off the port three or four days, and in that

time her boats brought out several vessels which she afterwards convoyed through the Gulf; and thus was saved, through the promptitude and exertions of Captain Hollis, property to a considerable amount, which would otherwise have been confiscated *.

The Mermaid was subsequently employed blockading some French ships in the Chesapeake, and affording protection to the British trade between Nova Scotia and the West Indies; but being at length found defective, was ordered to England with a homeward bound fleet, and on the 20th Aug. 1807, put out of commission.

Captain Hollis's next appointment was, March 16, 1809, to the Standard 64, forming part of the Baltic fleet under Sir James Saumarez, by whom he was entrusted with the command of a small squadron sent to reduce the Danish island of Anholt; which service was most ably effected by a strong detachment of seamen and marines landed with their respective officers, under the cover of the ships composing the squadron †. The garrison, consisting of 170 men, surrendered at discretion. On our side only 1 man was killed and 2 wounded.

This island, although of no intrinsic value, proved of great importance to the British, as from its situation near the entrances of the Baltic sea, and the refuge it afforded to the enemy's gun-boats and privateers, the safety of our valuable East country trade could never be relied on whilst it remained in the possession of Denmark. The utility of its capture may be inferred from the circumstance of Captain Hollis having afterwards passed through the Belt, at different times, with upwards of two thousand sail under his protection, going to and returning from the Baltic.

Early in 1811, the Standard was ordered to convoy a fleet

* A few days after the performance of the above-important service, certain intelligence was received in the West Indies of a British squadron having attacked four Spanish frigates laden with treasure, of which three were captured and one blown up, on the 5th of the preceding month, just six weeks prior to Captain Hollis's departure from the Havannah. See Vol. I, p. 536.

† Standard 64, Captain Hollis; Owen Glendower frigate, Captain Selby; Ranger, Rose, and Avenger sloops, Captains Acklom, Mansel, and White; and Snipe gun-brig, Lieutenant Champion.

of merchantmen to Lisbon and Cadiz, and to join the squadron employed in the defence of the latter place, at that time invested by a division of the French army. On the 16th April, in the same year, he was removed into the *Achille* of 80 guns, and attached to the fleet blockading Toulon. He subsequently visited Malta, from thence went to the protection of Sicily, and was ultimately ordered to the Adriatic, where he continued about eighteen months, during which time he was employed blockading the French and Venetian squadrons at Venice, consisting of three line-of-battle ships and a frigate ready for sea, and several of each class fitting in the arsenal. The *Achille* being in want of repair, was obliged to return to England in the summer of 1813, on which occasion Captain Hollis escorted home the Mediterranean trade.

After refitting his ship, and commanding the blockade of Cherbourg for some time, our officer, in the month of May 1814, was ordered to take charge of some outward bound East India ships, and other vessels bound round Cape Horn, which he saw in safety to a certain latitude; when he detached them to their different destinations, and proceeded himself to reinforce Vice Admiral Dixon at Rio Janeiro. On his return from South America, in company with the squadron, in the autumn of 1815, the *Achille* was put out of commission, and he remained on half-pay until Sept. 17, 1816, when he obtained the command of the *Rivoli* 74, stationed at Portsmouth, in which ship he continued till Feb. 18, 1817, when she was also paid off, in consequence of a further reduction of the naval force taking place at that period. On the 11th Sept. 1818, he commissioned the *Ramillies*, another third rate, which he commanded nearly three years, occasionally hoisting a broad pendant as senior officer at Portsmouth, during the occasional absence, and after the demise, of Sir George Campbell, the commander-in-chief on that station. In 1819 and 1820, when his present Majesty visited Portsmouth, Captain Hollis had the honor of dining with his royal master, on the day of whose coronation he was nominated to one of the vacant Colonelcies of Royal Marines.

Our officer's youngest sister is married to Captain George M'Kinley, of the Royal Hospital at Greenwich.

Agent.—John Chippendale, Esq.

SIR HENRY HEATHCOTE, KNT.

THIS officer, a younger son of Sir William Heathcote, Bart., of Hursley in Hampshire, and formerly M. P. for that county, by Frances, daughter and co-heiress of John Thorpe, of Embley, Hants., Esq., is descended from Samuel, third son of Gilbert Heathcote, of Chesterfield, co. Derby, Esq. who in the early part of his life went to Dantzic, where he acquired a considerable fortune with an unsullied character. He returned to England, and enjoyed the esteem of all who knew him, being a man of uncommon understanding, great commercial knowledge, and unquestionable integrity: he had the honor of being the intimate friend of the celebrated *John Locke*, who consulted with, and had much valuable assistance from him, in that useful undertaking, the regulation of the coin of Great Britain, as well as in several other public affairs.

Mr. Henry Heathcote was born in 1777; and early in the French revolutionary war, we find him serving as a Midshipman on board the *Proserpine* frigate, in the West Indies. He commanded the *Alliance* store-ship, on the Mediterranean station, in 1797; obtained post-rank, Feb. 5, 1798; and, in the course of the same year, brought home the *Romulus* of 36 guns. From this period we lose sight of him, until the renewal of hostilities in 1803, when he was appointed to the *Galatea* frigate. In Feb., 1804, he escorted a fleet of merchantmen to the West Indies; and on the 14th Aug. following, made an unsuccessful attempt to cut out the *General Ernouf*, a French privateer, formerly the British sloop of war *Lilly*, lying at the *Saintes* near *Guadaloupe*. The party sent on this enterprise, consisted of about 90 officers and men, no less than 65 of whom were either killed or wounded, including among the former their gallant leader, Mr. Charles Hayman, first Lieutenant of the *Galatea*.

Captain Heathcote was subsequently appointed in succession to the *Desirée* frigate, and the *Lion* of 64 guns. On the 30th Aug., 1811, he was tried by a court-martial at *Batavia*, for a breach of the 27th article of war *, and for disobedience

* No person shall sleep upon his watch, or negligently perform his duty, or forsake his station, upon pain of death, or such punishment as a court-martial shall think fit to inflict.

of orders given by the late Vice-Admiral Drury *, and subsequently confirmed by Commodore Broughton ; also, for neglecting his duty, in not attending to the request of the Bombay government, to afford convoy to the China fleet. It appears, by Vice-Admiral Drury's orders, that Captain Heathcote was directed to take charge of the western coasts and ports of India, from Cape Comorin to the bottom of the Persian Gulph, acting according to circumstances, for the preservation of the trade, and the general good of his Majesty's service. Whilst Captain Heathcote was at Bombay, in June 1811, the Hussar frigate arrived there from England with despatches. Captain Heathcote, knowing the impossibility of his receiving any orders from Commodore Broughton, (who was then on his passage to Java,) that might arise out of these despatches, in less than three months, anticipating the detriment that might accrue to the service from his ignorance of them, and the peculiar nature of the operations then going on against Java ; he, from these considerations, opened the despatches, that he might issue the necessary instructions to all whom they might concern, and act in conformity thereto himself, should circumstances require it. The despatches disclosed the belief, that eighteen French frigates and from 3 to 4,000 French troops, might reasonably be expected to be on their way to Java, for the purpose of defeating any attack on that settlement ; and that they might arrive there before Commodore Broughton. Further, the despatches earnestly expressed to the commander-in-chief in India, the conviction of the Lords of the Admiralty of the great importance of the conquest of Java, to the country at large ; and particularly to the interests of the Hon. East India Company, whose trade would, unless the kingdom maintained a very large, and consequently expensive force in India, be in a fair way of annihilation, by the enemy retaining possession of that island, and commanding the eastern straits, which, as their Lordships observed, are the key of the China sea, whence the Hon. Company derive their most lucrative resources. Captain Heathcote, upon possessing himself of this information, instantly proceeded for Java, to put Commodore Broughton in possession of the despatches ; who,

* Vice-Admiral William O'Bryen Drury died at Madras, March 6, 1811.

thereupon, being dissatisfied with Captain Heathcote's proceedings, requested Rear-Admiral Stopford would cause an enquiry to be made into his conduct. The Court having heard what Captain Heathcote had to offer in justification of his conduct, agreed, that the two first charges were proved; but that in consideration of the motives, which led him to deviate from the orders he had received, and which appeared to have arisen from a zeal for the good of his Majesty's service, they deemed them of such a nature as to justify his conduct in the present instance. The charge of not affording convoy to the China ships, was not proved; and the Court did therefore adjudge Captain Heathcote to be acquitted. We regret that our limits will not allow us to present our readers with the excellent defence made by Captain Heathcote. It will be found at length in the *Nav. Chron.* vol. 27, p. 492, *et seq.*

In the following year, Captain Heathcote was appointed to the *Scipion*, of 74 guns, which ship he commanded on the Mediterranean station, at the close of the war. He received the honor of knighthood, July 20, 1819. His brother Gilbert is a Captain, and one of his sons a Midshipman, R. N.

Agent.—J. Copland, Esq.

ANDREW FITZHERBERT EVANS, Esq.

This officer was made a Lieutenant, Dec. 1, 1787; and on the 4th May, 1796, when commanding the *Spencer* sloop of war, captured, after a brisk action off Bermuda, la Volcan, a French corvette of 12 guns, pierced for 16, and 95 men. His post commission bears date April 15, 1798; and from that period until the peace of 1801, he commanded the *Porcupine* of 24 guns, on the Halifax and Jamaica stations. We subsequently find him in the *Æolus* frigate, and *Vanguard* 74, employed in the blockade of St. Domingo, and various other services. Towards the close of 1810, he was removed from the superintendence of the Stapleton dépôt for prisoners of war, to be a resident Commissioner of the Navy at Bermuda, where he had a broad pendant flying on board the *Ruby* 64, in 1816 and 1817.

Agent.—John Chippendale, Esq.

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Per dant 10 Tour Verelle
1-1911

SIR EDWARD WILLIAM CAMPBELL RICH
OWEN,

*Knight Commander of the most honorable Military Order of the Bath;
Commodore, and Commander-in-Chief on the West India station.*

THIS officer is the son of a Captain, R. N., who lost an arm in the service of his country. We truly regret that the Commodore's absence on a foreign station prevents us from applying for the necessary *memoranda*, wherewith to frame a correct memoir of so distinguished an officer: we shall, however, endeavour to do justice to his merits, at least as far as the materials in our possession will enable us.

He was educated at Chelsea; made a Lieutenant in 1793; and advanced to the rank of Post-Captain, April 23, 1798. In the course of the same year, if we mistake not, he commanded the Northumberland 74, in the Channel and Mediterranean; and in 1801, the Nemesis of 28 guns, on the North Sea station. His next appointment was to l'Immortalité frigate, about May, 1802; and, soon after the renewal of the war, we find that ship, in company with the Jalouse and Cruiser sloops of war, driving le Commode and l'Inabordable, a French brig and schooner, each mounting 4 guns, on shore near Cape Blanc Nez, where they were taken possession of by the boats of the squadron, under a heavy fire from the enemy's batteries.

The only operation of any consequence, at all connected with the navy, that occurred on the home station during the year 1803, was the bombardment of Granville, Dieppe, and St. Valery en Caux; the two latter places, by a small force under the orders of Captain Owen, but without any material effect. There was, however, not the slightest blame to be attributed to any person engaged; on the contrary, it evinced the spirit of the officers and men of the British ships, and drew forth applause and approbation on their respective commanders. The following is a copy of Captain Owen's report to Lord Keith, dated Sept. 14.

"In obedience to the orders of Rear-Admiral Montagu, I, at eight o'clock this morning, in company with the Perseus and Explosion bombs, commenced an attack on the batteries which protect the town of Dieppe, and vessels building there, in number seventeen.

"The firing was continued on both sides till past eleven, when the lec-

tide making strong, and the town having taken fire badly in one place, and slightly in two others, I caused the bombs to weigh, and proceeded with them off St. Valery en Caux, where they are constructing six vessels; and at 3 P. M. opened our fire on that place for an hour. The enemy was for the most part driven from their batteries, the inhabitants flying to the country, and judging from the direction in which many of the shells burst, they must have suffered much.

"On a service of this nature, we cannot expect to escape unhurt: I have, however, pleasure in reporting, that, although the enemy's fire, especially from Dieppe, which is very strong in batteries, was heavy and well-directed, and many of their shot took effect, our loss has been but small. The *Perseus* has one man missing, and the serjeant of artillery is wounded. The boatswain of this ship and three seamen were bruised by splinters, but did not leave their quarters: the other damage, but that not material, is confined chiefly to the rigging.

"The manner of executing my instructions, and the judgment shewn in placing and managing the bomb-vessels, entitle Captains Methuist and Paul to my best and warmest thanks; their conduct has been every thing I could wish: and they speak highly of the officers and detachments of the royal artillery embarked with them, as well as of the officers and men of their respective crews. My opinion of the first Lieutenant of this ship, C. F. Payne, is already known to your Lordship; and his conduct this day, as well as that of the other Lieutenants, officers, and men, without exception, has fully justified the reports I have made to your Lordship concerning them on former occasions."

From this period, Captain Owen kept the French coast in a continual state of alarm; and *l'Immortalité* was well known to the inhabitants for the daring manner in which, in spite of banks and batteries, she approached their shores. The next official report we find of his proceedings, was made to Rear-Admiral Louis, July 20, 1804, and couched in the following terms:—

"The wind yesterday set in strong from the N. E. by N., and made so much sea that the enemy's vessels in the road of Boulogne became very uneasy; and about 8 P. M. the leewardmost brigs began to get under weigh, and work to windward; whilst some of the luggers ran down apparently for Etaples: their force was then forty-five brigs and forty-three luggers. I made a signal to look out on these vessels, which was immediately obeyed by the *Harpy*, *Bloodhound*, and *Archer*, who closed with them, giving their fire to such as attempted to stand off from the land. The *Autumn* was at this time getting under weigh, and lost no time in giving her support to the vessels already on this service, and continued with them during the whole weather tide, firing from time to time on such of the enemy's vessels as gave them opportunity. At day-light this morning, there were nineteen brigs and eight luggers only remaining in the bay; and about six o'clock these began to slip single, and run to the southward for

Etaples, or the river Somme, the Autumn and brigs being then too far to leeward to give them any interruption. As soon as the tide permitted this ship and the *Leda* to weigh, we stood in for Boulogne, when I perceived that a brig, a lugger, and several large boats, were stranded on the beach west of the harbour : the enemy were shipping and endeavouring to save from them what they could, but I have not a doubt the running tide would complete their destruction. Three other brigs and a lugger were on the rocks near the village of Portée, totally destroyed. A brig and two luggers remained at anchor close to the rocks, with wafts up, and the people huddled together abaft ; the brig had lost her top-masts and lower yards, and one of the luggers the head of her main-mast ; the sea was making a perfect breach over them, and if the gale continues her situation is hopeless.

“ The merits of Captains Jackson and Heywood, as well as those of Lieutenants Richardson and Price, are so well known to you, that I need only say, they acted with the same decisive promptness they have always shewn ; and though the night prevented my seeing all that passed, there cannot be a doubt but their well-timed attack caused the enemy’s confusion, and occasioned much of their loss, which, taking every circumstance into consideration, is I doubt not, far beyond what fell within our observation. I have not yet been able to collect the reports of these officers, but will forward them the moment they join me.”

In the French version of this affair, no mention is made of the presence of the British. All is ascribed to the fury of the gale, which did, indeed, play havoc among the enemy’s flotilla. The exact number of gun-vessels that foundered, or were stranded, is not stated ; but the account admits, that upwards of 400 soldiers went down in the former, and that a great many perished with the latter. Napoleon Buonaparte was a spectator of the scene, and, if we are to credit the French writers, evinced much sensibility on the occasion. He, no doubt, was taught a lesson by the disaster : seeing that the British cruisers were not all he had to fear, in his attempt to invade Great Britain.

Boulogne being the head-quarters of the grand armament preparing for that purpose, occupied a due share of our attention. The British squadron that cruised off that place in August, 1804, was under the orders of Rear-Admiral Louis, whose flag was flying on board the *Leopard* of 50 guns. The main body usually lay at anchor, in fifteen fathoms water, about ten miles N. W. of the port ; and a division of five or six vessels, commanded by Captain Owen, generally cruised just out of the range of the enemy’s shells, which were fired

from mortars brought down to the beach during the ebbing of the tide. On the 25th of that month, an unusual degree of bustle prevailed in the road of Boulogne, which then contained no less than one hundred and forty-six armed vessels of different descriptions. At 1^h 45' P. M. a division of this flotilla got under weigh, and worked up towards Pointe Bombe, where the Cruiser, an 18-gun brig, lay at anchor. This was probably done to amuse Buonaparte, who nine days previously, had presided at the grand ceremony of distributing to his troops encamped at Boulogne and Montreuil, the cross of the Legion of Honor. In a short time a firing commenced between the parties, and soon brought Captain Owen to the spot ; who, at about 2^h 30' opened his broadside at the gun-vessels, and received in return a heavy fire from the batteries on the edge of the cliff. One shot only struck the *Immortalité*, and did no great injury. It now became necessary to haul further from the shore ; and having done so, he hove-to about three miles in the offing. On the following day, a second division of gun and mortar-vessels weighed, and, joining their friends between Vimereux and Ambleteuse, formed a total of sixty brigs and more than thirty luggers. Napoleon himself, it appears, was at this time in the road in his barge, attended by two of his Generals and Admiral Bruix. At 4 P. M., the *Immortalité*, Harpy sloop of war, Adder gun-brig, and Constitution cutter, made sail towards the flotilla, and in a quarter of an hour afterwards opened their fire ; but the gun-vessels kept near the shore, purposely to draw the British within reach of the land batteries. There was no withstanding the temptation ; and Captain Owen, with his three companions, tacked and stood in, within three quarters of a mile of the batteries, which kept up an incessant fire. As if that were not enough to preserve the gun-vessels from capture, the greater part of those in the road weighed and proceeded to their assistance. At about 5 o'clock, a shell fell into and sunk the Constitution, but without injuring the crew, all of whom were picked up by the boats of their friends. This little vessel had been setting a noble example, both by the boldness of her advance and the skilful manner in which she plied her small artillery. A shell also fell on board the Harpy, and killed one of her crew, but did not explode. The Im-

mortalité was twice struck by shot in the hull, and had 4 men slightly wounded. The British squadron now hauled off, whilst some of the French vessels were compelled to run on shore on account of the shot-holes in their hulls; and the remainder bore up for the road of Boulogne. On the two succeeding days some slight skirmishes took place, but nothing decisive could be effected on account of the batteries; nor was any injury done to Captain Owen's division, beyond a wound in the Cruiser's bowsprit.

We have dwelt thus long on events which to some of our readers may appear too trivial to require so minute a detail; but let it be remembered, that they had the salutary effect of teaching the French despot what the gales of the British Channel, and our cruisers, would do with his flotilla, if it fell in the way of either.

On the 23d Oct. following, Captain Owen being off Cape Grisnez, about 3^h 30' P. M. discovered three praams, seven brigs, and fifteen luggers, which soon after bore up to the westward, keeping close to the beach, under cover of their batteries, and accompanied by horse artillery, making the best of their way to shelter themselves within the Banc de Laine. By making all sail to windward he was enabled to close the praams about a quarter before five, and to open his fire upon them within the distance of grape-shot, under the high land of Cape Blanc Nez, the Orestes sloop and Basilisk gun-brig joining in the attack, the enemy still pushing to the westward, and returning at first a brisk fire, but it latterly slackened much. This running fight continued till near six o'clock, when, having been thrice obliged to sheer out into deeper water, Captain Owen found himself still within the end of the Banc de Laine, where the falling tide prevented him from following them, and obliged him to haul off, with the loss of 1 man slain, and a Lieutenant and 10 men wounded, 3 of whom died soon after. Captain Owen, in his letter to the Rear-Admiral, says, "from the manner in which our grape-shot covered the enemy's vessels, their loss in men must have been very great—I never saw guns pointed better, or so coolly." Early in the ensuing year the Immortalité captured El Entrepreda Corune, a Spanish privateer, of 14 guns and 66 men.

The following letter, which never appeared in the London

Gazette, records the particulars of an action with a part of the Boulogne flotilla on the 18th July 1805.

"Sir,—In consequence of the information brought me by the Bruizer, which I had the honor to communicate to you this morning, I moved, with the detachment under my orders, to windward of Cape Gregory, in readiness for attacking the enemy's vessels, should they give opportunity, by pursuing their course towards Boulogne.

"About half past three I perceived their flotilla steering along shore: our Calais squadron was then standing for them, and opened their fire about 4^h 30' P. M. abreast of Cape Blanc Nez. The force of the enemy consisted of three praaam ships under French, and twenty-two large schooners under Dutch colours. These latter had drawn themselves into a line, and were about half-a-mile a-head of the praams. I therefore made a signal for the brigs of my detachment to attack this part of their force, which was done about five o'clock, most handsomely, by the Watchful, Pincher, Sparkler, and Arab; Captain Maxwell of the latter pushing in-shore with the brigs, whilst he found water barely sufficient to keep his ship afloat. They were also joined by the Jackall, and two other brigs of the Calais squadron, whose names I do not know, which were previously engaged with them; and the other brigs of my detachment pushed in as they came up from to leeward.

"The junction of the Calais squadron about this time brought our ships, of which a great number had collected, very close together; and as we had already a force fully sufficient engaged with the enemy, I hauled out, making the signal for open order, and calling off the Hebe, Utile, and Diligence; at the same time directing the brigs to chase and engage the enemy close. In consequence of this signal, the Arab and gun-brigs pressed close upon the enemy's schooners. In passing Cape Grisnez, three of them had already grounded, and struck on the Banc de Laine. Two others ran ashore between Cape Grisnez and St. John, to keep themselves from sinking; and several others seemed cut up in their rigging, and thrown into great confusion.

"The three praams having at length cleared the channel, were passing within the Banc. I stood for them, and at half-past six brought them to a tolerable close action, which continued with some little intermission, occasioned by the difficulty of keeping a-stern with them, till half-past seven, when we were abreast of Ambleteuse, where the praams anchored with the schooners already arrived. We were followed in this attack by the Hebe and Diligence, who availed themselves of every opportunity to join in it. I cannot particularize the number of ships which joined and occasionally fired upon the enemy; but the commander of that squadron will of course make his report to Vice-Admiral Holloway.

"Of the detachment under me, I feel it my duty to report my most perfect satisfaction: all were anxious and eager to seize every opportunity which presented itself for closing with the enemy. The situation of Captain Maxwell of the Arab, and Lieutenants Marshall and Aberdour, of the

Watchful and Pincher, enabled them to do this most conspicuously; and I am sure with the greatest effect. Nothing could excel the Arab, whose draught of water made her closing with them still more difficult.

"Of the conduct of Lieutenant Marshall on former occasions I have had to speak, and you, Sir, know full well the high opinion I had of this most estimable officer. It was his fate to fall; and no one could fall more admired, or more regretted. I can say nothing which will do justice to my feeling of his merit; his vessel was still conducted well by the Sub-Lieutenant.

"My own ship's company and officers acted fully up to every good opinion I had formed of them; they were cool and steady. I have so frequently spoken of Lieutenant Payne's merits, that it is needless to say more than that I had his assistance: he and every officer was what I have always found them. Mr. Taper, the Master, merits my warmest approbation, for the coolness and steadiness with which he directed the ship's course along shore.

"Of the enemy's loss in such an action it is impossible to judge; but from the direction of the shot, and every thing of which I could form a supposition, it must have been very great. I have the honour to be, Sir,

"Your most obedient humble Servant,

(Signed) "E. W. C. R. OWEN."

"To Billy Douglas, Esq.
Rear-Admiral of the *White*."

The Immortalité on this occasion had her fore-mast, main-top-mast, spanker-boom, and three boats shot through; her rigging and sails much cut; her hull struck in several places; two carronades disabled; 4 men killed and 12 wounded, several of them severely. The damages sustained by her consorts, will be noticed in the memoirs of their respective commanders or senior surviving officers.

The decisive trial that was intended to have been made of Mr. Congreve's rockets, in Nov. 1805, having been thwarted by the too advanced season of the year, the ensuing winter was employed in preparations for returning to the charge in the spring: but this attempt was almost as ill-fated as the first. No sooner was all in readiness at the proper season, than negociations for peace were set on foot, and the passage of our Plenipotentiary was counted a sufficient reason for tacitly suspending hostilities against Boulogne, and the summer of 1806 was consequently consumed in the journies of messengers; till at length, on the 8th Oct., the Earl of Lauderdale being then known to have quitted Paris *re infecta*, Captain Owen, who had some time before hoisted a broad

pendant in the Clyde frigate *, was tempted not to lose a favorable coincidence of wind, weather, and tide, far from frequent on that station so late in the autumn. Accordingly, on the evening of that day, boats, armed in an appropriate manner, took their stations in Boulogne Bay, to the number of eighteen.

Notwithstanding the want of expertness naturally attendant upon a first apprenticeship, not less than 200 rockets were discharged in *half an hour*; and in about *ten minutes* the town appeared on fire: while such was the panic on shore, that scarcely a shot was returned from the batteries. The nature and extent of the mischief could never be thoroughly ascertained: it was reported, however, that some vessels in the harbour were destroyed; and it is certain that a considerable range of buildings, apparently barracks or store-houses, were burnt—the fire could not, from its duration, have been trifling, having blazed from two A. M. till the evening. The ruins of eight buildings were discernible from the Clyde; and from the extreme jealousy with which Lord Lauderdale and his retinue were guarded on passing through the town a few days afterwards, there is reason to believe the ravages were serious, and more extensive than met the eye on board Commodore Owen's squadron †. It was only to be regretted that the conflagration had not taken effect more to the right, where the bulk of the flotilla lay: nevertheless, the efficiency of the weapon, and the vulnerability of Boulogne, were completely shewn; since it could not be doubted that what had destroyed houses of substantial masonry, would have annihilated shipping, crowded together in a dock, had it fallen amongst them: besides, as the part of the town burnt was

* Broad pendants were first ordered to be worn by officers commanding squadrons as Commodores, in the year 1674.

† In order to relieve the *compunctious visitings* of such cosmopolite patriots as reserve their philanthropic sympathies for the enemies of their country, be it known, that the destruction of the town formed no part of *that* project, nor was it wantonly attempted: but the precise situation of the flotilla basin not being visible from the cruising station, owing to the interposition of rising ground on the western side of the harbour, the rockets were thrown by guess in the dark, rather too much to the eastward.

more remote from the boats than the basin, the range of the rockets was also demonstrated beyond a doubt ; and lastly, the facility of using this weapon in small craft afloat was satisfactorily proved. The effect produced by it at Copenhagen in the following year, produced a general conviction of its powers.

From this period we find no particular mention of our officer until the month of August 1809, when he assisted at the siege of Flushing. The following are extracts from Sir Richard Strachan's despatches to the Admiralty, announcing the capture and evacuation of that place :

" St. Domingo, Flushing Roads, Aug. 17th.

" The bombs and gun-vessels, under the direction of Captain Cockburn of the *Belleisle*, were most judiciously placed at the S. E. end of the town ; and to the S. W., Captain Owen of the *Clyde*, had, with equal skill and judgment, placed the bomb and other vessels under his orders. I had much satisfaction in witnessing the fire that was kept up by the squadrons under the commands of these two officers, and the precision with which the shells were thrown from the bombs.

" This squadron was led in by the *St. Domingo*, bearing my flag, and I was followed by the *Blake*, bearing the flag of Rear-Admiral Lord Gardner ; the other ships advanced in succession. Soon after we had opened our fire, the wind came more southerly, and the *St. Domingo* grounded inside of the Dog Sand. Lord Gardner not knowing our situation, passed inside of us, by which the *Blake* also grounded. The other ships were immediately directed to haul off, and anchor as previously intended.

" After being some time in this situation, during which the enemy's fire slackened, by the active and zealous exertions of Captain Owen of the *Clyde*, who came to our assistance, and anchored close to the *St. Domingo*, she was got off, and soon after I had the satisfaction of seeing the *Blake* also afloat, and come to anchor with the rest of the squadron."

" Blake, in Flushing Roads, Dec. 13, 1809.

" In addition to my despatch of this morning, I have now to transmit a letter, and an extract of one I have just received from Commodore Owen : every time I hear from that gallant and animated officer, I have fresh cause to admire his conduct.

" I propose, as soon as I have made my final arrangements at Flushing, to leave this command with Rear-Admiral Otway, and proceed to the *Vere Gat*, to communicate with Commodore Owen."

" St. Domingo, in the Downs, Dec. 28.

" It is with great pleasure I inform you of the arrival of Commodore Owen in the *Clyde*, who gives me the pleasing intelligence of the divisions under his command and that of Captain Mason, having sailed from the

East and West Scheldt, and are by this time at the mouth of the Thames; if not at the places of their respective destination: I enclose the Commodore's report of his proceedings. It is my duty to draw their Lordships' attention to the excellent conduct of Commodore Owen in the discharge of the various and arduous duties he had to perform; and I beg, in the most earnest manner, to recommend to their Lordships' notice, the zeal, bravery, and perseverance of the captains, officers, and seamen, composing the flotilla under the Commodore's orders *."

We next find Commodore Owen with his broad pendant on board the *Inconstant* frigate, in the Gulf of Mexico, where that dreadful scourge the yellow fever appears to have carried off many of his officers and crew, about the month of April 1811. He subsequently commanded the *Cornwall* of 74 guns, employed in the North Sea; and at the close of 1813, distinguished himself by his exemplary conduct at the head of the Royal Marines, landed from the British fleet to co-operate with the Dutch royalists in the island of South Beveland, which was soon freed from the presence of their quondam allies.

For some time after the termination of hostilities, our officer commanded a royal yacht. He was nominated a K. C. B. Jan. 2, 1815; obtained a Colonelcy of Royal Marines, July 19, 1821; and in Nov. 1822, was ordered to hoist a broad pendant on board the *Gloucester* of 74 guns, in which ship he proceeded to the West Indies, where he still continues. The House of Assembly at Jamaica, has recently passed a vote of thanks to him for his prompt attention to the commercial and naval interests, during the period of his command on that station.

Agents.—Messrs. Maude.

GEORGE JAMES SHIRLEY, Esq.

This officer was a Lieutenant of the Royal George, a first rate, during the mutiny at Spithead, in 1797†; commanded the *Megara* fire-vessel, in the same year; and was posted into

* Commodore Owen's report, alluded to in the foregoing letter, will be found at length in the *Nav. Chron.* v. 23, pp. 78, 79, 82, *et seq.* For a great variety of naval state papers relating to the expedition, see *id.* pp. 113 to 135; 200 to 241; 301 to 308; and 423 to 428. The preceding vol. abounds with Gazette letters written by the different naval and military commanders during its progress.

† See Vol. I. p. 548, *et seq.*

the Mars of 74 guns, April 26, 1798. We find no mention of him since the latter period.

Agents.—Messrs. Cooke, Halford, and Son.

RICHARD RUNWA BOWYER, Esq.

WAS posted May 2, 1798; and died at Titchfield, Hants, Feb. 11, 1823.

GEORGE FREDERICK RYVES, Esq.

THIS officer is the representative of a very ancient and respectable family in Dorsetshire, descended from John Ryves, of Damory Court, near Blandford, Esq., one of whose grandsons, Bruno, was Chaplain to King Charles I. in 1628; and at the restoration became Chaplain in Ordinary to his son, by whom he was successively made Dean of Windsor, Secretary of the Most Noble Order of the Garter, and Rector of Haseley, in Oxfordshire, as a compensation for the losses he had sustained during the great rebellion, at the commencement of which he had been deprived of the livings of Stanwell, co. Middlesex, and St. Martin's in the Vintry, London; his house was plundered; and himself obliged to fly from place to place, for refuge from the fury of the Presbyterians*.

* The above mentioned John Ryves, of Damory Court, had eight sons and three daughters. Three of the former received the honor of knighthood, viz. John, William, and Thomas. William was presented by his father with 24,000*l.* for his fortune, part of which he laid out near Oxford; he then married and settled in Ireland, where he purchased Rathallow, Crummore, and Cayamoic, in the county of Down; Ballyferinott, near Dublin; and the rectory of the Naas. He was one of the Judges in Ireland, Speaker to the House of Lords, and the King's Attorney-General.

Thomas, eighth son of John Ryves, an eminent advocate in Doctors' Commons and the Court of Admiralty, was elected a Fellow of New College, Oxford, in 1598; and made a D. C. L. in 1610. He was also one of the Masters in Chancery, and Judge of the Faculty and Prerogative Court in Ireland. He received the honor of knighthood from Charles I. who appointed him his Advocate, and assistant to the Warden of the Cinque Ports and Castle of Dover. When the rebellion broke out, Sir Thomas gave good evidence of his loyalty and valor; and, notwithstanding his advanced age, received several wounds in fights and skirmishes for his royal master's cause, and suffered much in his estate on that account. He was the author of many books, among which were "*Historia Navalis Antiqua*," lib. 4. Lond. 1633, 8vo.; and "*Historia Navalis Medii*," Lond. 1640, 8vo. He left the advowson of Abbot's Stoke, 100*l.* a year, to New College, Oxford.

Mr. G. F. Ryves was born Sept. 8, 1758; educated at Harrow school; and entered the naval service as a Midshipman on board the *Kent* of 74 guns, commanded by the Hon. Charles Fielding, and stationed as a guard-ship at Plymouth, Feb. 15, 1774. In the month of July following, the *Kent* was ordered on a six weeks' cruise; and when working out of the Sound to join the other ships of the squadron, had 11 men killed and 45 wounded, by the explosion of nearly 400 lbs. of gunpowder, which had been placed in a chest on the larboard side of the poop. This melancholy accident took place at a moment when the *Kent* was saluting the Admiral's flag, and Mr. Ryves walking on the opposite side of the same deck; his preservation may therefore be justly deemed miraculous—but that of a marine drummer still more extraordinary. The latter was sitting upon the chest in question when its contents ignited, and blown into the sea, from whence he was taken on board without having received the slightest injury!

In 1775, our officer was removed into the *Portland* of 50 guns, bearing the flag of Vice-Admiral James Young, father of the late Vice-Admiral of Great Britain, who was then the junior Lieutenant of that ship*. At the commencement of the American war we find Mr. Ryves in the West Indies, where he was selected from a numerous quarter-deck, to command one of the *Portland's* tenders, the *Tartar* of 8 guns, and 33 men, including himself, another Midshipman, and a Surgeon's Mate. In this small vessel he had the good fortune to capture upwards of fifty prizes, some of which were privateers of force superior to his own; and it once happened, that with his crew reduced to 12 men, he had no less than 40 prisoners on board.

Mr. Ryves returned to England in the *Portland*; and on the 1st May 1779, sailed for New York in the *Europe* 64, bearing the flag of Vice-Admiral Arbuthnot, by whom he was made a Lieutenant during the passage, into the Pacific store-ship. In this vessel he saw much hard service, and had

* Sir William Young, G. C. B. Admiral of the Red, and Vice-Admiral of Great Britain, died in Queen Anne Street, London, Oct. 25, 1821, in the 71st year of his age. For a memoir of that distinguished officer, see "Annual Biography and Obituary for 1823," p. 315, *et seq.*

nearly suffered shipwreck when passing through Hell Gates, on her way to Huntingdon Bay, Long Island, for the purpose of affording protection to the troops employed cutting wood for the use of the army. The Pacific was thus employed for a period of nineteen months, and during that time experienced one of the severest winters ever known; the glass being frequently 15° below 0 , and the ice so solid that the Americans meditated her capture by marching a body of troops over it to attack her: their scheme, however, was providentially frustrated by the intervention of a snow-storm, which completely dispersed them.

Previous to her departure from Huntingdon Bay, the cook of the Pacific, a man with only one arm, fell overboard, and would inevitably have perished but for the generous exertions of Lieutenant Ryves, who leaped after, and succeeded in rescuing him. A similar act of humanity had been performed by our officer when commanding the Portland's tender: a seaman having lost his hat overboard, jumped after and reached it, but not before his strength had failed him. This being observed by Mr. Ryves, he immediately swam to his assistance, and was fortunate enough to bring him back in safety to the vessel.

Lieutenant Ryves continued in the Pacific, himself and the Master constantly at watch and watch, until the latter end of 1780, when he joined the Fox frigate as First Lieutenant; in which capacity we find him serving on the Jamaica station, from whence he returned to England with the Hon. Captain Windsor, in the Lowestoffe of 28 guns, towards the conclusion of the war. Whilst at Jamaica, Lieutenant Ryves was the happy instrument of saving a marine sentinel, who fell overboard from his post on the fore-castle, and having struck against the anchor, was completely stunned thereby. This happened on the evening of a Christmas day, and when all the crew were below regaling themselves. Providentially, Lieutenant Ryves happened to be on deck, and hearing the noise occasioned by the man's musket striking against the anchor, immediately suspected the cause, flew to the poor fellow's relief, and jumping off the gunwale with a rope in his hands, caught him by the head with his feet, when in the act of sinking. In performing this generous act, our officer's

hands were very much burnt, owing to the shortness of the rope, which brought him up before his body reached the water.

Mr. Ryves's next appointment was as First Lieutenant of the *Grafton* 74, Captain Sir John Hamilton; which ship being in the Bay of Biscay, on her passage to the East Indies, rolled all her masts away, and was consequently obliged to put back.

A general peace having taken place, and the *Grafton* being put out of commission, Lieutenant Ryves made a tour on foot over part of France, Switzerland, Alsace, the Duchy of Luxembourg, and Flanders. In 1788 he was appointed first Lieutenant of the *Aurora* frigate; and in Feb. 1795, to the *Arethusa*: which latter ship formed part of the fleet sent to Quiberon Bay, for the purpose of co-operating with the French royalists, and was subsequently employed cruising on the coast of France.

In Oct. 1795, our officer was promoted to the rank of Commander, and appointed to the *Bull-Dog* sloop of war, then in the West Indies; to which station he proceeded as a passenger in the *Colossus* 74, one of the fleet commanded by Rear-Admiral Christian, and destined for the reduction of the French colonies *.

On his arrival at St. Lucia, the *Bull-Dog* being absent, Captain Ryves landed with a body of seamen; and during the ensuing operations in that island, was employed in assisting the troops, making roads, and transporting guns, one of which, a 24-pounder, to the surprise of the artillerymen of the army, who considered it impossible to be accomplished, was mounted upon one of the highest hills, and from thence threw the only point-blank shot which fell into the *Morne Fortunée*. After the conquest of the island, Captain Ryves remained on shore with 400 seamen, to remove the cannon from the British advanced batteries into the *Morne*; a service of extreme fatigue, the rainy season having set in, and the detachment having nothing but the bare earth to lie on.

* The disasters of the fleet under Rear-Admiral Christian are well known, and have already been noticed by us. See Vol. I, note †, at p. 89; and Vol. II. p. 96, *et seq.*

The skill, alacrity, and unremitting exertions of the navy, during the siege of St. Lucia, were duly acknowledged by the Commander-in-Chief of the army, to whose General Order of May 27, 1796, which will be found in our first volume, p. 134, we must refer the reader, for a passage applicable to the subject of this memoir; whose conduct is also eulogized by Sir Hugh C. Christian, in his official letter on the same subject, from which we make the following extracts:

"In the progress of the siege great difficulties were to be surmounted, and much service of fatigue undertaken. The more effectually to assist the operations of the army, I directed 800 seamen to land, under the command of Captain Lane of the *Astrea*, and Captain Ryves of the *Bull-Dog*: the merit of their services will be better reported by the Commander-in-Chief of his Majesty's troops; but I feel it an indispensable duty to acquaint their Lordships, that the conduct of the officers and seamen equalled my most sanguine expectations, and that it has been in every instance highly meritorious. * * *

"Captain Ryves of the *Bull-Dog*, will proceed immediately to join his ship; but I should be unjust to the merits of his exertion, were I to omit recommending him to their Lordships' notice and protection."

The Rear-Admiral, on his return to England, addressed the following letter to Mrs. Ryves:

"Cavendish Square, Nov. 29, 1796.

"Madam.—Your letter of the 24th was forwarded to me from the Isle of Wight, which will account for my not replying more immediately to it. I had the pleasure of hearing from Captain Ryves a few days previous to my quitting the West Indies; he was then perfectly well, and proceeding to the island of Antigua to refit his ship.

"I much regret that more notice has not been taken of his conspicuous merit and exertions. I hope that a favorable opinion is entertained of him, and should believe that a very little exertion of interest by his friends, would obtain for him the promotion to which, in my opinion, he has a most just claim. I trust, in such event, that I may have the satisfaction of seeing him very shortly. I have the honor to be, Madam, &c., &c., &c.

(Signed) "HUGH C. CHRISTIAN."

From this period Captain Ryves was employed cruising off the Virgin Islands, until Sept. 1797, when he convoyed the trade to England, and on his arrival was put out of commission. In April 1798, he was again appointed to the *Bull-Dog*; and on the 29th of the following month, advanced to post rank in the *Medea* frigate. His next appointment was in April 1800, to the *Agincourt* of 64 guns, bearing the flag

of Sir Charles Morice Pole, with whom he had before sailed in the *Colossus*. The *Agincourt* was at Newfoundland during the ensuing summer; and on her return from thence at the close of the season, Captain Ryves received orders to join the armament preparing for the Baltic. These, however, were countermanded; and after serving for some time in the North Sea under Admiral Dickson, we find him conveying General Graham, (now Lord Lynedoch) and the 25th regiment, to Egypt.

The harmony that prevailed between the *Agincourt's* crew and the troops has never been surpassed, not one complaint having been made on either side during the passage to Aboukir Bay, where the whole regiment, with the exception of one man, was landed in perfect health. The same corps was subsequently taken back to Malta by Captain Ryves, who appears to have suffered greatly in a pecuniary point of view, as in consequence of the *Agincourt* not being fitted up for the reception of troops, he was obliged to entertain no less than 10 officers, exclusive of the General, at his own expence, without ever receiving the least compensation from government. Previous to his quitting the shores of Egypt, he was presented by the Grand Seignior with the gold medal of the Order of the Crescent.

We next find Captain Ryves entrusted with the command of a small squadron, consisting of the *Agincourt*, *Solebay*, *Champion*, and *Salamine*, sent by Lord Keith to take possession of Corfu, where he remained till July 4, 1802, on which day he was honored with the thanks of the Government and Corps Representative of that island. The address presented to him by a deputation of Syndicks and other official personages, was couched in the following terms:

"Three months since, Sir, you saw us as at present, on board the vessel you command, but on a very different occasion. We then came to rejoice at your arrival, and to beg your continuance of those favors by which the English army had already so greatly benefited us. To-day it is to mourn your departure, and to thank you for those benefits arising from your presence; nor can we sufficiently satisfy our hearts, or express our sentiments on this last subject, whatever may be our wishes; to have proved the fact, and made a more lasting acknowledgment, it would have been our pleasure to have added, had not the state of our circumstances, and the ungrateful times in which we live, prevented the fulfilment of our wishes. At the same time, sincere gratitude indelibly engraven on the

hearts of men, is a nobler monument to the honor of themselves, and its object, and more becoming in acceptance, than arches and statues.

"Go, Sir, where you are sure to be followed by our earnest prayers; go, and present to your King these sentiments of veneration and gratitude, which our great regard for yourself, and indeed all British officers, has caused us to make public. May our Republic one day attain that ascendant which the aid of sovereigns appears to conduct us to; when the honor of rendering some service to the British nation will not be rejected. If to save us from misfortune, sparing by the most circumspect conduct even the slightest threat which might promote revolt; keeping secret all political and other important concerns; whatever, in fine, related to the conclusion of a peace necessary to the safety of our lives; is not a service which we can never hope adequately to return? The answer to this must live for ever in our memories, and be a homage rendered in silence to greatness, while your renown is alone left to us as a consolation for your departure from our country this day."

Some time after his departure from Corfu, Captain Ryves was ordered by Sir Richard Bickerton to proceed to the Madalena islands, and if possible to do so, without using force, to prevent the French taking possession of them, which, according to intelligence recently received, they were about to do, notwithstanding the treaty of Amiens, by which all hostilities had long since ceased in Europe. At this period there did not exist a chart of those islands, nor had any ship of war ever anchored among them. The Agincourt was nearly lost in doing so. No Frenchmen appearing, Captain Ryves spent the week he was directed to remain there in making a survey of the islands, which he performed alone, there not being a single person on board able to assist him.

In May 1803, the ship's company of the Gibraltar evinced symptoms of mutiny, in consequence of their being kept abroad after hostilities had ceased; and her commander having been dismissed by the sentence of a court-martial, Captain Ryves was appointed to that ship, and sent to Naples to attend upon the King. He continued on that service about eight months, and had the satisfaction of completely restoring subordination among his men; 50 of whom were frequently allowed to go on shore at one time, without ever giving cause for the least complaint from the inhabitants of that city; their general conduct on board being equally exemplary, punishment was seldom necessary. When about to quit that station, the King presented Captain Ryves with a superb dia-

mond ring; whilst from the King of Sardinia he received a handsome gold snuff-box, in return for the attention he had paid to his royal brother, when on board the Gibraltar for a passage to Cagliari.

On the arrival of Lord Nelson to assume the chief command in the Mediterranean at the renewal of the war, Captain Ryves presented his Lordship with a manuscript chart of the Madalena and Barelino Islands: its correctness and utility are proved by the following letter, dated Victory, Nov. 1, 1803:

"My dear Sir, — We anchored in Agincourt Sound yesterday evening, and I assure you that I individually feel all the obligation due to you for your most correct chart and directions for these islands. We worked the Victory every foot of the way from Asinara to this anchorage, the wind blowing from Largo Sarde, under double reefed top-sails. I shall write to the Admiralty, stating how much they ought to feel obliged to your very great skill and attention in making this survey. This is absolutely one of the finest harbours I have ever seen." The gallant Admiral, alluding to the state of Naples, &c. &c. thus proceeds in his usual kind and communicative manner:

"Although I forgot to mention to you when the Childers went to Naples, my desire, if circumstances would allow the Gibraltar to be spared from thence, that you would see the Sardinian galley with the King's brother on board, safe into Cagliari, I have since then wrote to you by way of Palermo on the subject: but I am sure you would do it if the particular service you are employed upon would admit it, without any directions from me. We are all in high health, and nothing to ruffle our tempers. The French have eight sail ready, so that we shall have them out one of these days. I sincerely hope that your ship's company are perfectly recovered. We have had very bad weather, and I am afraid the Gibraltar's rotten masts and yards must have suffered. As I am very anxious to get the Raven back before I leave this anchorage, I beg you will give her all the assistance in your power and send her off, for we are very short of candles, nearly in distress. With every good wish, I am, my dear Sir, your much obliged, and very obedient servant,

(Signed)

"NELSON and BRONTE."

"P. S. Will you be so good as to embark my servant Gaetano on board the Raven."

In June 1804, the Gibraltar having been upwards of twelve years in commission, and in great want of repair, was ordered to proceed home, calling at Cadiz for the trade bound to England, with which she arrived at the Motherbank on the 14th of the following month; and two days after, the

following letter was sent to Captain Ryves, by the masters of the vessels who had accompanied him :

" Ship Mountroyal, 16th July, 1804.

" Sir.—We the undersigned Masters of vessels under your convoy from Cadiz, sensible of the advantage we derived from your very great protection and attention during the whole course of the voyage, beg leave to present our sincere acknowledgments for the same, and to offer our best wishes for your future happiness. We are respectfully, Sir,

" Your most obedient Servants,
(Signed by the different Masters.)

" Geo. Fred. Ryves, Esq."

The Gibraltar was paid off July 30, 1804, and Captain Ryves did not obtain another appointment until March 1810 ; at which period he was commissioned to the *Africa* of 64 guns, and ordered to the Baltic station, where he was employed in a variety of hazardous services, particularly that of blockading Copenhagen, keeping the numerous gun-boats by which he was constantly surrounded in check, and in conducting two hundred sail of merchantmen through the Great Belt, during the prevalence of a heavy gale of wind, without the loss of a single vessel. The manner in which this latter service was conducted, excited the surprise of officers who had been several years on the station, one of whom addressed a most gratifying letter to Mrs. Ryves on the occasion.

According to the orders received by Captain Ryves, on quitting the Baltic with the above fleet, he was to part company with his valuable charge off Yarmouth, and from thence proceed to Portsmouth. On his passage thither, he experienced a most severe gale of wind from the southward, with very thick weather ; and fearing lest the *Africa* should be driven back into the North Sea, he immediately resolved to bring her up, although in deep water, and against the advice of the pilots, who considered such a step unsafe, and relinquished all charge of the ship. The event answered Captain Ryves's expectations ; the *Africa* rode very comfortable for four days, at the end of which time the gale abated, and she was found to be exactly in the same place where the anchor was let go. Had such a measure been adopted by the *St. George*, *Hero*, and *Minotaur*, they would in all probability have avoided the melancholy fate which befel them about that time.

The Africa being required for the flag of Vice-Admiral Sawyer on the Halifax station, Captain Ryves was superseded soon after his arrival in England; since which he has been on half-pay.

Our officer married, first, Jan. 3, 1792, Catharine Elizabeth, third daughter of the late Hon. James Everard Arundel, of Ashcomb, Wilts, sister of the late Lord Arundel, and aunt of the present peer. The death of this lady was announced to Captain Ryves when at Naples; on which occasion Lord Nelson, who ever delighted in administering consolation to the afflicted mind, wrote to him as follows:

"Victory, Madalena, Feb. 10, 1804.

"My dear Sir.—It is with the sincerest sorrow that I am to be the messenger of such news as must distress you very much, but for the sake of your dear children you must bear up against this heavy misfortune. To attempt consolation at such a moment is I know out of the question; therefore I can only assure you of my most sincere condolence, and that I am your most faithful friend."

(Signed) "NELSON & BRONTE."

Captain Ryves married, second, in 1806, a daughter of R. Graham, Esq., of Chelsea Hospital, by whom he has seven children. By his former marriage he has three children living. His eldest son has recently been promoted to the rank of Commander in the Sophie sloop of war, on the East India station. Two other sons are also serving in the navy.

Agents.—Messrs. Goode and Clarke.

GEORGE SCOTT, Esq.

*A Companion of the most Honorable Military Order of the Bath; and
a Colonel of Royal Marines.*

THIS officer is the second son of John Scott, of Gala, in Selkirkshire, Esq., and descended from the ancient and most noble family of Buccleuch. He was born in 1770; first went to sea in 1782; and served as Midshipman and Master's-Mate, in the Edgar, Vengeance, Romney, Blenheim, Diadem, Latona, Goliath, and Adamant, employed on various stations, until Feb. 19, 1791, when he was appointed a Lieutenant of the *Thisbe* frigate. We next find him holding the same rank in the *Vengeance* 74, which ship formed part of the squadron under Rear-Admiral Gardner, when that officer

made an unsuccessful attempt to obtain possession of Martinique, in 1793*.

On his return to England, Lieutenant Scott removed into the *Bellerophon* 74, bearing the broad pendant, and afterwards the flag, of the late Sir Thomas Pasley, Bart. He consequently bore a part in Earl Howe's actions of May 28 and 29, and June 1, 1794; for a general outline of which, we must refer the reader to our first volume, p. 75, *et seq.* An account of the *Bellerophon*'s conspicuous behaviour on those memorable days will be found at pp. 509 and 510 of the same.

Lieutenant Scott's next appointment was, Aug. 1, 1794, to the *Niger* of 32 guns; in which frigate he assisted at the capture of a French convoy, May 9, 1795†. At the commencement of the ensuing year he was promoted to the rank of Commander, in the *Albatross* sloop of war.

Captain Scott's good qualities as an officer are thus alluded to in the records of the Committee of Merchants, appointed for the purpose of counteracting the mutiny at the *Norc*:

"*Marine Society's Office, London, July 31, 1797.*

"At a meeting of the Committee of Merchants, &c. &c., held here this day—

"RESOLVED,—That the thanks of this Committee be transmitted to Captain Scott, and the officers of H. M. S. *Albatross*, for their spirited conduct in suppressing a mutiny on board the said ship, and detaching her from the ships in a mutinous state, in order to prevent the contagion becoming more general on board the *Albatross*.

(Signed) "HUGH INGLIS, Chairman."

This testimony of the approbation of so respectable and patriotic a body as the merchants of London, was no doubt highly gratifying to Captain Scott, whom we shortly after find cruising in the North Sea, where he captured two of the enemy's privateers; *de Braave* of 12 guns, and *l'Emouchet* of 8 guns and 55 men. His post commission bears date June 15, 1798.

From this period, Captain Scott remained on half-pay till July 10, 1799, when he obtained the command of the *Stately*, a 64 gun ship, armed *en flute*. In April 1800, he sailed with troops for the Mediterranean; and after his arrival on that

* See Vol. I. p. 40*.

† See Vol. I. p. 559.

station, was employed in the respective blockades of Genoa and Malta*. Early in the following year, he accompanied Lord Keith to Aboukir Bay, where he commanded the left wing of the boats employed to land the army under Sir Ralph Abercromby †. For his conduct on this occasion, and during the subsequent operations in that quarter, the gold medal of the Turkish Order of the Crescent was presented to him by order of the Grand Seignior ‡.

Captain Scott continued in the Mediterranean during the suspension of hostilities, occasioned by the treaty of Amiens; and retained the command of the *Stately* till Aug. 1804, when he joined the *Success* of 32 guns. From the latter he removed March 13, 1806, into the *Malabar* 54; which ship he left on the 31st July following.

His next appointment was, June 11, 1807, to the *Horatio*, a 38-gun frigate, built of fir. On the 10th Feb. 1809, being in the neighbourhood of the Virgin Islands, he fell in with, and at three-quarters of an hour past noon brought *la Junon*, a French frigate of the largest class, to close action, which was maintained with the greatest skill and bravery on both sides till 3^h 25' P. M. when the *Latona* frigate, which had previously chased the enemy, arrived within pistol-shot; and in a few minutes afterwards *la Junon*, having lost her fore and mizen-masts, was compelled to surrender.

In this gallant action the *Horatio* had 7 men killed and 26 wounded; among the latter was Captain Scott, who, after being deprived of the services of his first Lieutenant, received a very severe wound in the shoulder by a grape-shot, and was thereby obliged to leave the ship in charge of the Hon. George Douglas, by whom his place was most nobly supplied. She was also much cut up in her masts and rigging, the enemy in the early part of the conflict having used every effort in his power to disable her. The *Latona* had 6 men slightly wounded, and lost her fore-mast two minutes after the firing had ceased. The *Driver*, a ship-sloop, closed towards the termination of the affair, but does not appear to have been of

* See Vol. I. pp. 53 and 281.

† See Vol. I., note †, at p. 259; and note *, at p. 313.

‡ See Vol. I. note at p. 129.

any assistance in subduing the enemy. She however had 1 man wounded.

La Junon, from the number of shot-holes low down in her hull, was in a very leaky state, and had no less than 130 killed and wounded, including among the latter her brave commander, Captain Rousseau, mortally. When intercepted, she was proceeding from the Saintes to Europe *.

For his excellent conduct and severe sufferings on this occasion, Captain Scott received the marked encomiums of his superiors, and a pension of 250*l.* per annum, which has since been increased to 300*l.* On the 21st Feb. in the following year, being in lat. 33° 10' N. and long. 29° 30' W. he captured, after a long chase, and running action of one hour, la Necessité, pierced for 40 guns, mounting 28, with a complement of 186 men, and laden with naval stores and provisions from Brest, bound to the Isle of France. No casualties appear to have occurred on either side.

During the two last years of the war, Captain Scott commanded the Gibraltar 80, and Asia of 74 guns. In the former he remained but a few weeks; the latter he was obliged to resign on account of the wound he had received five years before, and which during that long period, had caused him incessant pain. He was appointed to a royal yacht June, 16, 1814; and nominated a C. B. June 4, 1815. He obtained a Colonelcy of Royal Marines, July 19, 1821.

Our officer married, Oct. 27, 1810, the Hon. Caroline Lucy, daughter of Lord Douglas, and niece of the Duke of Buccleuch.

Agents.—Messrs. Atkins and Son.

* La Junon was first discovered and chased by the Asp of 16 guns, and Supérieure, pierced for 14, but with only 4 on board. The former sloop was soon lost sight of by her consort, who not only gallantly pursued the French frigate into the hands of Captain Scott, but during the action rendered every assistance which could be effected by the greatest skill and courage. La Junon was retaken in the course of the same year, after a most desperate resistance, by a squadron of French frigates bound to Guadaloupe.

THOMAS DUNDAS, Esq.

THIS officer, after commanding the Merlin sloop of war for a considerable period in the North Sea and British Channel, was promoted to the rank of Post-Captain July 9, 1798; and about the same time appointed to la Prompte of 20 guns*. In March 1799, he burnt a Spanish vessel of war, pierced for 26 guns, but with only 12 mounted. His next appointment was to the Solebay frigate, in which he escorted a fleet of merchantmen to the Mediterranean, from whence he returned July 2, 1802.

Towards the latter end of 1804 we find him in the Naiad frigate, making prize of a Spanish ship worth upwards of 200,000 dollars. In the same vessel he also assisted at the capture of the Fanny, a French privateer of 16 guns and 80 men, and the Superb letter of marque, of 4 guns and 20 men; the latter bound to Martinique, with a cargo of sundries. The Naiad was one of the repeaters to Lord Nelson's fleet in the glorious battle of Trafalgar, and rendered essential service afterwards, by towing the Belleille 74 from her perilous situation near the shoals, whither she was fast drifting.

Captain Dundas subsequently commanded the Africa of 64 guns, and the Vengeur 74. He commissioned the Bulwark of 76 guns, on the 28th March 1822, and is now stationed at Plymouth.

Our officer is said to be the inventor of an inflammable ball, "applicable for besieging a town, and peculiar for its small weight, by which means it may be thrown to a great distance; and it takes fire on a very curious plan: it spreads a flame in three distinct openings, which is so strong, that the fire extends a full yard in length from the ball itself; and is so powerful, that any thing under, over, or near, cannot escape its effects †."

Agents.—Messrs. Cooke, Halford, and Son.

GEORGE FOWKE, Esq.

THIS officer was made a Post-Captain July 9, 1798; pre-

* La Prompte was the first ship launched by the French Republic.

† See Nav. Chron. v. 30. p. 487.

vious to which he commanded the Swallow sloop of war in the West Indies, where he captured several of the enemy's privateers. He assisted at the capture of the neutral islands in 1801; and soon after had the misfortune to be wrecked in the Proselyte frigate, off St. Martin's. During the late war he commanded in succession the division of prison ships stationed in the river Medway; the Royal William*, and Prince, three-deckers, bearing the flag of the commander-in-chief at Portsmouth; and the depôt for prisoners of war at Stapleton. Since the peace, he had the superintendence of the ordinary at Sheerness, for the established period of three years.

Agent.—

JAMES KEITH SHEPHARD, Esq.

THIS officer was made a Lieutenant Sept. 19, 1777; obtained post rank July 12, 1798; and during the remainder of the war commanded the Redoubt of 20 guns, stationed as a floating battery in the river Humber. He was appointed to superintend the impress service at Gravesend about July 1810; and is at present employed in the preventive service.

Agent.—

RICHARD HARRISON PEARSON, Esq.

THIS officer, a descendant from the elder branch of the Pearsons of Kippencross, in Scotland, is the eldest son of the late Sir Richard Pearson, Knt., who died Lieutenant-Governor of the Royal Hospital at Greenwich, in Jan. 1806, by Margaret, third daughter of Francis Harrison, of Appleby, Westmoreland, Esq.†

* The long services of the Royal William (*alias* "OLD BILLY"), protracted beyond those of any other ship ever built, ended in 1813, at which period she was examined, and her timbers found so defective, that she was ordered to be broken up. It is not known when this memorable ship was first built; but it is recorded of her, that she came into harbour to be laid up in ordinary, on the 2d Oct. 1679; went out March 16, 1700; came in again on the 26th July 1702; was ordered, July 31, 1714, to be taken to pieces, for the purpose of being rebuilt; and was undocked on the 3d September 1719.

† Sir Richard Pearson was the officer who, in Sept. 1779, with his own ship, the Serapis, and the Countess of Scarborough, an armed vessel, whose

He was made a Lieutenant in 1793; commanded the *Stork* sloop of war in 1797, and in that vessel captured the *Lynx*, a French privateer, of 14 guns and 50 men. His post commission bears date Aug. 7, 1798.

On the 18th May 1803, the very day on which the declaration of renewed hostilities against France issued from St. James's, Captain Pearson, in the *Doris* frigate, being off Ushant, fell in with and captured *l'Affronteur*, a French lugger of 14 guns, long 9-pounders, and 92 men. This vessel kept up a running fight with the *Doris* till the instant Captain Pearson laid her alongside; nor did she then give up a contest so fraught with temerity, until 9 men, including her captain, were killed, and 14 wounded. Luckily only 1 man was wounded on board the frigate. From this period Captain Pearson cruised, with very great success, against the enemy's trade, until the month of September following, when he was obliged to come on shore through ill health. He subsequently commanded the *Dictator* of 64 guns, and *Benbow*, a third-rate. The latter ship received the flag of the Lord High Admiral of Great Britain, when the Lords Commissioners, attended by the Navy, Transport, and Victualling Boards, visited Portsmouth, in September 1813.

Captain Pearson married, in 1799, Miss Maria Holmes, of Westcombe Park, near Greenwich.

Agent.— ———

SAMUEL PETER FORSTER, Esq.

THIS officer commanded the *Albicore* sloop, on the West India station, in 1797; and was promoted into the *Abergavenny* of 54 guns, bearing the flag of Sir Hyde Parker, at Jamaica, about June, 1798. From that ship he removed into the *Retribution* frigate, in which he arrived at Portsmouth with Lieutenant-General Lord Balcarras, late Governor of Jamaica,

joint force amounted to 64 guns and 380 men, so gallantly defended himself against four of the enemy's ships, carrying 126 guns and 1100 men, commanded by that notorious traitor and freebooter, Paul Jones, a naturalized subject of the United States, and by his gallant exertions prevented a fleet under his convoy, valued at upwards of 600,000*l.* sterling, from being captured. A portrait and memoir of Sir Richard will be found in the *Nav. Chron.* v. 24. p. 353, *et seq.*

and *suite*, Jan. 20, 1802. His post commission bears date Aug. 17, 1798.

Captain Forster married, Aug. 20, 1811, Miss Weekes, of Plympton, Devon.

Agent.— ———

GEORGE ASTLE, Esq.

THIS officer was made a Lieutenant in 1794; and obtained post rank Aug. 27, 1798. During the remainder of the war he commanded la Virginie frigate, in the East Indies, where he took several prizes, and among others captured three Dutch vessels of war, mounting in the whole 32 guns. He returned to England Feb. 14, 1803.

Agent.— ———

JOHN TREMAYNE RODD, Esq.

A Companion of the most Honorable Military Order of the Bath.

THIS officer was promoted to the rank of Post-Captain, Sept. 7, 1798. He had previously commanded the Bonetta and Scorpion sloops of war. In the latter he captured the Courier, a Dutch vessel of 6 guns. At the renewal of hostilities, in 1803, he was appointed Flag-Captain to the late Sir Charles Cotton, Bart. in the San Josef, a first rate; and in 1805, to command the Indefatigable frigate, under the orders of Admiral Cornwallis: but with the exception of his capturing la Diana, a French letter of marque of 14 guns, pierced for 22, and 68 men, laden with naval stores, &c. for the Isle of France; and la Clarisse, a privateer of 3 guns, pierced for 14, and 48 men; we find no farther mention of him until April, 1809, when he assisted at the destruction of the French squadron in Aix Roads*. He was appointed to the Warrior 74, in the summer of 1814.

Captain Rodd married, in 1809, the only daughter of Major Rennell, a gentleman well known to the literary world.

Agent.—Sir Francis M. Ommanney, M.P.

JOHN BAKER HAY, Esq.

THIS officer was made a Lieutenant in 1790; obtained post rank Sept. 7, 1798; and subsequently commanded the Sen-

* See Vol. I. p. 84.

sible frigate, and la Constance of 24 guns. He was appointed Flag-Captain to Sir James Hawkins Whitshed, in Feb. 1821; and died at Portsmouth, May 13, 1823, in his 63d year.

SIR THOMAS MASTERMAN HARDY, BART.

Knight Commander of the most Honorable Military Order of the Bath; a Colonel of the Royal Marines; Commodore on the coast of South America; and a Chief-of-Division in the Portuguese Navy.

THIS officer, a native of Somersetshire, early displayed a decided attachment to the naval profession; and, contrary to the wishes of his family, resolutely began his career of glory without any interest to promote his views. He served for some time as Master's-Mate in the Hebe frigate, commanded by the late gallant Captain Alexander Hood, in which ship Vice-Admiral Sir George Cockburn, whilst a Midshipman, was his messmate. After being separated by the vicissitudes of service for many years, they again met in la Minerve, of which frigate Mr. Hardy had been appointed a Lieutenant early in the revolutionary war, and in which capacity he served under his friend Captain Cockburn during the various operations already related in our memoir of that officer*.

Whilst preparations were making in the fleet off Cadiz for an expedition against Teneriffe, the gallantry of our seamen was conspicuously displayed in the road of Santa Cruz. On

* See Vol. I. p. 520 *et seq.* In addition to what we have already stated respecting the action between la Minerve and the Spanish frigate Sabina, it is necessary to observe, that on the surrender of the latter, Lieutenants Culverhouse and Hardy, with 40 men, were sent on board the prize, which was soon after taken in tow, but cast off again in consequence of another frigate approaching. This vessel engaged la Minerve about half an hour, and then hauled off. A Spanish squadron now hove in sight, and la Minerve had her own safety to look to. The officers on board the prize, purposely to draw the attention of the enemy from what, on more than one account, would have been by far the more valuable acquisition of the two, hoisted English over Spanish colours; and with their few men, not only kept the prisoners in subjection, but manœuvred with the greatest skill, until the fall of their masts, when they were obliged to surrender. On Commodore Nelson's return from Porto Ferrajo to Gibraltar, they had the gratification of being allowed to rejoin la Minerve, having been previously exchanged by the Spaniards.

the 28th May, 1797, Captains Hallowell and Cockburn, of the *Lively* and *Minerve*, having discovered a French brig of war lying close to the town, ordered their boats, under the command of Lieutenant Hardy, to proceed into the bay and attempt the daring enterprise of cutting her out. Accordingly, about 2^h 30' P.M., our officer proceeded on this service; and being gallantly supported by Lieutenant (now Rear-Admiral) Gage, and his other companions, he boarded and carried the enemy, notwithstanding a steady fire of musketry from the brig, and a heavy discharge of artillery and small arms from the shore, to which he was for a long time exposed, as also to the fire of a large ship at anchor in the road. The prize proved to be *la Mutine*, mounting 12 long 6-pounders and 2 brass 36-pr. carronades, having on board about 120 men.

In this dashing affair the British had not a man killed, and only 15 wounded, including Lieutenant Hardy, who was immediately advanced for his bravery to the rank of Commander, and appointed to *la Mutine*, in which vessel he afterwards became more nearly associated with the services of NELSON, who had already borne public testimony to his merit, and immediately after his late achievement had exerted his influence with the commander-in-chief to obtain him the reward his gallant conduct merited. The following is a copy of the letter written by Sir John Jervis to Sir Horatio Nelson, in reply to his recommendation :

" My dear Admiral.—The capture of *la Mutine* was so desperate an enterprise, that I should certainly have promoted Lieutenant Hardy, so that neither you, Hallowell, nor Cockburn, have any debtor account to me upon this occasion. He has got it by his own bat, and I hope will prosper."

We next find Captain Hardy accompanying Nelson in pursuit of the powerful armament which had sailed from Toulon, and proceeded to Egypt, under the command of General Buonaparte. Immediately after the defeat of the French fleet in Aboukir Bay, he was made post into the *Vanguard 74*, bearing the flag of his heroic chief, which ship had become vacant by the selection of Captain Berry, to convey the official account of the victory to Earl St. Vincent*. His commission was confirmed by the Admiralty, Oct. 2, 1798.

* See Vol. I p. 777.

Towards the latter end of the same year King Ferdinand of Naples, and his Court, embarked in the Vanguard, for a passage to Palermo, where that persecuted monarch presented Captain Hardy with his miniature on a box set round with a double row of diamonds. Nelson soon afterwards shifted his flag into the Foudroyant of 80 guns, to which ship Captain Hardy also removed. In the ensuing summer the Rear-Admiral went to Naples; and, as his royal guest was pleased to say, "reconquered his kingdom, and placed him upon his throne."

Captain Hardy continued to command the Foudroyant till Oct. 12, 1799; when Captain Berry having joined from England, he was appointed, *pro tempore*, to the Princess Charlotte frigate. On his return from the Mediterranean, he was introduced by letter to Nelson's august friend, the Duke of Clarence, and recommended to the notice of His Royal Highness, "as an officer of the most distinguished merit."

Our officer subsequently served as Flag-Captain to Lord Nelson, in the *Monarch*, *San Jorol*, and *St. George*, the latter forming part of the fleet destined to dissolve the Northern Confederacy. The particulars of the sanguinary battle off Copenhagen, April 2, 1801, have already been given, under the head of Vice-Admiral Sir Thomas Foley*; to which we have only to add, that during the preceding night, Captain Hardy was employed sounding the channel, and ascertaining the bearing of the eastern end of the Middle Ground, the greatest obstacle; as it afterwards proved, that the British had to contend with in their approach towards the Danish line of defence. On this occasion he rowed in his boat to the enemy's leading ship; sounding round her, and using a pole when he was apprehensive of being heard. On his return to the *Elephant*, into which ship Lord Nelson had removed, for the purpose of more immediately superintending the operations of his division, Captain Hardy reported the practicability of the channel, and the depth of water up to the Danish line: had his report been abided by, instead of confiding in the masters and pilots, the latter of whom were in general mates of vessels trading from the ports of Scotland and north

* See Vol. I. note at p, 365, *et seq.*

of England to the Baltic, there can be no doubt that those ships which unfortunately took the ground would have reached the several stations assigned to them, and thus been spared the mortification of remaining exposed to the fire from the Crown-batteries, without being able to render that effectual support to their companions which they wished.

On the 4th of April Lord Nelson landed at Copenhagen, accompanied by Captains Freemantle and Hardy, and received all possible attention from the Crown Prince. A strong guard secured his Lordship's safety, and appeared necessary to keep off the mob, whose rage, although mixed with admiration at his thus trusting himself amongst them, was naturally to be expected. The events of the 2d, had plunged the whole town into a state of terror, astonishment, and mourning: the oldest inhabitant had never before seen a shot fired in anger at his native country. The battle of that day, and the return of the wounded to the care of their friends on the 3d, were certainly not events that could induce the Danish nation to receive their conqueror with much cordiality. It perhaps savoured of rashness in Lord Nelson thus early to risk himself amongst them; but with him his country's cause was paramount to all personal consideration.

Sir Hyde Parker, having left those ships which were the most disabled in the late conflict, under the care of Lord Nelson, whose flag was again flying on board the *St. George*, proceeded with the rest of his fleet up the Baltic, for the purpose of chastising the Russians and Swedes. The sudden death of the Emperor Paul, however, which was immediately followed by pacific overtures from his successor, the present Czar, prevented the farther effusion of blood; and early in the month of May, Sir Hyde resigned the command to Nelson, who subsequently visited Revel and Rostock, at which latter place he received a visit from the Duke of Mecklenburgh Strelitz, brother to the consort of his late Majesty. The bad state of his Lordship's health, however, compelled him to apply for leave to return to England; and, about the middle of June, he was succeeded in the command of the Baltic fleet by his worthy friend Sir C. M. Pole, who remained on that station till the latter end of July; when, there being no longer

any occasion for so powerful a force there, he returned from thence in the *St. George**.

Soon after Captain Hardy's arrival in England he was appointed to the *Isis* of 50 guns; and in the spring of the following year he conveyed H. R. H. the late Duke of Kent to Gibraltar. He next commanded the *Amphion* of 32 guns, and carried out Lord R. Fitzgerald on an embassy to the Court of Portugal. The *Amphion* returned to Spithead from Lisbon, Dec. 10, 1802.

It was on the 16th May, 1803, that a royal message to both Houses of Parliament announced a fresh rupture with France. The eyes of the British public were instantly directed toward their invincible Admiral; and, agreeably to the national wish, Lord Nelson was immediately appointed to the chief command of the Mediterranean fleet. His Lordship sailed for that station in the *Victory* of 100 guns, accompanied by Captain Hardy in the *Amphion*; and on his arrival off Brest shifted his flag to that frigate, where it remained till he was rejoined by the *Victory* off Toulon at the latter end of July†. From this period till the termination of that hero's glorious career, Captain Hardy was his constant companion.

The particulars of Lord Nelson's memorable excursion to the West Indies, will be found under the head of Sir Pulteney Malcolm, in a note at p. 589, *et seq.* of our first volume; at the conclusion of which we left his Lordship returning to Spithead, filled with mortification on account of the combined squadrons of France and Spain having eluded his vigilance‡.

* Previous to Lord Nelson's departure from the Baltic, he received instructions to invest Rear-Admiral Graves, who had so ably seconded him in the late battle, with the Order of the Bath. This ceremony was performed with all possible dignity, June 14th, on the quarter-deck of the *St. George*.

† See Vol. I. p. 833.

‡ The reader is requested to make the following corrections in the note alluded to above: p. 590, *lines* 24 and 25, for *William Gordon Rutherford*, read *Mark Robinson*: p. 591, *line* 20 from bottom, for *see*, read *he*; *line* 14 from bottom, after 19th, insert *June*.

N. B. Rear Admiral George Murray was Lord Nelson's first captain. The *Northumberland* and *Spartiate* were the two ships which joined his Lordship at Barbadoes; the former was left on her station when he returned to Europe.

Towards the end of August 1805, Captain Blackwood of the *Euryalus* arrived at the Admiralty, with intelligence of the enemy having put into Cadiz, where they were watched by Vice-Admiral Collingwood; and on the 14th of the following month, Lord Nelson again embarked on board the *Victory*. The scene is described as having been singularly affecting. He was followed to the beach by numbers of the inhabitants of Portsmouth in tears, many of whom knelt down before him and blessed the beloved hero of the British nation. The affectionate heart of Nelson could not but sympathise with the general interest that his countrymen took in his welfare, and turning round to Captain Hardy, he said, "*I had their huzzas before—I have now their hearts.*" The *Victory* weighed on the 15th, at day-break, and, accompanied by the *Euryalus*, worked down Channel against contrary and strong gales.

After encountering much blowing weather, his Lordship arrived off Cadiz on the 29th Sept.; and from that day till the 21st Oct. never came in sight of land, in order that the enemy might be kept in ignorance of his force; the wisdom of this plan was strongly proved by subsequent events. The French commander-in-chief, M. Villeneuve, repeatedly declared his belief that Nelson, by detaching six sail of the line to the Mediterranean, had reduced the British fleet so much as to render it one-third weaker than those of France and Spain*.

We now come to the great and terrible day of the battle, when, as it has been well expressed, "*God gave us victory, but Nelson died.*" The two columns of the British fleet, led on by the commander-in-chief and his worthy second, the gallant Collingwood, advanced with light airs and all sail set, towards the van and centre of the enemy; the former steering for the bow of the huge *Santissima Trinidad*, the latter cutting through their line astern of another Spanish first-rate. The succeeding ships of each column vied with each other in following their leaders' example. The enemy at first displayed considerable coolness; and, as the *Victory* approached, such of their ships as were a-head of her, and on her bows,

* For the respective force of the hostile fleets, see Vol. I, pp. 205—6.

frequently fired single guns, in order to ascertain whether she was within range. A shot having passed through her main-top-gallant-sail, they opened a tremendous fire, by which the Victory had about 20 men killed, and 30 others wounded, before she returned a shot. Her spars, sails, and rigging, were also much injured; when at length she opened her larboard guns on the combined van. Captain Hardy soon afterwards informed his chief that it would be impossible to break through their line, without running on board the Santissima Trinidad or the Bucentaure (the latter a French 80-gun ship, bearing the flag of M. Villeneuve), and begged to know which he would prefer. "*Take your choice, Hardy,*" replied the hero, "*it does not much signify which.*" The helm was now put a-port, and a raking fire poured into the sterns of those ships; after which, and being raked herself by the Neptune, a French 74, the Victory, in the act of coming to the wind, fell on board the Redoubtable 74; which ship, after discharging a broadside, let down her lower-deck ports, probably that she might not be boarded through them; nor were they again opened. Some time after this the Fougueux, another French 74, ran foul of the Temeraire, which ship had been previously lashed to the Redoubtable on her starboard side: so that the extraordinary and unprecedented circumstance occurred, of four ships of the line being on board of each other in the heat of battle, forming almost as compact a tier as if they had been moored together, their heads all lying nearly in the same direction.

In the first heat of the action, Mr. Scott, the Admiral's Secretary, was killed by a cannon-shot, whilst in conversation with Captain Hardy. A few minutes afterwards a shot struck the fore-brace bits, and passing between Lord Nelson and Captain Hardy, drove some splinters about them, one of which bruised the foot of the latter officer, and tore the buckle from his shoe. They mutually looked at each other, when Nelson smiled and said, "*This is too warm work to last, Hardy.*" His Lordship also at this time noticed the coolness displayed by his crew, and declared, that in all his battles he had seen nothing that could surpass it.

The Redoubtable, in lieu of her great guns, kept up a heavy fire of musketry from her decks and tops, by which alone

the Victory had upwards of 40 men killed and wounded. About an hour and a quarter after the commencement of the battle, Lord Nelson and Captain Hardy were observed to be walking near the middle of the quarter-deck : the Admiral had just commended the manner in which one of the British ships near him was fought : Captain Hardy advanced from him to give some necessary directions ; and his Lordship was in the act of turning near the hatchway, with his face towards the stern, when a musket-ball struck him on the left shoulder, and entering through the epaulet, passed through the spine, and lodged in the muscles of the back, towards the right side. He instantly fell with his face on the deck, in the very place that was covered with the blood of his Secretary. Captain Hardy, on turning round, saw three men raising him. "*Hardy,*" said his Lordship, "*I believe they have done it at last ; my back bone is shot through.*"

An extraordinary instance of his Lordship's presence of mind when in the arms of death, is related by Dr. Beatty, who has still in his possession the fatal ball which terminated the existence of *the greatest naval commander that ever breathed*. " While the men were carrying him down the ladder from the middle-deck, his Lordship observed that the tiller-ropes were not yet replaced, and desired one of the Midshipmen stationed there to go upon the quarter-deck, and remind Captain Hardy of that circumstance, and request that new ones should be immediately rove. Having delivered this order, he took his handkerchief from his pocket, and covered his face with it, that he might be conveyed to the cockpit at this crisis unknown to the crew." When the Surgeon had executed his melancholy office of ascertaining the direction of the ball, expressed the general feeling that prevailed on the occasion, and repeatedly been urged by the Admiral to go and attend to the other wounded officers and men, he reluctantly obeyed, but continued to return at intervals. As the blood flowed internally from the wound, the lower cavity of the body gradually filled ; his Lordship therefore constantly desired Mr. Burke, the Purser, to raise him, and, complaining of an excessive thirst, was supplied with lemonade by the Rev. Mr. Scott. In this state of suffering his noble spirit remained unsubdued. His mind continued intent on

the great object that was always before him, his duty to his country ; he therefore anxiously inquired for Captain Hardy, to know whether the annihilation of the enemy might be depended on ; but it was upwards of an hour before our officer could, at so critical a period, leave the deck, and Lord Nelson became apprehensive that his brave associate was dead. The crew of the Victory were now heard to cheer, and he anxiously demanded the cause ; when Lieutenant Pasco, who lay wounded near him, said that one of their opponents had struck. A gleam of devout joy lighted up the countenance of Nelson ; and as the crew repeated their cheers, and marked the progress of his victory, his satisfaction visibly increased. " Will no one," exclaimed he, " bring Hardy to me ? He must be killed ; I am certain he is dead." His wishes were at length gratified ; Captain Hardy soon afterwards descended to the cockpit, and anxiously strove to conceal the feelings with which he had been struggling. " How does the day go with us, Hardy ? " " Ten ships, my Lord, have struck." " But none of ours, I hope ? " " There is no fear, my dear Lord, of that. Five of their van have tacked, and shew an intention of bearing down upon us ; but I have called some of our fresh ships around the Victory, and have no doubt of your complete success." Having said this, he found himself unable any longer to suppress the yearnings of a brave and affectionate heart, and hurried away for a time to conceal the bitterness of his sorrow.

For about fifteen minutes after Lord Nelson received his mortal wound, the Redoubtable continued to sustain the fire of the two British 3-deckers, she herself pouring in constant discharges of musketry upon the decks of her antagonists. To obviate the danger of the Temeraire's suffering from the Victory's shot passing through the French ship, the starboard guns of the former were depressed, and fired with a diminished charge of powder, and three shot each, into the enemy. The larboard guns of the Victory were occasionally used in returning the fire of the Santissima Trinidad, Bucantere, and other ships in the van, from whose shot, during the progress of the battle, she received considerable injury.

At length, after having been twice in flames herself, and by throwing combustibles occasioned a fire among

some ropes and canvas on the Victory's booms, the Redoubtable, having lost her bowsprit, main and mizen-masts, and fore-top-mast, and being, as we may readily imagine, in a dreadfully shattered condition, ceased her opposition and surrendered.

Towards the close of the combat, Captain Hardy again visited the cockpit, and reported to his dying chief the number of ships that had struck. "God be praised, Hardy!" replied the expiring hero; "bring the fleet to an anchor." The delicacy of Captain Hardy's situation, there being no Captain of the Fleet*, was peculiarly embarrassing; and, with as much feeling as the subject would admit of, he hinted at the command devolving on Vice-Admiral Collingwood. Nelson, feeling the vast importance of the fleet being brought to anchor, and with the ruling passion of his soul predominant in death, replied somewhat indignantly, "not whilst I live, I hope, Hardy;" and vainly endeavouring, at the moment, to raise himself on the pallet, "Do you," said he, "bring the fleet to anchor." Captain Hardy was returning to the quarter-deck, when the Admiral called him back and delivered his last injunctions, desiring, among other matters of a private nature, that his body might be carried home, and, unless his Sovereign should otherwise command it, be buried by the side of his parents. He then took his faithful follower by the hand, and observing, that he would most probably not see him again alive, desired Captain Hardy to kiss him, that he might seal their long friendship with that affection which pledged sincerity in death. Captain Hardy stood for a few minutes in silent agony over the body of him he so truly regarded, and then kneeling down, again kissed his forehead: "Who is that?" said the dying warrior: "It is Hardy, my Lord." "God bless you, Hardy," replied Nelson feebly, and shortly after added, "I wish I had not left the deck, I shall soon be gone;" his voice then gradually became inarticulate, with an evident increase of pain: when, after a feeble struggle, these last words were distinctly heard,—"I HAVE

* Rear-Admiral George Murray, who had formerly filled the honorable post of Captain of the Fleet, having occasion to remain in England to settle some family affairs, left his Lordship on his return from the West Indies.

"DONE MY DUTY, I PRAISE GOD FOR IT." Having said this, he turned his face towards Mr. Burke, on whose arm he had been supported; and great as must have been his previous sufferings, expired without a struggle or a groan, at half-past four o'clock, just three hours and a quarter after he had received the fatal wound, and about fifteen minutes after Captain Hardy left him *.

According to the official statements, the total loss sustained by the *Victory* in this ever memorable combat, was 57 killed and 75 wounded; but, according to Dr. Beatty's Narrative, the real number of wounded was 102; 27 men having reported themselves too late to be included in the returns †.

The *Victory* having been made sea-worthy at Gibraltar, where she arrived seven days after the battle, passed through the Straits during the night of the 4th of November, and the next day at noon joined Vice-Admiral Collingwood off Cadiz. Captain Hardy parted company in the evening, and stood for England. The body of Lord Nelson had been preserved with the greatest care and attention by the Surgeon; at first in brandy, and afterwards, on arriving at Gibraltar, where a sufficient quantity could be procured, with a portion of spirits of wine mixed with brandy. After a long and melancholy passage, the *Victory* arrived at St. Helen's on the 4th December, when the Port-Admiral made the signal for the ships at Spithead and in Portsmouth harbour to strike their colours half-mast. The recollection how lately she had sailed, bearing the flag of that great Admiral, whose remains

* A short time previous to the commencement of the battle, Captains Blackwood and Hardy witnessed Lord Nelson's will. To the latter officer his Lordship bequeathed a small legacy, and all his telescopes.

† It is said to have been the intention of Vice-Admiral Collingwood, to have sent the body of Lord Nelson home in the *Euryalus* frigate, until a very strong reluctance was manifested by the crew of the *Victory* to part with so valuable a relic, to which they felt almost an exclusive claim: they remonstrated through one of their boatswain's mates, against the removal, upon a ground that could not be resisted: he said, "the noble Admiral had fought with them, and fell on their own deck; that if, by being put on board a frigate, his body should fall into the hands of the enemy, it would make their loss doubly grievous to them; and, therefore, that they were one and all resolved to carry it safely to England, or to go to the bottom along with it themselves."

she now brought home to his country for burial, rendered her an object of the greatest interest. Her shattered and dismantled state declared the fury of the battle in which the hero fell, and her decks were still stained with the blood of those who had avenged his death. She had received 86 shot between wind and water. Her fore and main-masts had been very badly wounded, and were filled with musket-balls; she had a jury mizen-mast and jury fore and main-top-masts; and many round shot were to be seen in her bowsprit and bows.

On the 11th Dec. Captain Hardy sailed from Spithead for the Nore, but did not reach the Downs till the 17th. On the 22d the Victory was met by a yacht sent from Sheerness with the York Herald and Mr. Tyson, formerly Secretary to the deceased Admiral, to receive the corpse. In the evening, when they got on board, and had declared the purpose for which they came, a general gloom and impressive silence pervaded the whole ship. On the coffin being lowered down from the Victory, the flag of Nelson, which had been flying half-mast high ever since the battle, was struck, and immediately sent on board the yacht, where it was again hoisted in the same funereal manner.

In the evening of the 24th the body was landed at Greenwich, and deposited in the Record-room of the Royal Hospital, preparatory to its lying in state in the Painted Hall. The Victory proceeded to Chatham, where she was soon after put out of commission for the purpose of being repaired.

On the 9th Jan. 1806, the day on which the remains of Lord Nelson were interred in the Cathedral Church of St. Paul's, Captain Hardy bore the Banner of Emblems before the relations of the deceased. In the following month he was created a Baronet of Great Britain; and in the ensuing spring appointed to the Triumph of 74 guns, on the Halifax station. He subsequently served under the orders of the late Admiral Berkeley, at Lisbon; and in 1811, the Portuguese Government conferred upon him the rank of a Chief-of-Division in the royal armada of Portugal, doubling at the same time the pay attached to that appointment.

In August 1812, Sir Thomas M. Hardy obtained the command of the Ramillies, another third rate; and towards the close of the same year, proceeded in that ship to reinforce

the fleet on the coast of North America. During the summer of 1813, he commanded a squadron employed off New London, watching two frigates and a sloop of war belonging to the United States. On the 25th June a boat was sent from the *Ramillies* to cut off a schooner, which was making for that harbour. She was taken possession of about eleven o'clock, the crew having deserted her after letting go her only anchor. The officer of the boat brought the prize near the *Ramillies*, and informed Sir Thomas Hardy that she was laden with provisions and naval stores. Very fortunately for the ship he commanded, Sir Thomas ordered the schooner to be taken alongside a trading sloop which had been captured a few days before; for while they were in the act of securing her, about half past two o'clock, she blew up with a tremendous explosion, and a Lieutenant (Geddes) and ten valuable seamen lost their lives. It was afterwards ascertained, that this schooner, the *Eagle*, of New York, was fitted out by two merchants of that place, induced by the American government offering half the value of the British ships of war so destroyed, for the express purpose of burning the *Ramillies*; and hearing that that ship was short of provisions and stores, they placed some in the hatch-way hoping thereby to induce Sir Thomas Hardy to take her alongside. Under the provisions were deposited several casks of gun-powder, with trains leading to a magazine, which was fitted upon the same mechanical principles as clock-work. When it had run the time given to it by the winder-up, it gave force to a sort of gun-lock. The explosion of the vessel, and the destruction of all that might be near it, was the end proposed. We shall not attempt to comment on an act, the success of which would have hurled so many hundred persons as were on board the *Ramillies* into eternity; every friend of humanity rejoiced at its failure.

Towards the conclusion of the war with America, Sir Thomas M. Hardy, in conjunction with a detachment of the army under Lieutenant-Colonel Pilkington, took possession of the islands in Passamaquoddy Bay. He also bombarded the town of Stonington, which had been conspicuous in preparing and harbouring torpedoes, and giving assistance to the enemy's attempts at the destruction of the British ships of war stationed off New London.

At the enlargement of the Order of the Bath, Jan. 2, 1815, Sir Thomas M. Hardy was nominated a K. C. B.; and in July, 1816, he obtained the command of a royal yacht. He was appointed to the *Superb* of 78 guns, Nov. 30, 1818; and in the following year hoisted a broad pendant in that ship, as Commodore of the squadron employed in South America; from which station he has returned since the first part of this memoir went to the press.

Of the nature of the service on the coast of South America, so little is generally known that a slight sketch of it may not be without interest to some of our readers.

Owing to the unacknowledged political existence of the South American governments, they have been diplomatically neglected by European nations; we at least have hitherto had no Ambassador there, no Consuls, nor indeed any public authorities whatever. But as the commerce of those countries, upon being freed from the Spanish yoke, became at once considerable, and was rapidly increasing; and as many British merchants were resident there, and much British capital floating about, it became necessary that some protection should be afforded to those interests, and a watchful eye kept over the proceedings of States which, though still in a state of infancy, were nevertheless respectable from their wealth and extent.

As it had ever been usual to station men of war wherever commerce was in activity, there was nothing novel, or calculated to excite jealousy, in having a squadron in South America. The duties of this squadron became important in proportion as the new States, feeling their growing strength, were inclined to give trouble, either by new and oppressive commercial laws, or by interfering with the personal liberty, and sometimes by detaining the ships, of our countrymen. Many of the countries of which we are speaking were, it must be recollected, in a state of war. Some of their ports were blockaded, and every source of jealousy and distrust let loose. Others had more than one government—and the consequent confusion was greatly augmented by the eagerness of commercial speculation, which led many individuals to despise all prudence, and all local regulations, in order, at every hazard, to force their trade: this was naturally follow-

ed by seizures, confiscations, and a long train of appeals. The governments too, were often ignorant of what was customary, and generally obstinate; but not infrequently they were right—and our own countrymen not easily defended. Under these circumstances the greatest temper and judgment, and the nicest arrangement, were necessary; but it is scarcely possible, without entering into long details, to afford a just conception of the effective manner in which those complicated duties were conducted by Sir Thomas Hardy.

It will be easily understood why services of this nature are not suited to strike the public eye in a Gazette; but it is certainly to be lamented, that the successful exercise of such qualities should be confined to the knowledge of a few officers whom accident had placed within its view, and be utterly unknown to the public, and to the body of the naval service, to whom the example is of so much consequence. These things are the more worthy of remark from their requiring an exertion of powers very different from those which it has heretofore been almost the exclusive duty of officers to cherish. Yet it is pleasing to think that the qualities of patient forbearance and of conciliatory kindness may, at times, prove as useful to the public service, as the more energetic talents of enterprise and action. In South America, indeed, where we were at peace, any shew of violence must have been mischievous to the British interests, and could have accomplished nothing. Yet there was no want of provocation, for injustice was often committed, and the national honor, it might seem, sometimes threatened; and although there could not be for a moment a question, that these things required adequate redress, yet there was no ordinary skill and dexterity displayed in the way in which it was sought and obtained, so as to leave things better for us than before. These cases were scarcely ever alike, so that experience did little more than teach the truth and solidity of the principles, by which our conduct was regulated. Had we always had right on our side, that is, had the commercial transactions which we had to protect always been pure, and the displeasure of the governments always unjust, it would have been easier; but it sometimes happened otherwise. Many prizes, or rather detentions, were made by the Patriot squadrons, on the strongly supported plea of

having Spanish property on board—British sailors reported that they had been forcibly detained, and made to fight against the allies of their country—Masters and Supercargoes of ships said they had been plundered on the high seas, under the form of local usage and regular duties.—Englishmen represented themselves as being unjustly imprisoned—each party charged us with favoring their opponents—the crews of ships, taking advantage of the general state of confusion, mutinied and refused to do their duty:—in short, all was out of order, nothing was flowing in its natural course, every thing being, in fact, under the guidance of men whose bad passions were at their height, and whose minds were in such a frame, that they interpreted every thing in the worst language it would bear. This dislocation of society was not confined to a single port, or a single state, but extended, with more or less distraction, over the whole continent, threatening all social order and security of persons, as well as destruction to the great mass of commerce which, notwithstanding the forbidding aspect of affairs, was always ready to flow in at every casual opening, in spite of all prudence and experience.

At a time when very few, if any other man, saw his way clearly through this dark and troubled prospect, Sir Thomas Hardy appears never to have faltered, or been at a loss; and this confidence, as he sought on every occasion to impress on the minds of his officers, consisted principally, he told them, in their being totally pure and disinterested personally in all that was going on—in maintaining themselves, above all, free from political party spirit on every hand; and whatever seeming provocation might arise, never to consider that any disrespect was intentional, unless it were obvious; to be slow, in short, to take offence, national or personal, unless it could not be mistaken; and in every consequent explanation to recollect, that voluntary acknowledgment, however trifling, was always better than any whatsoever that was compulsory. When decision and firmness, however, became necessary, as they sometimes did, the different governments and their servants speedily learnt that nobody could be more immovably resolute than he was; and yet the sentiment which his private habits and public conduct had inspired, not only amongst the Spaniards and the native powers, but

amongst the strangers, who from motives of gain had sought that country, was of a far kindlier nature ; and it was essentially owing to this circumstance, that his influence became so commanding and extensive. He was trusted everywhere, and enjoyed in a wonderful degree the confidence and esteem of all parties whatsoever : his advice, which was never obtruded, was never suspected ; and a thousand bitter disputes were at once settled amicably, and to the advantage of all parties, by a mere word of his, instead of being driven into what are called national questions, to last for years, and lead to no useful end. When this respect and confidence had once become fully established, every thing went on so smoothly under his vigilant auspices, that it was those only who chanced to be placed near the scene, who could perceive the extent, or appreciate the importance, of the public good which he was silently dispensing—as in a well-steered ship, a stranger is unconscious how much he owes to the operation of the helm, or how much merit belongs to the hand which, unseen, guides the motions of the whole. It is on this account that we have dwelt so long on services which, unlike his former exploits in war, do not speak for themselves, but which are nevertheless in the highest degree entitled to public gratitude, and are most worthy of *professional imitation*.

Sir Thomas M. Hardy married Anne Louisa Emily, a daughter of the late Admiral Hon. Sir George C. Berkeley, G. C. B., niece of the late Duke of Richmond, and sister to the Countess of Euston.

Agents.—Messrs. Cooke, Halford, and Son.

WILLIAM CUMBERLAND, Esq.

THIS officer is a son of Mr. Cumberland the celebrated dramatist, a memoir of whom will be found in the first volume of a work entitled "Public Characters." He was made a Lieutenant in 1790 ; commanded the Fly sloop of war in 1797 ; and obtained the rank of Post-Captain Nov. 8, 1798. During the late war he commanded la Pique frigate, the Leyden and Stately 64's, and Saturn, a third rate. La Pique, in company with the Pelican sloop of war, took possession of le Guelan, a French brig of 18 guns, and an armed

cutter, at the evacuation of Aux Cayes, St. Domingo, in Oct. 1803 ; the Leyden formed part of Admiral Gambier's fleet at the capture of the Danish navy in 1807. Towards the latter end of the war, we find him regulating the impress service at Cowes, in the Isle of Wight.

Captain Cumberland married, in 1800, a daughter of the late Charles Pym Burt, Esq., of Albemarle Street, London.

Agent.— ———

GRAHAM EDEN HAMOND, Esq.

A Companion of the most Honorable Military Order of the Bath ; and a Deputy-Lieutenant of the Isle of Wight.

THIS officer is the son of Sir Andrew Snape Hamond, Bart. whose services we have related at p. 54, *et seq.* of this volume. He was born in London, Dec. 30, 1779 ; and after serving for some time on board the different guard-ships commanded by his father, joined the Phæton frigate, commanded by his cousin, the late Sir Andrew Snape Douglas, which was the first vessel sent out to cruise against the enemy, and give protection to British commerce, at the commencement of the war with France in 1793.

Amongst the captures made by the Phæton during that year, were le General Dumourier, a French privateer of 22 guns and 196 men, having on board 2,040,000 dollars ; her prize the St. Jago, laden with bark, copper, and hides, worth nearly 300,000*l.* sterling* ; la Prompte, a small French frigate of 28 guns and 180 men ; a privateer of 16 guns and 60 men ; and the Blonde, a national ship mounting 24 guns.

In April 1794, Sir Andrew Snape Douglas, who had previously worn a distinguishing pendant, and commanded all the frigates of Earl Howe's fleet, formed into a separate squadron, was appointed his Lordship's Captain, in the Queen Charlotte, to which ship Mr. Hamond was also removed. In a letter written by the former to his uncle the Comptroller, about this period,

* See Vol. I. note †, at p. 757. N. B. Le General Dumourier and the St. Jago were first discovered from the Phæton's main-top-gallant-mast-head, by Mr. Hamond. The remainder of Rear-Admiral Gell's squadron joined in the pursuit ; but they were both overtaken and captured by the Phæton.

he says, "That I will take care of my friend Graham as long as I live, you may rest assured; and I flatter myself his going into the Queen Charlotte with me will be no disadvantage to him in point of education. He is vastly well, and nobody can conduct himself better than he does in every respect."

In the Queen Charlotte Mr. Hamond witnessed the recapture of his Majesty's ship *Castor*, and part of the Lisbon fleet, which had been taken whilst under her protection; the destruction of a French national cutter; and the capture of a corvette and a brig of war. He also had the honor of sharing in the glorious battle of June 1, 1794, on which occasion his gallant relative received a severe wound, from the effects of which he never recovered*.

On the 30th Dec. in the same year, Mr. Hamond was removed into the Princess Augusta yacht, then fitting at Deptford, for the purpose of conveying the Princess Caroline of Brunswick to England; and about a month afterwards, from that vessel to the *Jupiter* of 50 guns, bearing the broad pendant of Commodore Payne, who commanded the ships selected to escort H. S. H. from Cuxhaven†. Previous, however, to the final departure of the squadron from the Nore, Mr. Hamond was ordered back to the Queen Charlotte, and very soon after appointed to act as a Lieutenant in the *Aquilon* frigate, where he continued about three months. He subsequently joined the *Zealous* 74, bearing the flag of Rear-Admiral Dickson, and about to sail for the Mediterranean; but being detained by contrary winds, he obtained permission to proceed thither across the continent, by which means he was enabled to join the British fleet just after the partial action off Frejus, July 13, 1795, and time enough to witness the blowing up of *l'Alcide*, a French 74‡. On the 23d of the same month he was appointed junior Lieutenant of Vice-Admiral Hotham's flag-ship, the *Britannia* of 100 guns. His commission was confirmed by the Admiralty, Oct. 19th following.

Lieutenant Hamond remained in the *Britannia* until July

* See note at p. 54. † See Vol. I. note ‡ at p. 353, *et seq.*

‡ See Vol. I. note at p. 251.

1796, when he was sent in the *Flora* frigate to join *l'Aigle* off Tunis. The latter ship, under the command of Captain (now Sir Charles) Tyler, was afterwards employed co-operating with the Austrian army between Trieste and Venice ; and on her return from that service in February 1797, to join Sir John Jervis, was twice chased by the Spanish fleet. On the 10th of the following month Lieutenant Hamond removed into the *Niger*, another frigate, commanded by the present Vice-Admiral Foote, with whom he served till October 1798 ; on the 20th of which month he was made a Commander, and appointed to the *Echo*, a new sloop of 18 guns, fitting at Deptford.

In this vessel, Captain Hamond escorted a fleet of merchantmen to Elsinour, and from thence convoyed the homeward bound Baltic trade to the mouth of the Thames. He was afterwards sent to cruise on the coast of Holland, where he destroyed a French cutter privateer, and assisted at the capture of thirty large Dutch fishing vessels, which were seized in order to prevent their being employed in the threatened invasion of England. In May 1798, he conveyed Prince Frederick of Orange from Yarmouth to Cuxhaven, and received the thanks of H. S. H. for the attention he had paid to him during the voyage.

The *Echo* continued on the North Sea station until Sept. following, when Captain Hamond was ordered to convoy the trade bound to Halifax and Quebec 100 leagues west of Cape Clear. After performing this service he went to Marcou with reinforcements for the garrison, and then proceeded to join the squadron blockading Havre ; off which port he remained till the beginning of December, when he returned to Spithead, and found himself promoted to the command of the *Champion*, a post-ship, by commission dated Nov. 3, 1798.

During the ensuing year, Captain Hamond was successively employed convoying a fleet of merchant vessels to the Elbe ; guarding the mouths of that river and the Weser, to prevent the enemy's gun-boats from entering ; cruising off Norway ; carrying money from the Thames to the British army in Holland ; and watching the return of the trade from Archangel. This latter, owing to the advanced season of the year, proved a very severe service, the *Champion's* station

being from 66° to 70° North latitude. On his return to port, he received information that a foreign ship of war was on the coast in distress; he immediately went to her assistance, and after much difficulty succeeded in towing the stranger, a Russian 74 totally dismasted, with an Admiral on board, safe into Leith Roads. On the 26th June preceding, being off the Dudgeon light on his way to Yarmouth, for the purpose of getting a new rudder, the old one being disabled, he discovered an enemy's cruiser in the midst of near 200 coasting vessels and colliers. No time was lost in giving chase to the marauder, whilst a boat was lowered and recaptured two English brigs. The pursuit continued during the night; and the following day being calm, the sails were furled and every exertion made with the sweeps and boats towing to come up with the enemy; but it was not until the evening of the 28th, with the assistance of a fresh breeze, that this could be effected. She proved to be the famous French privateer *Anacreon* of 16 guns, a vessel which had done incalculable mischief to our commercial interests.

In March 1800 the *Champion* convoyed a fleet to Gibraltar, and from thence took several transports laden with ordnance stores, and a battering train, to Malta. On his passage up the Mediterranean, Captain Hamond fell in with an Algerine squadron, which at first shewed symptoms of hostility, and, considering the valuable charge he had, rendered his situation by no means pleasant. Soon after discovering the British vessels, the Algerines, whose force consisted of a 36-gun frigate, two xebecs each mounting 24 guns, and three armed polacres, all full of men, hauled to the wind and displayed the flags of three Admirals. Upon the *Champion* showing her colours they bore up together, with their rigging, yards, and boarding ladders hanging from each yard arm, lined with men. On arriving within gun-shot they again hauled their wind, each Admiral hoisting an English jack, and firing three guns, the greatest number they ever gave as a salute. The *Champion* in return hoisted an Algerine jack, and saluted them with three guns.

Had these pirates determined to search the British vessels, Captain Hamond was fully prepared to give them a warm reception; but, considering their immense superiority, it is

more than probable his resistance would have been unavailing; and had they discovered such a booty of ordnance stores, it is not to be imagined that any moral reasoning on his part, would have prevented their taking the whole to Algiers. The same squadron afterwards fell in with an English frigate off Cape Bona, and would not allow her to proceed until her commander had sent his commission on board for their inspection.

Captain Hamond was subsequently employed conveying the officers and crew of the *Guillaume Tell*, a French 80-gun ship *, to Minorca; assisting at the blockade of Malta, and occasionally serving on shore at the siege of Valette; but at length his health being much impaired by the extreme heat of the climate, he was obliged to return home; for which purpose he exchanged ships with Lord William Stuart, of the *Lion* 64, July 27, 1800, and proceeded in her to Port Mahon, from whence he conveyed Major-General Craddock and part of the 40th regiment to Gibraltar, where he was charged by Lord Keith with despatches for England. The *Lion* was paid off Nov. 18, 1800; and on the following day he commissioned the *Blanche*, a new 36-gun frigate; which ship, after being fitted and manned, was ordered to join the armament under Sir Hyde Parker, then at Yarmouth, and about to sail for the Baltic.

On the 19th March, 1801, Captain Hamond was sent on to *Elseneur* with a flag of truce, and despatches for Mr. Drummond, the British Minister at Copenhagen. After a delay of two days at the former place, all hopes of accommodation with the Danes being at an end, that gentleman, with the whole British Factory, were received on board the *Blanche*, and carried to the fleet at the entrance of the Sound.

In the ensuing battle with the Danish line of defence before Copenhagen †, the *Blanche* was anchored by the stern between the *Amazon* and *Alcmene* frigates, abreast of the Great Crown battery, under the fire of which formidable work she continued nearly two hours. Her loss consisted of 7 men killed and 9 severely wounded. Her hull and rigging were also much cut up ‡.

* See Vol. I. p. 378. † See Vol. I. note * at p. 365, *et seq.*

‡ From the circumstance of her grounding the preceding evening, near

Lord Nelson behaved very kindly to Captain Hamond when he saw him on board his flag-ship after the battle, and was pleased to say, *he would never forget him as long as he lived*. On the following Sunday our officer held his Lordship's prayer book whilst he returned thanks to Almighty God, for the victory which under the Divine auspices had been achieved by the British arms.

The *Blanche* returned to England with the flag of Sir Hyde Parker, who landed at Yarmouth on the 13th May. During the remainder of the war she was attached to the Channel fleet under Admiral Cornwallis, and employed in occasional cruises to the southward. After the peace of Amiens we find her stationed on the coasts of Cornwall and Devonshire, for the suppression of smuggling; and in the summer* of 1802, attending upon his late Majesty and the royal family, at Weymouth. She was paid off at Sheerness, Sept. 22, in the same year. The three succeeding months of Captain Hamond's life were spent in visiting Havre, Rouen, Paris, the Court of St. Cloud, and Calais.

On the 21st Feb. 1803, Captain Hamond was appointed to the *Plantagenet* of 74 guns*, in which ship he captured the *Courier de Terre Neuve*, a French brig privateer of 16 guns and 54 men, July 24, 1803, and three days afterwards the *l'Atalante*, a beautiful corvette of 22 guns and 120 men. The latter chased the *Plantagenet*, under the impression that she was an Indiaman, being without a poop. Captain Hamond was obliged to resign the command of this fine ship, through ill-health, in November of the same year; and he remained without any other appointment until the change of Ministry in 1804, when he obtained the command of the *Lively*, a fine 38-gun frigate, recently launched at Woolwich.

The *Lively* joined Admiral Cornwallis off Brest, Sept. 23, 1804, and was immediately detached with secret orders to intercept two Spanish frigates expected from Lima with treasure, for which purpose Captain Graham Moore had received similar directions the same day. On the 3d Oct. the *Inde*—the island of Amak, not an officer or a man had been off the *Blanche's* deck from the time of her first getting under weigh, whereas every other ship's company had had their regular meals and usual night's rest.

* See Vol. I. p. 84.

fatigable, Lively, Medusa, and Amphion, formed a junction off Cadiz ; when Captain Sutton of the latter frigate gave intelligence, that the ships Captains Moore and Hamond were sent to look after had already arrived, but that four others were hourly expected, and that they would probably make the high land of Monte Figo, near Cape St. Mary's, in Portugal, for which neighbourhood the British squadron immediately steered. The result of their rencontre with the Spanish ships, under the orders of Rear-Admiral Bustamenté, has already been noticed at p. 536 of our first volume. The Lively, on that occasion, having compelled the Clara of 36 guns and 300 men to surrender, after half an hour's close action, was ordered to pursue the Fama, which ship had made sail from her opponent, the Medusa. At half an hour past noon Captain Hamond succeeded in bringing her to action, which continued until 1^h 15' P. M. when she surrendered, and was taken possession of by the Lively, whose superior sailing alone prevented the Spanish Commodore, Zapiain, from effecting his purpose, of running the Fama on shore to avoid being captured. The total loss sustained by the Lively was 2 men killed and 5 wounded. She arrived at Spithead, accompanied by the Fama, on the 17th Oct. exactly one month after leaving the Nore.

Captain Hamond was subsequently sent with secret orders to the squadron stationed off Cadiz, under the orders of Sir John Orde, by whom he was despatched in Nov. 1804, to reconnoitre Carthagena ; and after the performance of that service, to cruise off Cape St. Vincent, where he captured the San Miguel, a Spanish merchant ship, from Omoa to Cadiz, having on board 196,639 dollars, four cases of wrought plate, 2,064 bales of indigo, and other valuable articles. The same day (Dec. 7th) he observed Captain Lawford, of the Polyphemus 64, capture the Santa Gertruyda, a frigate of 36 guns, laden with a cargo of very great value *. It is necessary to observe in this place, that all these treasure-ships were disposed of as droits of the Crown, and only one-fourth of their proceeds given to the captors.

Towards the latter end of Mar. 1805, the Lively received

* See Vol. I. p. 498.

on board all the specie and bullion that had been captured from the Spaniards, amounting to near 5,000,000 dollars, with which she arrived at Spithead on the 15th April. This was probably the largest sum ever embarked on board one ship; and Captain Hamond's anxiety for its safety was no doubt very great. A recent arrangement, however, by which the payment of freight-money had been suspended, precluded him from obtaining any remuneration for the immense responsibility he had been subjected to, and which, according to former regulations, would have amounted to at least 10,000*l.* sterling for the bare conveyance of such a sum from Gibraltar to Cadiz. The regulation alluded to was shortly after rescinded.

On the 29th May, Captain Hamond being off Cadiz, with the Surinam and Halcyon sloops of war under his orders, observed the Glorioso, a Spanish 74, get under weigh, and stand out towards him. About 4 P. M. when nearly five miles distant from the land, the enemy hauled to the wind, which at that time blew so strong as barely to allow him to carry his whole top-sails with top-gallant-sails furled. Captain Hamond, notwithstanding his consorts were hull down to leeward, immediately gave chase, and soon got within gun-shot, firing repeatedly, when passing on opposite tacks, for the space of two hours, and receiving the enemy's broadsides in return, but without any damage to the Lively. At length the Spaniard's main-tack and jib-stay being shot away, he appeared angry, and bore up, setting his top-gallant-sails. Captain Hamond not deeming it prudent to close with so superior a force, did the same, hoping to draw him down to the English sloops, both of which carried heavy metal. The enemy soon perceived his intentions, and at dark hauled up under all sail. The Lively followed his example, intending to keep sight of him during the night; thinking it probable that some other cruiser might have appeared to assist her at daylight. Unfortunately the night proved thick and squally, and the Spaniard was not seen again. Captain Hamond afterwards learned that the Glorioso was bound to the Havannah, with a new Governor and his *suite* on board as passengers, and that she was obliged to put into Teneriffe to secure her

masts, and repair other damages occasioned by the *Lively's* fire. In this rencontre the crew of the British frigate particularly exerted themselves, and actually reefed the top-sails twice with the yards only half lowered, working their guns at the same time.

In June 1805, Captain Hamond took charge of a fleet of transports at Gibraltar bound to Malta; and on the 26th of that month, having received on board General Sir James Craig and *suite*, for a passage, made sail to the eastward, accompanied by four sail of the line under Sir Richard Bickerton, who escorted him past Carthage. The troops embarked in these transports were intended to act in conjunction with a Russian army, expected from Corfu to assist in the defence of Naples. The squadron attached to the expedition consisted of the *Lively*, *Sea-horse*, and *Ambuscade* frigates, and *Merlin* sloop of war.

Every necessary arrangement having been made by Sir James Craig and Captain Hamond, the latter of whom had already visited Naples for that purpose, the armament left Malta on the 3d Nov., formed a junction with the Russians at sea, and arrived at Castel-à-Mare on the 20th. From thence the combined troops were immediately marched to the frontiers; but the French entering the kingdom with a far superior force, they were soon after obliged to retreat; and by the 19th Jan. 1806, the whole were again embarked, and on their way to Messina; the citadel and forts of which place were garrisoned by them, jointly with the Sicilians, in the course of the succeeding month.

During the time the *Lively* remained off Naples, her main-mast was damaged by lightning, which also knocked down several men, but did no further mischief. After landing the troops at Messina, Captain Hamond refitted his ship at Malta, and then returned to the *Faro*, where his launch captured a Spanish merchantman. On the 7th April, Sir James Craig, being obliged to return home on account of ill-health, once more embarked with Captain Hamond, who landed him at Plymouth on the 12th of the following month.

From this period we find no mention of Captain Hamond till Dec. 27, 1808, when he assumed the command of the *Vic-*

torious 74, fitting for the North Sea station, in which ship he assisted at the capture of Flushing, in Aug. 1809*. By this time his health had again become so much impaired, that he was under the necessity of applying for permission to go to England; and his request being complied with by the commander-in-chief, who kindly gave him a cutter for that purpose, he resigned the command of the Victorious to his first Lieutenant, Sept. 20, and arrived in the Downs on the following day. During the last year of the war he commanded the Rivoli, a third rate, forming part of the Mediterranean fleet. He was nominated a C. B. in June 1815; and gazetted as a Deputy-Lieutenant of the Isle of Wight, Nov. 3, 1821.

Captain Hamond married, in Dec. 1806, Elizabeth, daughter of John Kimber, of Fowey, co. Cornwall, Esq.

Agent.—Sir Francis M. Ommaumey, M. P.

ROBERT HONYMAN, Esq.

THIS officer was made a Lieutenant in 1790; commanded the Tisiphone sloop of war, and captured the French privateers le Prospere of 14 guns and 73 men, and le Cerf Volant of 14 guns and 63 men, on the North Sea station, in 1797; and obtained the rank of Post-Captain Dec. 10, 1798. In Oct. 1800, he was appointed to the Garland of 28 guns, employed on Channel service; and in June 1801, we find him conveying Rear-Admiral Robert Montague to Jamaica, where he removed into the Topaze frigate, in which he returned to England Oct. 12, 1802. At the general election, in the same year, he was chosen to represent the shires of Orkney and Shetland.

Early in 1803, Captain Honyman obtained the command of the Leda frigate; and at the renewal of the war was stationed on the coast of France, with a small squadron under his orders, to obstruct the progress of the enemy's flotilla from the eastward, towards Boulogne. On the 29th Sept. he attacked a division of gun-boats, and drove two on shore, where they were bilged. Whilst performing this service, a

* See Vol. I. p. 290; and note * at p. 135, of the present volume.

shell fell on board the *Leda* and exploded in her hold, doing but little injury to the ship, and without hurting a man.

At the latter end of July 1804, the boats of the *Leda*, commanded by Lieutenant McLean, boarded a French gun-vessel in Boulogne roads, and after a smart conflict, succeeded in cutting her adrift; but, in consequence of the flood-tide running very strong, were unable to bring her out. Of 38 men engaged in this affair, only 14 returned to the *Leda*. The gallant commander of the party was among the slain.

On the 24th April, 1805, Captain Honyman discovered twenty-six of the enemy's vessels rounding Cape Grisnez: he immediately made the signal for his squadron to weigh; and after engaging them about two hours, succeeded in cutting off seven schuyts, carrying altogether 18 guns, 1 howitzer, and 168 men, from Dunkirk, bound to Ambletuse. The British on this occasion had only 1 man wounded.

In the course of the same year, the *Leda* appears to have narrowly escaped the fate which befel two ships under her convoy from England to the Cape of Good Hope; these vessels, the *King George* transport and *Britannia* East Indiaman, having been totally wrecked on some rocks near the coast of Brazil. The particulars of their loss will be found in the *Nav. Chron.* v. 23, p. 483, *et seq.*

In Jan. 1806, the *Leda* formed part of Sir Home Popham's squadron at the reduction of the Cape of Good Hope; after which he accompanied the same officer on an expedition to the Rio de la Plata *, where she continued until the final evacuation of Spanish America by the British forces, about Sept. 1807. Towards the conclusion of that year, Captain Honyman captured l'Adolphe, a French privateer of 16 guns, on the coast of France. The *Leda* was wrecked near the entrance of Milford Haven, on the 31st Jan. 1809, but her commander was fully acquitted by a court-martial of all blame on the occasion.

Captain Honyman has since commanded the *Ardent* of 64 guns, *Sceptre* 74, and *Marlborough* of the same force. In the autumn of 1814, we find him superintending the payment of ships afloat at Portsmouth.

Agent.—

* See Vol. I, note †, at p. 622, *et seq.*

BARTHOLOMEW JAMES, Esq.

THIS officer was made a Lieutenant May 6, 1779; commanded a letter of marque belonging to Jamaica, at the commencement of the French revolutionary war; and served as an Agent of Transports, at the capture of Martinique, in 1794; after which he joined the *Boyne*, a second rate, bearing the flag of Sir John Jervis. In 1797, we find him commanding *El Corso* of 18 guns, on the Mediterranean station; and in the following year, conducting the *Canopus*, (late *Franklin*) one of Lord Nelson's prizes, from Gibraltar to England. His post commission bears date Dec. 24, 1798. At the renewal of hostilities in 1803, he was appointed to a command in the Sea Fencible service on the coast of Cornwall. His youngest daughter is the lady of Captain T. B. Sullivan, R. N. C. B.

Agent.—John Chippendale, Esq.

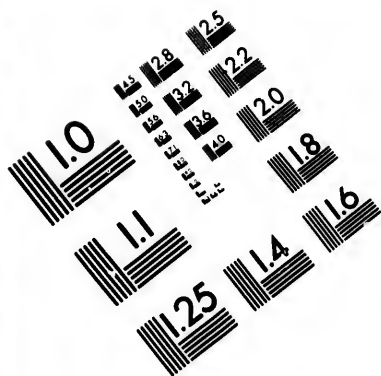
ROBERT LEWIS FITZGERALD, Esq.

THIS officer is descended from a younger branch of the very ancient and noble house of Leinster, in the kingdom of Ireland, and nearly related to the Earl of Kingston. He entered the naval service in March 1786, as a Midshipman, on board the *Winchelsea* frigate, commanded by the present Viscount Exmouth, with whom he served on the Newfoundland station for a period of three years. He afterwards joined the *Centurion* 50, bearing the flag of Rear-Admiral Philip Affleck, at Jamaica *; and during the West India campaign in 1794, we find him serving under Sir John Jervis, in the *Boyne* of 98 guns; from which ship he was promoted to the rank of Lieutenant, in the *Avenger* sloop of war.

Soon after his return to England, Lieutenant Fitzgerald obtained an appointment to the *London*, a second rate, carrying the flag of Rear-Admiral Colpoys; and in her he assisted at the capture of three French line-of-battle ships off l'Orient,

* See Vol. I. note †, at p. 568.





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June 23, 1795*. His advancement to the rank of Commander took place in Feb. 1797.

Captain Fitzgerald subsequently commanded the *Vesuvius* bomb, and in that vessel assisted at the bombardment of Havre by a squadron under Sir Richard J. Strachan; and at the destruction of *la Confiante* of 36 guns, and a French national cutter, in May 1798†. His conduct on this occasion was honorably noticed in the *London Gazette*.

The *Vesuvius* was afterwards ordered to the Mediterranean, from whence Captain Fitzgerald returned to England in the *Tonnant*, a French 80-gun ship, taken at the battle of the Nile. His post commission bears date Dec. 24, 1798. During the latter part of the war, he commanded the *Triton* of 32 guns, in which ship he captured a French vessel from Guadeloupe, laden with colonial produce. The *Triton* was paid off at Plymouth, April 9, 1802.

Soon after the renewal of hostilities, Captain Fitzgerald, whose health would not allow him to serve afloat, was appointed senior officer of the Sea Fencibles in the Isle of Wight. Previous to the dissolution of that corps, he held the chief command of the district between Kidwelly and Cardigan. In July 1816, he was elected Governor of the Royal Naval Asylum; but the power of nomination being afterwards considered not to rest with the Commissioners, the appointment did not take place.

Captain Fitzgerald married, in Aug. 1800, Jane, a daughter of Richard Welch, Esq., formerly Chief Justice of the island of Jamaica, and sister to the lady of Sir George Thomas, Bart., by whom he has five sons and four daughters remaining, of eleven children. His only brother, an officer in the 3d regiment of Guards, *aide-de-camp* and equerry to H. R. H. the Duke of York, died in 1802.

Agent.—Hugh Stanger, Esq.

* See Vol. I. p. 246. *N. B.* The *London* was commanded by Captain Griffith, nephew of Rear-Admiral Colpoys. See *id.* p. 548.

† See Vol. I. p. 448.

Superannuated Rear-Admiral 2 June 1825

KCH 1835

Knights of the Bath 1835
1st Baronet (active in) 12 Jan 1840

Died at Bath 17 Jan 1844 aged 68

RIGHT HONORABLE

CHARLES HERBERT EARL MANVERS,

(VISCOUNT NEWARK.)

A Vice-President of the Bath Literary Society; a Visitor of the British Institution; and a Vice-President of the Society for promoting the building of Churches and Chapels.

THIS nobleman's ancestors came into England with William the Conqueror, and were possessed of considerable estates in Suffolk. Sir Simon Pierrepont was summoned to Parliament in the 9th year of Edw. II. Robert, his descendant, was created Baron Pierrepont, Viscount Newark and Earl of Kingston, by Charles I. He had also the titles of Baron Manvers and Herriz. Henry, his son, was created Marquis of Dorchester in 1645; but dying without issue in 1680, the marquisate became extinct; it was, however, revived in the person of his younger brother Evelyn, who was afterwards advanced to the dukedom of Kingston. His Grace was the father of the celebrated Lady Mary Wortley Montagu, and grandfather of Evelyn the last Duke, who died without issue in 1773, leaving the whole of his property to the Duchess, for her life, with reversion to his nephew, Charles Medows, Esq., formerly a Captain, R. N., upon condition of his assuming the family name of Pierrepont.

Mr. Medows married Anne Orton, youngest daughter and co-heiress of ——— Mills, of Richmond, co. Surrey, Esq.; and by that lady had five children. He succeeded to his uncle's estates on the demise of the Duchess in 1789; was created Viscount Newark and Baron Pierrepont, July 23, 1796; and Earl Manvers, April 1, 1806*.

* Earl Manvers was the son of Lady Frances Pierrepont, sister to Evelyn, Duke of Kingston, and the wife of Philip Medows, Esq., youngest son of Sir Philip Medows, Knight Marshal. He obtained the rank of Post-Captain Aug. 17, 1757, and resigned his commission in 1763. His Lordship was much attached to the pursuit of agriculture; and in 1803 received a gold medal from the Society for the Encouragement of Arts, Manufactures, and Commerce, for his spirited exertions in sowing acorns and planting oaks on his estate. The Duke of Norfolk, who filled the chair on this occasion, paid him a just and handsome compliment upon the services rendered to his country, not only in war, but during his rural

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Captain

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Charles Herbert, the second son by the above marriage, and the subject of this sketch, was born Aug. 11, 1778; and on the 8th Jan. 1798, when commander of the *Kingsfisher*, a brig mounting 18 six-pounders, with a complement of 120 men, captured after a smart action, *la Betsey*, a French ship privateer of 16 guns and 118 men, 9 of whom were killed and wounded. The *Kingsfisher* had only 1 man wounded. Whilst in the same vessel, he also captured *le Lynx* of 10 guns and 70 men; *l'Avantivia Ferolina*, of 1 gun and 26 men; and *l'Espoir* of 2 guns and 39 men. He was made a Post-Captain into the *Spartiate* 74, (one of the prizes taken by Sir Horatio Nelson, in Aboukir Bay) Dec. 24, 1798; and returned to England in that ship about July 1799. He was subsequently appointed to the *Dedaigneuse* frigate, but resigned the command of her on the death of his elder brother, which took place Oct. 22, 1801 *.

From this period our officer represented the county of Nottingham in Parliament, until his accession to the Earldom, June 17, 1816. In 1820 he ordered the arrears of his half-pay, amounting to 1865*l.* 9*s.* 6*d.*, to be added to the funds of the Naval Charitable Society, together with all future half-pay to which he may be entitled from the Navy; the present annual amount of which is 261*l.* 5*s.* 6*d.* † In the following year he reduced the rents of his tenants 20 *per cent.* !!!

This munificent nobleman married, Aug. 21, 1804, the eldest daughter of Anthony Hardolph Eyre, Esq., his colleague in the representation of Nottinghamshire.

Agents. Messrs. Cooke, Halford, and Son.

Resigned from Navy 11 June 1825

JOSIAH NISBET, Esq.

THIS officer is the only son of the late Dr. Nisbet, Physician in the island of Nevis, by the accomplished Miss

retirement; and observed that he had not only maintained the ancient bulwarks of the empire, but had furnished materials for posterity to form new ones. His Lordship died June 17, 1816.

* The *Kingsfisher* was wrecked on the bar of Lisbon, when proceeding to sea from the Tagus, under the command of her first Lieutenant, a few days after Captain Pierrepont had joined the *Spartiate*.

† See Vol. I. note * at p. 56, and ditto at p. 504.

Woolward, niece of Mr. Herbert, the President of that Colony; who afterwards married the gallant Nelson.

The subject of this memoir, when first seen by his future father-in-law, at that time Captain of the *Boreas* frigate, and senior officer on the Leeward Islands station, was only three years old: and from that time they entertained a mutual regard for each other, until Nelson became his legal guardian and instructor.

"There are three things, young gentleman," said Nelson to one of his Midshipmen, "which you are constantly to bear in mind. First, *You must always implicitly obey orders, without attempting to form any opinion of your own respecting their propriety.* Secondly, *You must consider every man your enemy who speaks ill of your King: and, Thirdly, You must hate a Frenchman as you do the Devil.*" With these feelings he engaged in the war of 1793, Mr. Josiah Nisbet accompanying him as a Midshipman on board the *Agamemnon* of 64 guns.

It would be superfluous, in this place, to recount the many services performed by our matchless hero, during the period he commanded this ship; we shall therefore be content with observing that his son-in-law was present at the whole, and completed his time as a petty officer under him. In the expedition against *Teneriffe*, we find Mr. Nisbet accompanying Nelson as a Lieutenant, on board the *Theseus* of 74 guns; and the affection entertained by him for his patron is strongly exemplified by his conduct on the disastrous night of July 24th, 1797.

Perfectly aware how desperate a service the attack upon Santa Cruz was likely to prove, before Nelson left the *Theseus*, he called Lieutenant Nisbet, who had the watch on deck, into the cabin, that he might assist in arranging and burning his mother's letters. Perceiving that the young man was armed, he earnestly begged him to remain behind: "Should we both fall, Josiah," said he, "what would become of your poor mother! The care of the *Theseus* falls to you: stay, therefore, and take charge of her." Lieutenant Nisbet replied, "Sir, the ship must take care of herself; I will go with you to-night, if I never go again."

In the act of stepping out of the boat, Nelson received a

shot through the right elbow, and fell; Lieutenant Nisbet, who was close to him, placed him at the bottom of the boat, and laid his hat over the shattered arm, lest the sight of the blood, which gushed out in great abundance, should increase his faintness. He then examined the wound; and taking some silk handkerchiefs from his neck, bound them round tight above the lacerated vessels. Had it not been for this presence of mind in his son-in-law, Nelson must have perished. Lieutenant Nisbet then collected half a dozen seamen, by whose assistance he succeeded, at length, in getting the boat afloat, for it had grounded with the falling tide; and, himself taking an oar, rowed off to the *Theseus*, under a tremendous, though ill-directed fire, from the enemy's batteries.

In a private letter to Sir John Jervis, the first which he wrote with his left hand, Nelson recommended his youthful companion for advancement, in the following terms: "by my last letter*, you will perceive my anxiety for the promotion of my son-in-law, Josiah Nisbet. * * * * *. If from poor Bowen's loss† you think it proper to oblige me, I rest confident you will do it. The boy is under obligations to me; but he repaid me, by bringing me from the mole of Santa Cruz." In his first letter to Lady Nelson, he says: "I know it will add much to your pleasure to find that Josiah, under God's providence, was principally instrumental in saving my life."

Lieutenant Nisbet, according to the wish of his father-in-law, was immediately promoted, and appointed to the command of the *Dolphin* hospital-ship, attached to the Mediterranean fleet. On Nelson's recovery after the loss of his arm, and return to join his former chief, he received the following letter:

* In a letter addressed to the commander-in-chief, a few hours before he set out upon the enterprise, he recommended Lieutenant Nisbet to the protection of Sir John, and of the nation; adding, "the Duke of Clarence, should I fall, will, I am confident, take a lively interest for my son-in-law, on his name being mentioned."

† Captain Bowen, of the *Terpsichore*, killed in the attack, brother of the present Commissioner James Bowen, see p. 94; and Vol. 1, note †, at p. 391, *et seq.*

Earl St. Vincent, to Sir Horatio Nelson.

"My dear Admiral.—I do assure you, the Captain of the *Dolphin* has acquitted himself marvellously well in three instances: In getting his ship out and joining us off Cadiz soon after we arrived; in conducting a convoy of transports with troops from Gibraltar to Lisbon; and lately, in pushing out to protect the stragglers of the convoy from England in very bad weather; and he also improves in manners and conversation, and is amply stored with abilities, which only want cultivation to render him a very good character."

Dec. 11, 1798. *Nelson to his wife, from Naples.* "The improvement made in Josiah by Lady Hamilton is wonderful; your obligations and mine are infinite on that score; not but Josiah's heart is as good and as humane as ever was covered by a human breast. God bless him, I love him dearly with all his roughness."

Captain Nisbet's post commission bears date Dec. 24, 1798. He was promoted to that rank in the *Thalia* of 36 guns, which frigate he commanded on the Mediterranean station until the month of Oct. 1800. Previous to his return from thence, he appears to have given offence to his father-in-law, by remonstrating with him on his infatuated attachment to Lady Hamilton, an attachment which afterwards had the unhappy effect of totally weaning his affections from the wife he once loved so dearly. Captain Nisbet, we believe, has held no subsequent appointment.

Agent.—William Marsh, Esq.

VOLANT VASHON BALLARD, Esq.

A Companion of the most Honourable Military Order of the Bath.

THIS officer, when a Midshipman, accompanied the late Captain Vancouver on a laborious and anxious voyage of discovery to the N. W. coast of America, in which expedition he was absent from England about four years and nine months. In 1798, we find him commanding the *Hobart* sloop of war, on the East India station, where he was posted into the *Carysfort* of 28 guns. He subsequently commanded the *Jason* frigate, *De Ruyter* of 68 guns, *Berschermer* 50, and *Blonde* 38. Among the captures made by him in the latter ship, we find the following French privateers:

	Guns.	Men.		
La Dame Villaret	5	69	Aug. 15,	} 1807.
L'Hortense	8	90	— 16,	
L'Hirondelle	8	84	Sept. 14,	
Le Duquesne	17	123	— 23,	
L'Alert	20	149	Oct. 14,	
Total	58	515		

Towards the close of 1809, we find Captain Ballard employed in the blockade of Guadaloupe, and assisting at the destruction of two French frigates in *Ance la Barque*, together with a heavy battery, by which they were defended*. The *Blonde* on this occasion had her first Lieutenant, a Master's-Mate, and 5 men killed; Lieutenant C. W. Richardson, 1 Midshipman, and 15 men wounded. The following is an extract from the official report of the senior officer present to Sir Alex. Cochrane, commander-in-chief at the Leeward Islands, dated Dec. 18, 1809:

"To Captains Ballard and Miller all possible praise is due, for so judiciously placing their ships, in a situation nearly annihilating the enemy's two frigates, of 40 guns each; the outer ship's masts being gone, and herself on fire, by the time this ship (*Sceptre*) and the rest of the squadron, from baffling winds, could render assistance."

The general order issued by Sir George Beckwith, after the reduction of Guadaloupe in Feb. 1810, will be found at pp. 879 and 880 of our first volume. Captain Ballard's name is there mentioned in terms of high approbation, as also by the naval commander-in-chief, in his public letter announcing the conquest of that colony.

Captain Ballard married, Sept. 18, 1811, Arabella Sarah, eldest daughter of James Crabb, of Shidfield Lodge, Hants, Esq. His post-commission bears date Dec. 25, 1798.

Agent.—Thomas Stilwell, Esq.

HUGH DOWNMAN, Esq.

THIS officer is descended from a respectable family in Devonshire, of which his father was a younger branch. His first cousin is a Lieutenant-Colonel of the Royal Artillery.

He was born near Plymouth, about the year 1765; and entered the naval service as a Midshipman on board the

* See Vol. I, p. 878 and 879.

Thetis frigate, in Oct. 1776. He afterwards joined the *Arethusa*, and in that ship had the misfortune to be wrecked near Ushant, while in pursuit of an enemy.

Mr. Downman remained a prisoner in France from March 1779 till January 1780, when he was exchanged; and from that period we find him serving in the *Emerald*, commanded by Captain Samuel Marshall, until May 1782, when he removed into the *Edgar 74*, bearing the broad pendant of Commodore Hotham, with whom he proceeded to the relief of Gibraltar, in company with the grand fleet, under the orders of Lord Howe. In the partial, and on the enemy's side cautious encounter, which took place after the performance of this service, the *Edgar* had 6 men wounded*.

From this period we lose sight of Mr. Downman till Feb. 1789, when he sailed for the East Indies with Commodore Cornwallis, by whom he was made a Lieutenant, on the 5th Mar. 1790. At the commencement of the French revolutionary war he was appointed to the *Alcide 74*, in which ship he assisted at the attack made upon the tower and redoubt of Fornelli in Sept. 1793†.

* See p. 101, *et seq*; and Vol. I. pp. 17, 106.

† During the time that Toulon remained in possession of the allied forces, a very formidable insurrection existed in Corsica: and General Paoli, the leader of the insurgent party, sought the aid of the British, assuring Lord Hood, that even the appearance of a few ships of force off the island, would be of the most essential service to the popular cause. Accordingly, in the month of Sept. 1793, the *Alcide* and *Courageux 74's*, *Ardent 64*, *Lowestoffe* and *Nemesis* frigates, commanded by Captains Woodley, Matthews, Sutton, Wolseley, and Lord Amelius Beauclerk, were sent thither, under the orders of Commodore Linzee, who entered the Gulf of St. Fiorenzo on the 21st.; and having been led to believe that the batteries near the town could not, on account of the distance, co-operate with the tower and redoubt of Fornelli, resolved to make an attack on that formidable post.

On the 30th, before day-break, the two-deckers took their stations, and opened a heavy cannonade on the redoubt, which continued without intermission nearly four hours, without producing any visible effect on the enemy's works. By this time the ships, particularly the *Ardent*, were so much cut up, by a raking fire of nine 24-pounders from the town of St. Fiorenzo, that Commodore Linzee, seeing no appearance of co-operation, as had been promised, on the part of Paoli's adherents, deemed it prudent to retire out of gun-shot. The force opposed to the squadron on this oc-

On the 11th April, 1794, Commodore Linzee was advanced to the rank of Rear-Admiral ; and when, in consequence of his promotion, he hoisted his flag on board the Windsor Castle of 98 guns, Mr. Downman went with him into that ship, as second Lieutenant. He returned to England with Lord Hood in the Victory, a first rate, at the latter end of the same year.

In the ensuing spring, that distinguished nobleman, as we have stated in our memoir of Admiral Sir John Knight*, had prepared to resume his command in the Mediterranean, when most unexpectedly, on the 2d May, he was ordered to strike his flag. The Victory, however, immediately proceeded to that station, as a private ship, and in December following received the flag of Sir John Jervis, under whom Lieutenant Downman served in the battle off Cape St. Vincent, Feb. 14, 1797 † ; a few months after which he was promoted to the rank of Commander in the Speedy brig of 14 four-pounders and 80 men.

During the time Captain Downman commanded the Speedy, he took and destroyed several of the enemy's privateers, and fought a very gallant action with a vessel of far superior force. The following is a copy of his official letter, addressed to Earl St. Vincent, on this occasion :

“ *Speedy, Tugus, Feb. 16, 1798.*

“ My Lord.—I have the honor to acquaint you, that on the 3rd instant, at day-light, being seventeen leagues west of Vigo, we discovered a brig bearing down on us with all sail set. At three P. M. being within half a mile of us, she hauled her wind, and opened her fire ; on which we made all sail to close, engaging her until half past five, when she tacked and made sail from us. I immediately tacked, continuing to engage till half-past seven, when, from her advantage of sailing, and little wind, she got out of gun-shot. Owing to the great swell, we received little damage, having only our fore-topmast shot through, with some of the running rigging cut. It falling calm, and the vessels separating, against all our efforts

casion consisted of one 4, two 8, and thirteen 24-pounders, from which the enemy fired hot shot ; together with six heavy mortars. The loss sustained by the British amounted to 16 men killed and 39 wounded. An account of the subsequent operations against the French in Corsica, and the final reduction of that island, will be found in our first volume, at p. 249, *et seq.*

* See Vol. I. p. 159.

† See *id.* p. 21, *et seq.*

with the sweeps, I had the mortification, about twelve o'clock, to see her fire several guns at our prize that we had taken the day before. Owing to the good conduct of the master, 12 men who were on board the prize, battened down 26 Spallards, and made their escape in a small boat. At day-light a breeze of wind sprung up, which enabled us to fetch her. At eight o'clock, she being within gun-shot, tacked, and made all sail from us, rowing with her sweeps at the same time. We chased her until noon, when they, finding she had the heels of us, shortened sail, wore, and stood towards us, with a red flag flying at the main-top-gallant-mast head. At half-past twelve, being within pistol-shot, we began to engage her, with the wind upon the larboard quarter. At two, observing her fire to slacken, I thought it a good opportunity to lay her on board; but at that instant she wore, and came to the wind on the starboard tack: finding us close upon her starboard quarter, and from our braces and bow-lines being shot away, our yards becoming square, she took the opportunity to put before the wind, and made all sail from us. We immediately wore after her, firing musketry at each other for 20 minutes, and so soon as the lower-masts were secured, set our studding-sails, and continued the chase until seven P. M. when we lost sight from her superior sailing. I then hauled our wind, and made short tacks all night to fall in with our prize; at day-light saw her to windward; at ten P. M. retook her, with 10 Frenchmen on board. I learn from the prizemaster, the brig is called the Papillon, 360 tons burthen, pierced for 18 guns, mounting 14, four 12 and ten 9 pounders, manned with 160 men. We had 5 men killed and 4 badly wounded. I have to regret the loss of Lieutenant Dutton, and Mr. Johnson, Boatswain, amongst the killed. I beg leave to recommend to your Lordship's notice Mr. Marshall, Master, for his good conduct during the action. Every praise is due to the ship's company for their good behaviour. As all our lower-masts, bowsprit, main-boom, both topmasts, and most of the yards were shot through, with all the standing and running rigging cut, I thought proper to put into Lisbon to repair our damage.

"I have the honor to be, &c.

"HUGH DOWNMAN."

The credit which our officer acquired on this and other occasions was such, that he received the thanks of the British Factory at Oporto, accompanied by a piece of plate, value 50*l*. as an acknowledgment of his services, and a token of their gratitude. In the course of the same year, we find him commanding the Santa Dorothea frigate. His post-commission bears date Dec. 26, 1798.

Amongst the captures made by Captain Downman while commanding the Santa Dorothea, we find the San Leon, a Spanish brig of 16 long six-pounders and 88 men*; a brig laden with wheat, and the Santa Anna of 10 guns: the two

* The Strombolo, Perseus, and Bull Dog, assisted at this capture.

latter were cut out from under the batteries of Bordiguera and Hospitallier.

In the spring of 1800, Captain Downman was entrusted by Lord Keith with the blockade of Savona, a fortress situated about seven leagues from Genoa, which city was at that time besieged by the British and Austrian forces*. During 41 nights the boats of the *Santa Dorothea* and the vessels under her orders † rowed guard, with a perseverance highly creditable to their officers and men; and at length, by their vigilance and activity in cutting off all supplies, obliged the garrison, consisting of 800 troops, to capitulate. The terms proposed having been submitted to and approved of by the commander-in-chief, were signed by Captain Downman, in conjunction with the Austrian Major-General Count de St. Julian.

Notwithstanding the exertions of the allied forces, the French were destined to be successful; and, in consequence of the fatal battle of Marengo, the whole of Tuscany and Genoa again fell under their dominion. After the surrender of the latter city to the enemy, Captain Downman was sent to destroy the fortifications in the Gulf of Spezzia; a service which he executed in the most satisfactory manner. He also preserved the valuable Gallery of Florence from falling into the hands of the French, by receiving it on board the *Santa Dorothea*, and conveying it in safety to Sicily. On his arrival at Palermo he received a letter, of which the following is a correct translation, from one of the Grand Duke's confidential servants, dated Nov. 18, 1800.

“ I beg of you, Captain Downman, to accept 100 zechins, to distribute among your seamen, as a trifling acknowledgment of the trouble which my equipage occasioned them. In regard to yourself, it has already been my care to take advantage of an extraordinary courier sent by the Imperial Ambassador to Vienna, to inform my Sovereign of the important service you have rendered to him and to Tuscany, by placing the most valuable possessions of his royal gallery in safety: and I feel assured that H. R. H. will publicly testify his thanks. On my own account, I owe you much more. You have preserved relicks which have formed, and will continue to form, much of my happiness; and you also entertained me while on board, with unexampled politeness and urbanity. For the present, be

* See Vol. I. p. 53.

† Cameleon sloop of war, commanded by Lieutenant Jackson; and *Strombolo* a Neapolitan brig, Captain Settimo.

assured of my lively and sincere acknowledgments. In more happy times, I may recompence the obligation at Florence, where, in appreciating the works of art which you have preserved, you will be sensible of the importance of your services, and the weight of my obligations. In this hope I remain, with perfect esteem, respect, and gratitude, your friend and servant,

(Signed) "TOMMASO PUCCINI."

The following letters subsequently passed between the British representative and another of the Grand Duke's Ministers :

"Vienna, March 3, 1801.

"The assiduous attention with which Captain Downman, of the English frigate Santa Dorothea, has conveyed from Leghorn to Palermo various valuable effects belonging to H. R. H. the Grand Duke of Tuscany, my Sovereign, which were accompanied by Signor Tommaso Puccini, has been stated to his Royal Highness.

"H. R. H., understanding that orders to this effect were given by Admiral Lord Keith, desires me to request you will convey to the same his royal thanks. It will also be gratifying to H. R. H., if you will condescend to forward to Captain Downman a diamond ring, which will be conveyed to you by Signor Brigadier Giovanni del Bava, as a testimony of the high sense which H. R. H. has of the delicate attention with which Captain Downman executed this commission. * * *

"Mr. Wyndham.

(Signed) "G. RAINOLDI."

"Trieste, March 20, 1801.

"Most Illustrious Signor.—I have received the honor of your note, accompanied by a diamond ring, which H. R. H. the Grand Duke of Tuscany condescends to present to Captain Downman, of his Britannic Majesty's frigate Santa Dorothea, for the care with which he conveyed various effects belonging to H. R. H. from Leghorn to Palermo; and I feel myself happy in being deputed to testify to my brave and worthy friend so honorable a testimony of H. R. H.'s approbation. I shall not fail to send it to him, with a copy of your Excellency's letter, by the first courier that sets out for London, being very uncertain where the Santa Dorothea may be met with at sea.

"I shall do myself the honor of writing to Admiral Lord Keith, announcing to him those professions of acknowledgment from the Grand Duke, which cannot fail to be highly gratifying to him, and to impress him with sentiments of respect and gratitude. * * *

"Signor G. Rainoldi.

(Signed) "W. WYNDHAM."

At the same time that Captain Downman took the Florence gallery on board his ship, he also received the Duke of Savoy, (afterwards King of Sardinia) his family, and suite, and landed them at Naples. For his very sedulous and obliging attentions during the passage, that Prince sent him the following letter, and the Duchess a diamond ring :

"Sir.—I cannot sufficiently express the extent of my gratitude, and that of my wife, for the extraordinary care and trouble which you have so willingly taken, during our passage from Leghorn to Naples. It is to your solicitude, in shortening, as much as possible, the sufferings which the bad weather might have occasioned to a woman, in the ninth month of her pregnancy, that my wife is indebted, for not having eventually suffered from those shocks, which might perhaps have occasioned an irreparable loss to our family, had she been exposed to them twenty-four hours longer. Our gratitude will consequently be proportionate to the obligation which you have conferred upon us ; and it will always be with pleasure that we shall remember our acquaintance with an officer of merit and capacity, in all respects like yourself. I flatter myself that you will be convinced of the sincerity of these sentiments, as well as of the constant interest which I shall take in every thing that may concern you ; and that I shall esteem myself happy in being able to distinguish you upon every occasion. It is with these sentiments that I am, Sir. &c. &c.

(Signed) "VICTOR EMANUEL DE SAVOIE." *

In July 1801, we find Captain Downman escorting three Swiss regiments and the corps of Lamenstein to Egypt, where he received the gold medal of the Turkish Order of the Crescent. He subsequently removed into the *Cæsar* of 84 guns, bearing the flag of Sir James Saumarez, Bart., which ship was paid off at Portsmouth, July 23, 1802. In Jan. 1804, he was again selected by that excellent officer to be his Flag-Captain, in the *Diomede* 50, on the Guernsey station, where he continued about fourteen months. He afterwards commanded the *Diadem* 64, bearing the broad pendant of Sir Home Popham, at the reduction of the Cape of Good Hope † ; from whence he returned to England with the Commodore's despatches, announcing the conquest of that important colony, and from which we make the following extract :

"Captain Downman, of the *Diadem*, will have the honor of delivering this despatch to their Lordships ; and from the intelligent manner in which I am satisfied he will explain every movement, and the causes by which I have been actuated, I trust he will require no further recommendation to their Lordships' protection."

Having executed this mission, Captain Downman proceeded to the Rio de la Plata, where he resumed the command of his

* Victor Emanuel, King of Sardinia, Duke of Savoy, Piedmont, and Genoa, abdicated his throne March 13, 1821; and was succeeded by his brother Charles Felix, son-in-law of Ferdinand IV. King of Naples and the Sicilies.

† See Vol. I. note †, at p. 622, *et seq.*

former ship, the *Diomedé*. After the capture of Monte Video he sailed for Europe ; and in June 1807, was put out of commission. During the latter part of the war, he commanded the prison-ships stationed at Portsmouth, and the *Princess Caroline* of 74 guns, attached to the North Sea fleet.

Captain Downman married, June 23, 1803, a daughter of Mr. Peter Palmer, of Portsmouth.

Agent.—

HON. THOMAS BLADEN, CAPEL *.

A Companion of the most Honorable Military Order of the Bath.

THIS officer is descended from Sir William Capel, who was Lord Mayor of London in 1493 ; and the youngest son

* Among the eminent men of this family, whose founder was Sir William Capel, Lord Mayor of London, we find a Giles Capel, who was knighted by Hen. VIII. for his valour in different battles. Arthur, first Lord Capel, who, during the civil wars, took part with Charles I., raised several troops of horse at his own expence, defended Colchester with great bravery, and after the surrender of the garrison was beheaded, with the Duke of Hamilton, Earl of Cambridge, &c. &c., in express violation of the promise of quarter given by the rebels : " he was a man," says Lord Clarendon, " in whom the malice of his enemies could discover very few faults ; and whom his friends could not wish to see better accomplished." * * * " In a word, he was a man, that whoever after him, deserves best of the English nation, he can never think himself undervalued, when he shall hear that his courage, virtue, and fidelity, is laid in the balance with, and compared to, that of Lord Capel." Arthur, the son of this nobleman, was created Earl of Essex, April 20, 1661 ; held several important situations in the diplomatic line ; and exhibited a noble instance of prudence, integrity, and moderation, as Lord-Lieutenant of Ireland, from whence he was recalled in 1677 ; and being afterwards accused as one of the conspirators in the " Rye House Plot," was committed to the Tower, where he was found with his throat cut, July 13, 1683 ; a catastrophe which is yet involved in mystery. His only son, Algernon, second Earl of Essex, was a Lord of the Bedchamber to King William, and attended him in all his campaigns. The following mention will be found of him among the "*Anecdotes of the Court of Queen Anne.*"—" He is a good companion ; loves the interests of his country ; hath no genius for business, nor will ever apply himself that way. He married my Lord Portland's daughter. The Queen continues him in her regiment, and has made him Brigadier-General. He is a well-bred gentleman, brown complexioned, and well-shaped ; but his mouth is always open."

Hampton Court, a splendid building in Herefordshire, with a consider-

of William, fourth Earl of Essex, by his second Countess, Harriett, daughter of Colonel Thomas Bladen. He was born Aug. 25, 1776.

We are not aware of the manner in which Mr. Capel passed his time as a Midshipman; but early in 1798, we find him serving as junior Lieutenant of the Vanguard 74, bearing the flag of Sir Horatio Nelson, by whom he was promoted to the rank of Commander in the Mutine sloop of war, immediately after the glorious battle in Aboukir bay, on which occasion he did the duty of signal officer.

On the 13th Aug. 1798, Captain Capel sailed for Naples with a duplicate of the Rear-Admiral's despatches, and letters for different official personages, among which was one addressed to the chief magistrate of the British metropolis, accompanied by the sword of M. Blanquet, the senior French officer who survived the battle. From Naples, Captain Capel proceeded overland to England, where he arrived on the 2d Oct., and gave the first intelligence of the defeat sustained by the republican fleet.

On the 27th Dec. following, Captain Capel, (to whom Nelson had referred the Board of Admiralty for further information respecting the battle, at the same time describing him as "a most excellent officer,") was advanced to post rank, and early in the following year appointed to the Arab of 22 guns. From this vessel he afterwards removed into the Meleager 32, in which ship he had the misfortune to be wrecked on the Triangle rocks, in the Gulf of Mexico, June 9, 1801*.

Early in 1803, he obtained the command of the Phœbe frigate, and proceeded to the Mediterranean, where he continued to serve until after the death of his noble friend, the lamented Nelson.

In the month of April 1805, when that gallant hero pro-

able estate annexed, was knocked down by Squibb, at Garraways, in 1808, for 64,000*l*. The grand junction canal passes through Cashiobury Park, Herts., the present residence of the Earl of Essex, and which is said to have been the seat of the Kings of Mercia, till Offa gave it to the monastery of St. Albans. The proprietors at first intended to make a tunnel under Crossley Hill, but were spared the enormous expence which would have attended such a measure, by the liberality of his Lordship.

* See Captain WILLIAM HENRY DILLON.

ceeded down the Mediterranean in pursuit of the French fleet from Toulon *, Captain Capel was left with five frigates and two bombs to cover Sardinia, Sicily, and the route to Egypt, from any troops that might be sent to land in those places. For some time previous to the battle of Trafalgar, the Phœbe was employed under the directions of Sir Henry Blackwood, watching the combined fleets in Cadiz harbour; and after that memorable event, Captain Capel, by his extraordinary exertions, saved one of the prizes, the Swiftsure of 74 guns; and, together with Captain Malcolm, of the Donegal, subsequently brought out the Bahama, a ship of the same force.

In December following, Captain Capel sat as a Member of the Court Martial assembled at Portsmouth, to try Sir Robert Calder, for his conduct after the action with Villeneuve on the 22d of the preceding July. At the latter end of 1806, he assumed the command of the Endymion frigate, on the Mediterranean station; and in the succeeding year, accompanied the expedition to the Dardanelles, and conveyed the British Ambassador to and from Constantinople †. During the operations carried on between Feb. 19, and March 3, the Endymion received two shot, each weighing upwards of 700 pounds, and had 3 men killed and 10 wounded. Sir John Duckworth, in his letter to Lord Collingwood, dated March 6th, makes particular mention of Captain Capel's "zealous attention and assiduity" during the time he was placed in the stream of the Bosphorus, for the purpose of ascertaining when the squadron could stem the current, and for a watchful observation of the movements of the Turks, as well as to facilitate communication with the Porte.

Our officer continued to command the Endymion until the summer of 1810, and was then appointed to the Elizabeth of 74 guns. About the month of July 1811, he removed into the Barham; and at the latter end of that year, to the Hogue of the same force. In the latter he was employed in North America during the whole period of the war with the United States; and for a considerable portion thereof, was senior officer upon the northern part of the coast, where the ships

* See Vol. I, note at p. 539, *et seq.*

† See Vol. I. pp. 316, *et seq.*; 799, *et seq.*; and 808, *et seq.*

under his orders were particularly active and successful in their annoyance of the enemy *.

Captain Capel at present commands the Royal George yacht, to which he was appointed Dec. 15, 1821. He was nominated a C. B. in June 1815.

Our officer married, May 10, 1816, the only daughter of F. G. Smyth, of Upper Brook Street, London, Esq.

Agent.—Thomas Stilwell, Esq.

WILLIAM HANWELL, Esq.

THIS officer obtained his first commission about the year 1793; and in 1798, we find him serving as senior Lieutenant of the Sheerness 44, bearing the broad pendant of Commodore James Cornwallis, on the African station.

There is a privilege existing, from time immemorial, which is not enjoyed on any other station than that of the coast of Africa: it is that of the next officer giving himself the rank of his deceased superior; and which self-appointments have ever been held good by the Admiralty. Commodore Cornwallis died of a fever July 31, 1798; when Lieutenant Hanwell, who succeeded him in the command of the Sheerness, gained two gradations of rank, which, on his arrival in England, was confirmed by a post commission, dated Dec. 29, 1798. We know of no other living instance of such a fortunate advancement in the navy †.

Early in 1810, Captain Hanwell obtained the command of the Grampus, a 50-gun ship; and on the 26th Oct. in the following year, he was tried by a court-martial upon a charge of repeated drunkenness and unofficer-like conduct, preferred against him by Lieutenant John Chesshire. The Court agreeing that the charge was not proved, acquitted him; observing, that the prosecution appeared to be malicious and vexatious. He subsequently commanded the Dictator 64; and during the

* See Captains F. P. EPWORTH, SIR P. B. V. BROKE, HYDE PARKER, and H. PYNE.

† The Naval Instructions, established by an order in council, Jan. 25, 1806, appear to abrogate this regulation, so far as concerns post rank; see sect. iv. chap. 2. art. viii.

latter part of the war superintended the depôt for prisoners of war at Norman Cross.

Captain Hanwell married, in 1800, Miss Hanwell of Mixbury, near Brackley, Northamptonshire.

Agent.—

THOMAS MANBY, Esq.

THIS officer is descended from a family whose existence we can trace to the reign of Henry III. His progenitors possessed large estates at Manby in Yorkshire; and his father, Captain Matthew Pepper Manby, considerable property at Hilgay, co. Norfolk*.

When very young, he was appointed one of the Stationers to the Ordnance department, over which his friend the late Marquis Townshend at that time presided; but notwithstanding the emoluments of this situation, his predilection for the Naval profession was so great as to induce him to resign it, and embark as a Midshipman on board the *Hyæna* of 24 guns, in which ship he served on the Irish station from 1783 till 1785; at which latter period his naval patron, the late Hon. Admiral J. Levison Gower, placed him in the *Cygnets* sloop of war, under the protection of Captain (now Sir Henry) Nicholls, with whom he proceeded to the West Indies, and afterwards removed into the *Amphion* frigate.

After visiting the whole of the West India and Bahama islands, the Mosquito Shore, Bay of Honduras, Carthagena, and the Spanish Main, he returned to England in the *Amphion*, and soon after joined the *Illustrious* of 74 guns, bearing his patron's flag. Towards the close of 1790, he embraced an offer made him by Captain George Vancouver, to accompany him as a Master's-Mate, in the *Discovery*, a ship which had been fitted out early in the year, for the purpose of exploring

* Captain M. P. Manby, was owner of the Wood Hall estate, and Lord of the Manor. He served several years in the Welch Fusiliers; but being severely wounded during the siege of Belleisle in 1761†, he was compelled to withdraw from service in the field. He subsequently acted as an *aide-de-camp* to George Viscount Townshend, Viceroy of Ireland.

† See Schomberg's Naval Chronology, Vol. I. p. 354, *et seq.*

the N. W. coast of America, but detained in consequence of an expected rupture with the court of Spain. That cloud having blown over, she was ordered to Nootka Sound, for the purpose of receiving formal restitution of the territories on which the Spaniards had seized ; after which she was to make an accurate survey of the coast, and obtain every possible information respecting the natural and political situation of that country.

The Discovery, attended by a brig called the Chatham, commanded by Lieutenant W. R. Broughton *, proceeded on her voyage early in 1791 ; visited the Canary Islands, Cape of Good Hope, New Holland, and New Zealand ; discovered the island of Oparo ; touched at Otaheite, and all the Sandwich islands ; made considerable discoveries on the N. W. coast of America ; and arrived at Nootka Sound in the autumn of 1792. At this place some disputes arose with the Spanish authorities ; in consequence of which, Captain Vancouver despatched officers to England for further instructions, and at the same time appointed Mr. Manby Master of the Chatham. For nearly two years from this period, the vessels were employed exploring a considerable portion of the interior navigation of N. W. America, and the southern shores of California, passing each winter amongst the Sandwich islands.

On one occasion, the Chatham was sent from Atooi to Cook's river, where she arrived after a passage of three weeks, during which short period the thermometer had fallen from 90° to 5° below zero. This rapid change caused all the crew to be afflicted with violent rheumatic complaints, and laid the foundation of those pains with which the subject of this memoir has long been tortured. Whilst exploring this river, the Chatham was hurried down a fall ; the velocity of the current rendered it impossible to anchor, and her destruction appeared inevitable : but fortunately the channel, though narrow, was free from rocks, and on her reaching an immense basin of water, after being twirled round several times, she was brought up by her masts and yards becoming entangled among some trees ; from which dilemma it required the greatest exertions of her officers and crew, during two days, to extricate her.

* See Vol. I. note *, at p. 165.

From Cook's river, the Chatham proceeded to Nootka Sound, where she again joined the Discovery; with which ship she afterwards went to the southward, for the purpose of exploring Columbia river, then recently discovered. On arriving at the entrance thereof, the Chatham led in and anchored; but from the state of the weather, the Discovery was obliged to stand out to sea, and ultimately proceeded to Port St. Francisco, in New Albion.

The examination of Columbia river occupied near three weeks; in which time the constant gales of wind had thrown up so dreadful a surf across the entrance, that to gain the offing appeared almost impossible. For several days Mr. Manby was employed sounding the bar; and not finding less than three fathoms water, his commander resolved to make the attempt. A favorable breeze assisted their efforts; and notwithstanding the fury of the surf, by which she was often erected nearly an end, Mr. Manby, from the fore-top-sail-yard, succeeded in conning her out to sea without any serious injury, although each surge, after breaking at the height of the lower yards, swept her deck, and threatened destruction to all on board. A more perilous time was never known by the oldest seaman.

At length Captain Vancouver, finding the officers he had sent to Europe, concerning the adjustment of the differences relative to Nootka Sound, did not return, promoted Mr. Manby from the Chatham, to be a Lieutenant in the Discovery, where he continued till that ship returned to England, and was paid off, in the fall of 1795.

This expedition added much to the geographical knowledge of the world, the vessels having kept sight of the continental shore from the 30th to the 62d degree of North latitude. On their passage home, they called at the island of Cocos, the Gallapagos, and Valparaiso; rounded Cape Horn, and anchored at St. Helena.

Lieutenant Manby afterwards served in the *Juste* of 84 guns, commanded by the Hon. Thomas Pakenham; and in 1796, when the late Lord Hugh Seymour prepared a squadron for the South Sea, that nobleman applied for him to be placed under his orders; in consequence of which he was

promoted to the rank of Commander in the *Charon* 44, armed *en flute*, intended to carry stores for the armament ; but circumstances inducing government to countermand Lord Hugh's orders, she was subsequently employed affording protection to the trade between Cork and the Downs, and conveying troops to Ireland during the rebellion in that country. On one occasion she received a regiment of 1000 men ; the whole of whom were landed at Guernsey twenty-four hours after leaving Portsmouth. Before sun-set, the ship was again under weigh, with the *Glengarry* and *Nottingham Fencibles*, 1000 strong, embarked ; and the following day those corps were landed at Waterford. The alertness thus displayed by Captain Manby at so momentous a crisis, was highly praised by Sir Hugh Dalrymple, the Governor of Guernsey, and gained him the approbation of the Admiralty.

Whilst in Ireland, Captain Manby landed several times with his crew, to dislodge the insurgents from their strong holds near the banks of Waterford river ; and on his return to England, he had the honor of presenting to his late Majesty at Weymouth, several pikes taken from his rebellious subjects.

The exemplary conduct of the *Charon's* officers and men during the disgraceful mutiny in the British navy, was so much approved by Sir John Orde, the Port-Admiral at Plymouth, that a considerable part of the petty officers were rewarded with warrants by order of the Admiralty, and Captain Manby himself obtained a promise of promotion to post rank. He was afterwards sent to cruise in the Channel, where he captured a French privateer, March 2, 1798. During the time he commanded the *Charon*, he gave protection to no less than four thousand seven hundred and fifty-three vessels, not one of which was lost. In addition to these services, he for some time assisted at the blockade of Havre de Grace. His post commission bears date Jan. 22, 1799. The following anecdote will explain why this advancement did not take place at an earlier period :

In Oct. 1798, the *Charon* was ordered to prepare at Woolwich for foreign service, Captain Manby to be posted, and the late Lord Camelford to succeed him in the command of

that ship. Unfortunately, his Lordship soon entered into so many altercations with the Navy Board, that the Admiralty directed Captain Manby to superintend her outfit; a circumstance to be lamented by him, as he would otherwise have stood at least one-third nearer the top of the Post-Captains' list than he does at present. Lord Camelford attended the *Charon* daily, had several boats built and fitted with brass guns, at a great expence; and, the various alterations he wished for being nearly completed, despatched an intelligent person to France for the purpose of purchasing, at any cost, plans of all the French ports in the Mediterranean; his Lordship's agent not succeeding, he resolved on the hazardous enterprise of going himself to Paris, and actually left London with that intent late in December. Lord Camelford had travelled near two stages on the Dover road in his own carriage, when the mail-coach drove up, in which he took a place, and found three foreign gentlemen as his fellow passengers; one of whom was the celebrated Monsieur Bompard, who had recently been taken prisoner by Sir John Borlase Warren*, and was then returning home on his parole. His Lordship, who spoke French as fluently as English, to humour the French commander, extolled the republican government, and so far ingratiated himself in his good opinion, that M. Bompard offered to serve him in any way he could. At Dover, Lord Camelford requested to have a private interview with his new friend, hoping by a little flattery to work on the Frenchman's credulity, and thereby ensure his own safety to Paris. His request being complied with, he said to his dupe, "I am an officer of the British Navy, and most desirous to get to Paris, having a wish to see the Minister Barras, to unfold important information that would prove of essential service to the republic." In an instant Bompard embraced him, called for pen and ink, and wrote an introductory letter to Barras, which was sealed and pocketed by his Lordship, who laughed in his sleeve at having thus hoaxed his fellow traveller. He then went to the beach, and agreed with the crew of an open boat to land him on the French coast. The boat was promised to be got ready in two hours, and Lord Camelford returned to the

* See Vol. I. p. 171.

inn to take refreshments. Whilst he was thus employed, the boatmen suspecting something wrong from his extreme anxiety to cross the Channel, communicated their suspicions to the Collector of the Customs, who, taking some of the civil power to his aid, placed himself near the boat, and on his Lordship coming down to embark, seized his person, and conveyed him back. On searching his pockets, they found the identical letter written by M. Bompard, together with a considerable sum of money, a brace of pistols, and a dagger. His Lordship refusing to answer any questions, they hurried him into a post-chaise, and proceeded to the office of the Secretary of State, in London. A Privy Council was immediately summoned, an investigation took place, and on Lord Camelford saying all his intentions were known to Captain Manby, the latter was waited on by Lord Grenville, and received an order from the Duke of Portland to attend the following morning at the Treasury, where he underwent a long examination before the Privy Council assembled for that purpose; and by his answers, set every thing in its proper light. His Lordship was forthwith liberated, but soon afterwards received an official message from the Board of Admiralty, acquainting him that he was not to have the *Charon*. Hurt and mortified at this intelligence, as he had made great preparations for assuming the command of that ship, his Lordship wrote to desire his name might be erased from the list of Commanders, which the Board instantly complied with; at the same time giving post rank to Captain Manby, and appointing Captain Mackellar to succeed him in the *Charon* *.

Towards the latter end of the same year, Captain Manby was appointed to *le Bourdelois* of 24 guns; in which ship, during a long cruise off the Western islands, he captured a valuable French schooner from Guadeloupe, laden with coffee. *Le Bourdelois* was afterwards employed in the blockade of Flushing; but from her lowness in the water, and great length, she proved so perpetually wet, that her crew got sick, and rendered it highly necessary to remove her from that service.

* Lord Camelford was one of Captain Manby's messmates in the *Discovery*. The barony became extinct by his demise in 1804. See Vol. I. note at p. 716.

She was therefore ordered to Spithead, and from thence to the West Indies *.

Le Bourdelois sailed from England at the close of 1800, under the orders of the Andromache frigate, Captain Bradby, and in company with a fleet of merchantmen. The convoy being dispersed in a gale of wind off Cape Finisterre, Captain Manby proceeded to the rendezvous at Madeira; from whence he was despatched by the commodore, to keep a look out for the scattered ships, one hundred leagues to windward of Barbadoes. On his way to that station, he re-captured two of the stragglers, which had been taken by a French privateer †; and on the 28th Jan. 1801, he had the good fortune to discover two large brigs and a schooner, which had been sent from Cayenne by Victor Hugues, to intercept the West India fleet. These vessels were first seen at noon, and being to windward, Captain Manby brought them down by stra-

* Le Bourdelois had formerly been a French privateer, belonging to Bourdeaux. She was pierced for 26 guns, and at the time of her capture, mounted 16 long brass 12-pounders, and 8 brass 36-pr. carronades, on a flush deck, with a complement of 202 men. Her extreme length was one hundred and forty-nine feet. In form she was like a dolphin; but although the most beautiful model ever seen, many of Captain Manby's brother officers considered her the most dangerous vessel in the service, and were therefore induced to call her the *coffin*. Sir Edward Pellew, now Viscount Exmouth, viewing her one day as she lay alongside the Jetty at Plymouth dock-yard, gave this advice to her commander: "Whenever you are in a gale of wind, stanchion up your main-deck fore and aft; for should a heavy sea break on board, she will go down like a stone, as her frame is very weak, and she has no beam to support it." This precaution was always taken, and le Bourdelois survived; but two sloops of war, the *Railler* and *Trompense*, of the same build, but smaller, both went to the bottom in a gale off Brest, May 16, 1807, and every person on board them perished. Had the above measure been adopted, most probably they would not have foundered. Le Bourdelois was taken by the Revolutionnaire frigate, Oct. 11, 1799, after a chase of 114 miles in nine hours and a half. She was at this time on her second cruise, and had previously outsailed all her pursuers. At the termination of her first trip, during which she took twenty-nine valuable prizes, her owners gave a splendid dinner to her officers; and upon their relating how often she had been chased, her builder being present said "England has not a cruiser that will ever touch her except the Revolutionnaire; and should she ever fall in with that frigate in blowing weather, and be under her lee, she will be taken." This actually occurred on her second cruise. The same builder constructed both vessels.

† See Captain ROBERT BARRIE, C. B.

tagem, reserving his fire till the largest brig had arrived within hailing distance, when he brought her to action; and after a close carronade of more than half an hour, compelled her to surrender. The other vessels observing le Bourdelois could fight both sides at once, behaved very shy on this occasion, and made off when they saw the fate of their commodore; but not before they had received such a dose from the English ship, as effectually spoiled their cruise. The prize proved to be la Curieuse of 390 tons, pierced for 20 guns, mounting 18 long 9-pounders, with a complement of 168 men, about 50 of whom were killed and wounded, including among the latter her commander, Captain George Radelet, who lost both his legs, and survived but a few hours. Many of the prisoners were in an equally pitiable state; and the vessel was so completely torn to pieces, that she went down just as our seamen had removed the last of the wounded Frenchmen from her. The floating wreck buoyed up many from destruction; but Messrs. Spence and Auckland, two promising young gentlemen, with five of Captain Manby's gallant and humane crew, unfortunately perished, in consequence of their perseverance in the meritorious service on which they were employed. The delay occasioned by this unhappy event, securing the prisoners, and repairing damages, detained Captain Manby about three hours before he could pursue the flying enemy; which was done, however, with all alacrity, but without success, as the night favored their escape. They were la Mutine of 300 tons, sixteen long 6-pounders, and 156 men; and l'Esperance of six 4-pounders and 52 men. La Bourdelois at this time mounted twenty-two 32-pr. carronades, and two long 9-pounders, with a complement of 195 men. She had 1 killed and 7 wounded.

The discomfiture of this little squadron saved the scattered fleet from capture, and induced the commodore to write the following official letter, which was transmitted to the Admiralty, with Captain Manby's account of the action:

"Andromache, Barbadoes, Feb. 6, 1801.

"Sir.—Enclosed are two letters from Captain Thomas Manby to me, from which the service he has rendered to the different islands, by destroying a squadron sent out by Victor Hugues, for the interception of the outward bound convoy, speaks for itself.

(Signed) "J. BRADBY."

"To Rear-Admiral Duckworth, &c. &c."

Le Bourdelois having landed her prisoners at Barbadoes, proceeded to Martinique, and convoyed the trade from thence to Jamaica, where Captain Manby joined his noble friend Lord Hugh Seymour, by whom he was sent to cruise in the *Mona* passage, on which service he continued for several months. During the time he was thus employed, a Spaniard came on board from Porto Rico, and begged protection, as he had just murdered his officer. Captain Manby heard his story with indignation, and immediately put the wretch in irons. He then proceeded to the bay of Aquadilla, and sent his first Lieutenant on shore to the Governor, with the assassin, and a laconic epistle, of which the following is a copy :

“ Sir.—The British colours disdain to protect a murderer. I send you one, and hope he will meet the fate he merits. I am, &c. T. MANBY.”

The Governor, much pleased with this act of British generosity, sent back a most complimentary letter, and forwarded a large supply of fruit, vegetables, and many other articles, for the use of le Bourdelois' crew.

Some time after this event, Captain Manby chased a large privateer schooner, mounting 18 guns, into Aquadilla bay, where she anchored under a battery. An effort was made to destroy her, but did not succeed ; and le Bourdelois having received much damage in her masts, yards, and rigging, was obliged to return to Jamaica to refit.

During his absence on a subsequent cruise in the Gulf of Mexico, Captain Manby had the misfortune to receive intelligence of Lord Lord Hugh Seymour's demise, by which he was deprived of a most valuable friend. At the termination of the war, he assumed the command of the *Juno* frigate, and was employed with other ships to watch the motions of a considerable fleet and army sent from France to recover St. Domingo from the Blacks. The *Juno* being at length ordered to England, the merchants of Jamaica, who had often witnessed Captain Manby's activity as a cruiser, collected a large sum of money for him to carry home, and which yielded him a welcome freight. He was put out of commission at Woolwich, in Aug. 1802.

Early in October following, Earl St. Vincent, who then presided at the Admiralty, sent for Captain Manby, and on his arrival said, “ I don't like to see an active officer idle on shore ;

I therefore give you the *Africaine*, one of the finest frigates in the British navy." This ship was soon after commissioned at Deptford, and mounted 48 guns. The short interval between paying off the *Juno*, and his appointment to the *Africaine*, had been passed by our officer at Rainham Hall, Norfolk, the residence of his friend and patron, the Marquis Townshend, by whom he had the honor of being introduced to H. R. H. the Princess of Wales, who was much gratified on viewing the innumerable curiosities collected by Captain Manby on his voyage round the world, and presented by him to the Marchioness Townshend. Many articles from the South Sea were presented to the Princess, likewise some valuable furs of rare animals, procured on the N. W. coast of America; which induced H. R. H., whilst the *Africaine* was fitting out, to honor Captain Manby with several invitations to dinner at Montagu House, Blackheath.

Whilst off Gravesend, on his way to the Nore, Captain Manby received an express from town, directing him to commence an impress at midnight; this order was promptly obeyed, and before sun-rise on the following morning, 394 prime seamen were secured. From the Nore, he proceeded with a 24-gun ship under his orders, to blockade two large French frigates, with troops on board, lying at Helvoetsluys. On this irksome service he continued about two years, during which the *Africaine* had many narrow escapes from the surrounding dangerous shoals, and was once set on fire in several places by lightning, which destroyed the fore-mast, killed 1 of her men, and wounded 3 others.

The blockade of an enemy's port is a service which seldom presents any incident worthy the particular attention of the historian. The unwarrantable detention of Captain Manby's first Lieutenant however, by order of the French consular government, at a time when he was employed in the sacred character of a flag of truce, should not be passed without notice, in a work of this description; but as it is our intention to introduce this subject when the time shall arrive for us to speak of Captain W. H. Dillon, the officer alluded to, it may be sufficient in this place to say, that that gentleman, to the eternal disgrace of the republic, was kept in captivity for the space of five years, notwithstanding many appeals were made by the Bri-

tish nation to Napoleon Buonaparte, the tyrannical ruler of France against such indefensible conduct.

The French frigates which Captain Manby had so long watched, being at length dismantled and passed through the inland canal to Flushing, the *Africaine* was ordered to reinforce the squadron off the Texel, where she continued several months under the command of that most worthy officer, the present Admiral Russell. Previous to his quitting the blockade of Helvoetsluys, Captain Manby, who had never molested the Dutch fishing-vessels, was much mortified on observing several shot fired by order of the French General at Scheveling at the *Africaine's* jolly boat, in which four boys had been sent to take shrimps from a sand bank near the Maas. By way of retaliation, he that night seized sixty large vessels employed in the fishery, most of which were sent to Yarmouth, and then addressed the following brief letter to the French myrmidon:

"Monsieur le General.—As you have prevented my having Shrimps to my Turbot, I will deprive *you* of Turbot to your Shrimps, by taking every fishing vessel you have. I am, &c.

"T. MANBY."

The Hague was thus deprived of the usual supply of fish for many weeks.

During the period Captain Manby was employed off the Texel; and while the *Africaine*, with three cables an end, was riding out a heavy gale of wind, the main piece of her rudder broke near the water line, and before it could be got clear off, occasioned serious injury to the stern post. On the storm abating, the *Glatton* was ordered to see her over to Yarmouth; and accordingly towed her into the entrance of St. Nicholas' Gat; but it being the first of a flood tide when she arrived there, secure anchorage could not be obtained. In the night, a furious gale sprang up from the eastward, two cables parted, and she was only saved from destruction by cutting away all her masts. After refitting at Sheerness, she escorted a large fleet of merchant vessels to Surinam, Essequibo, Demerara, Trinidad, and other islands in the West Indies, and arrived at Barbadoes with a crew of 340 men, in perfect health. There Captain Manby received orders from Sir Alexander Cochrane, to take charge of the homeward bound trade, and to receive on board some invalids from the

naval and military hospitals, for a passage to England. In forty-eight hours after his departure from Carlisle Bay, the yellow fever raged in the most malignant manner; and not an hour passed without one or two gallant fellows being committed to a watery grave. The surgeon and his assistant fell victims to this dreadful disease, the second day after it appeared; and Captain Manby himself took charge of the sick, following the directions of Dr. Armstrong, who kindly came off from St. Kitt's, and recommended ten grains of calomel to be administered every two hours to each patient, and the cold effusion directly after. This had the effect of checking the career of death in a slight degree; but Captain Manby's anxiety for the safety of his valuable charge, added to feelings of the most acute nature, brought on an attack of the fever, which had nearly numbered him with the dead, and made an impression on a good constitution that we fear will never be totally eradicated. At Tortola, a medical assistant was procured; and the *Africaine*, after losing nearly one-third of her officers and crew, arrived in six weeks at Falmouth. On the malignity of the disease being made known, she was ordered to perform forty days quarantine at the Scilly islands, whither a physician was sent from London to attend her. Being at length released, she proceeded to Sheerness, and was there put out of commission.

Captain Manby's next appointment was to the *Uranie* of 36 guns; but that ship, being soon after found very defective, was paid off and taken to pieces. The next frigate that became vacant was the *Thalia*, to which he was appointed by Lord Mulgrave; who likewise gave him the command of a small squadron stationed off Jersey; where he passed a year without any thing particular occurring, except the capture of *le Requin*, a French privateer, of 14 guns. In 1808, he was sent with the *Medusa* frigate and *Locust* brig, under his orders, to look out for two French frigates, supposed to have gone to Davis's Straits for the purpose of destroying our Greenland fishery. On this frigid service he continued twelve weeks, without seeing an enemy. In the course of that period, each vessel received much damage from the ice, as several days frequently elapsed without the possibility of seeing fifty yards in any direction, owing to the prevailing thick fogs;

and the dangers by which they were surrounded could only be avoided by listening for the breakers as they dashed on immense floating masses, many of which measured two hundred feet above the surface of the water, and extended between two and three miles in circumference. On quitting this inhospitable station, the *Thalia* and *Medusa* found an excellent anchorage on the coast of Labrador, affording an abundant supply of wood and water ; which Captain Manby surveyed, and named Port Manvers, in honor of his esteemed friend the late Earl of that name *. From thence he proceeded to Newfoundland, the Western Islands, Cadiz, Gibraltar, and England.

Captain Manby's health was so much impaired by this northern cruise, (having nearly lost the use of his right side,) and several internal complaints, occasioned by the great quantity of calomel he had taken in the West Indies, that his medical advisers strongly urged him to give up his ship, as the only chance of being restored to health. This advice he reluctantly complied with, and nearly four years elapsed before he became sufficiently convalescent to ask for employment. The downfall of Buonaparte soon rendering an application unnecessary, he purchased an estate at Northwold in Norfolk, where he now resides in a state of comfortable independence, anxiously looking for that step which alone can reward an officer who has ever served his country with vigilance, zeal, and fidelity.

Captain Manby married, in 1800, Miss Hamond, of Northwold, by whom he has two daughters. His brother, George W. Manby, Esq., formerly Barrack-Master at North Yarmouth, and who now holds an office of value in the Ordnance department, is the gentleman who brought into practice the method of saving shipwrecked persons, upon a plan published by Serjeant Bell, about twenty years before.

The subject of this memoir is, we believe, preparing for publication a new chart of the South Sea ; a work which will prove that the innumerable islands in the Pacific Ocean are all peopled from the same stock ; and that the same hieroglyph-

* See note at p. 183.

Died June 1834

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POST-CAPTAINS OF 1799.

phical characters are known from one extreme of that sea to the other.

Agent.—Thomas Stilwell, Esq.

RIGHT HON. LORD JAMES O'BRYEN.

THIS officer is the second son of the late Edward O'Bryen, Esq., a Captain in the army, brother of Murrough, the first Marquis of Thomond*. During the greater part of the first French revolutionary war, he commanded the Shark and Childers sloops of war. His post commission bears date Feb. 14, 1799. We subsequently find him in the Emerald frigate, assisting at the capture of St. Lucia and Surinam. The following are extracts from the official letter of Commodore Hood, announcing the reduction of the latter colony :

"Brigadier-General Hughes was ordered on board the Pandour, to endeavour to gain possession of Braam's point ; and instructions were sent to Captain O'Bryen, then lying off the bar, to carry this service, in concert with the Brigadier, into execution : he, with his usual intrepidity, lost not a moment, but as the tide flowed, pushed in over the bar, and anchored close to the battery of seven 18-pounders, followed by Captains Nash and Ferris, in the Pandour and Drake. The fort commenced a brisk fire on the Emerald, but was silenced by a few broadsides after the ships had anchored, without any loss on our side : in it were captured 43 officers and men, 3 of whom were wounded. Not being able to approach nearer in the Centaur, the General and myself removed next morning to the Emerald ; and having summoned the colony, received an answer containing a refusal of the terms. The moment, therefore, the tide served, every effort was made to get up the river, which, from the shallowness of the water, was very difficult, the Emerald having passed through the mud in three feet less than she drew. * * * * The indefatigable zeal of Captains O'Bryen and Nash, in arranging and forwarding the supplies, and Captains Maxwell, Ferris, Waring, and Richardson, in giving aid to the army, as well as Captain Kempt, agent for transports, claim my warmest applause †." * * *

* The O'Bryens are one of the aboriginal families of Ireland, and descended from the kings of Thomond and Munster ; their pedigree is traced with peculiar exactness by the Editor of a Biographical Peerage of Ireland, published in 1817.

† An account of the reduction of Surinam will be found under the head of Sir Murray Maxwell, in this volume.

Some time preceding this event, Captain O'Bryen captured l'Enfant Prodigue, a French schooner of 16 guns, the whole of which were thrown overboard during a chase of seventy-two hours.

On the 29th Nov. 1809, his late Majesty was pleased to grant Captain O'Bryen, his brothers and sisters, the same precedence as if their father, who died in 1801, had survived his brother, the late Marquis, who died without male issue Feb. 10, 1808.

Lord James O'Bryen married, first, a Miss Bridgeman; and secondly, Jane, relict of ——— Horsford, of the island of Antigua, Esq. He is the heir presumptive to the Marquisate of Thomond, now enjoyed by his brother.

Agents.—Messrs. Cooke, Halford and Son.

RICHARD MATSON, Esq.

Post commission dated March 22, 1799,

Agents.—Messrs. Maude.

*Admiral
(see O'Bryen)*

RICHARD RAGGETT, Esq.

THIS officer was made a Lieutenant, Dec. 15, 1778; and obtained the rank of Commander about 1793. From this period he commanded the Pluto and Dart sloops of war, on the Newfoundland, and North Sea stations, until posted, April 21, 1799. The latter vessel formed part of Sir Home Popham's squadron at Ostend, in May 1798*. At the close of the war in 1801, we find him serving as Flag-Captain to Vice-Admiral Sir Henry Harvey, in the Royal Sovereign, a first rate.

Early in 1805, Captain Raggett was appointed to the Leopard 50, bearing the flag of the late Admiral Billy Douglas, on the Downs station. In 1807, he commanded the Africaine frigate, and conveyed Lieutenant-General Lord Cathcart from England to Swedish Pomerania, at that period invaded by a French army, and defended by the Swedish Monarch in person †. On the arrival of Admiral Gambier in the

* See Vol. I. note at p. 713, *et seq.*

† Gustavus, King of Sweden, after a most heroic defence, was obliged

Sound, with a fleet destined to attack Copenhagen, he proceeded with the same nobleman to join the expedition ; and after the surrender of the Danish navy, had the charge of fitting out one of the captured frigates, which was conducted safely to the river Medway, by part of the *Africaine's* crew. Towards the close of the same year, he accompanied a small armament under Sir Samuel Hood, sent to obtain possession of Madeira ; the garrison of which island surrendered without resistance on the 26th Dec. He has since commanded the *Defiance*, *Conqueror*, *Spencer*, and *Albion*, third rates. The latter ship was put out of commission, May 31, 1822.

Agent.—J. Hinxman, Esq.

JOHN MACKELLAR, Esq.

THIS officer, a descendant from an old and highly respectable family in Argyleshire, is the eldest son of the late General Patrick Mackellar, a Colonel of the Royal Engineers, by Miss Elizabeth Basaline, of Minorca, on which island he was born about 1768 *. He entered the naval service as a Midship-

to evacuate Stralsund and retire to the island of Rugen ; from whence he proceeded to Carlsrona in a Swedish ship of war, accompanied by the British sloop *Rosamond*, commanded by the present Captain J. W. Deans Dundas, who had been for some time stationed in Pert Bay, for the purpose of receiving his Majesty, in the event of his being obliged to abandon the capital of Pomerania.

* General Mackellar was descended from the Lairds of Main and Dale, where the family possessed considerable landed property. His eminent services at the reduction of Quebec, the Havannah, and other places, are thus alluded to by General Mercer, of the same corps, in a letter addressed to Captain John Mackellar, dated at Plymouth, Jan. 29, 1803 :

“ Dear Sir.—As I had the happiness of serving under your late father, for upwards of eleven years, it gives me much pleasure to comply with your wish, and to state my real sentiments of his character in public and private life. The late Colonel Mackellar, of the corps of Royal Engineers, was, in all respects, a most excellent and moral man. He was an accomplished gentleman and scholar, and a most excellent officer. He had seen much, and to him, most honorable service ; and, as a professional man, we had not then, nor do I now believe we can produce, his equal in point of general knowledge. He was Chief Engineer, under General Wolfe, at Quebec ; and his professional ability, and unremitting exertions, were, in a great measure, the means of preventing that place from falling into the

man on board the Romney, a 50-gun ship, bearing the broad pendant of Commodore Johnstone, Jan. 6, 1781; and was badly wounded in the leg during the action with M. de Suffrein, in Porto Praya bay †. He subsequently served under Captains J. W. Payne Carnegie (now Earl of Northesk), Adam (afterwards Viscount) Duncan, Benjamin Caldwell, John Knight, and William Domett; in the Enterprize of 28 guns, on the West India and American stations; Edgar 74; Phoenix frigate; Alcide a third rate, and Barfleur of 98 guns, fitted for home service; Salisbury 50, at Newfoundland; and Victory, a first rate, in the Channel.

During a cruise off the Havannah, the Enterprize assisted at the capture of two valuable Spanish polacres; a privateer of 16 guns and 70 men, under American colours; and six other armed vessels: also at the destruction of the Count de Grasse, carrying 20 guns and 110 men. She subsequently sent her boats, one of which was commanded by Mr. Mackellar, up a river, to destroy the store-houses belonging to two plantations; a service which was effectually performed, after defeating a party of native militia, who opposed their landing. They returned to the ship in safety, bringing with them a considerable quantity of sugar. Whilst on the coast of America, she drove on shore a brig privateer, of 16 guns; and captured the Mohawk of 22 guns and 125 men. Mr. Mackellar was employed in one of the two boats sent to des-

hands of the French, when they afterwards attacked it; when, by the advice of your father, battle was given by General Murray, and the enemy were completely defeated, and put to the rout. In this engagement Mackellar was dangerously wounded, being shot through the body*. He served as Chief Engineer at the taking of Martinique, Guadaloupe, and at the siege of the Havannah; and closed a most honorable life when Chief Engineer at Minorca, (in 1779). It must afford you great pleasure to recollect and reflect upon the character and virtues of such a father. * * *

"I am, dear Sir, most sincerely yours,

(Signed) "ALEX. MERCER."

"P. S. I forgot to mention, that he was of very great service in General Braddock's unfortunate engagement; and that he was wounded at Oswego."

* General Mackellar was badly wounded in six places.

† See Vol. I. note at p. 268, *et seq.*

troy the former, which was accomplished, notwithstanding the resistance made by her crew, supported by some military, and the presence of several French men of war lying in Boston harbour. The Mohawk was afterwards commissioned as a sloop of war. Subsequent to the general pacification, the Enterprize took possession of Montserrat, Nevis, St. Kitt's, and Dominica; which islands had been restored to Great Britain by the treaty of Versailles. She was paid off at Deptford May 26, 1784; and from that period Mr. Mackellar served in the abovementioned ships *, until 1790, when he was promoted to the rank of Lieutenant in the Circe frigate, employed cruising in the Channel.

A few months after the commencement of hostilities against the French republic, our officer was appointed to the Assistance of 50 guns; in which ship we find him serving as first Lieutenant, at the capture of l'Elizabeth, mounting 40 guns, with a complement of 300 men, by the squadron under Vice-Admiral Murray, on the Halifax station, Aug. 28, 1796.

In Jan. 1797, Captain Mowatt, of the Assistance, having succeeded to the command of the squadron employed in North America, appointed Lieutenant Mackellar to the command of a sloop of war recently launched at Bermuda; but, on the arrival of Vice-Admiral Vandeput, he was superseded and obliged to return home as a passenger on board the St. Albans 64. On his arrival in England, he was confirmed as a Commander, by commission dated July 5, 1797; and in November following, he was appointed to the Minerva frigate, armed *en flute*.

The Minerva formed part of the expedition sent against Ostend, in May 1798; and Captain Mackellar, then labouring under a severe attack of dysentery, after distinguishing himself by his activity and zeal, appears to have been included in the capitulation by which the British troops, under Major-General Coote, and a detachment of seamen, landed from Sir Home Popham's squadron, surrendered themselves as prisoners of war to a very superior French force †.

* The Barfleur and Victory bore the flag of the late Viscount Hood; and the Salisbury that of Admiral Milbanke.

† See Vol. I. note at p. 713, *et seq.*

The following is an extract from the general order, issued by the military commander-in-chief, dated Sand Hills, near Ostend, May 20, 1798 :

"To Captains Winthrop of the *Circe*, and Mackellar of the *Minerva*, Major-General Coote cannot sufficiently express how highly he is satisfied with the great assistance he has derived from those officers, by their support to the general object of the expedition ; in conveying up to the basin gates, the powder and materials necessary for their destruction, and the effectual manner in which this object has been accomplished. To Captain Mackellar, the Major-General has in a particular manner to convey his marked approbation for his able conduct in lashing the vessels to the basin gates after the explosion ; and in setting fire to and burning them."

Captain Mackellar continued a prisoner in the citadel of Lisle until the month of December following, when he had the good fortune to be exchanged. The following is an extract from a letter written to him at a subsequent period, by Major-General Harry Burrard, one of his fellow captives :

"To your exertions, and those of Captain Winthrop, I have always considered the service as extremely indebted, both in taking the command of transporting the necessary combustible materials, and in arranging them for the required effect. I well remember your particular exertions, after the mine was sprung, in burning the vessels, and lashing them to the flood-gates, to consume the whole ; and during the attack upon us the next morning, you did every thing an officer could do in your situation. When, a few days afterwards, I joined you in the citadel of Lisle, and found that the French Commandant, with much liberality, but at his own risk, allowed us the command of our own men, I soon had reason to rejoice that an officer of your firmness of character, had the management of those who, generally speaking, I considered as a very ungovernable, I may say, mutinous set of fellows. The quota furnished, I believe, by two of the frigates, were well behaved, and might be depended upon ; the rest, above 100, were mostly from the gun-brigs, Irish and lawless, as undisciplined and difficult to keep under as any men I have ever seen. We all considered ourselves as much indebted to you, when, at the extreme hazard of your life, you went into them, when in a state of mutiny, and at a time the Commandant, notwithstanding his good will, found it necessary to point guns at them. By your spirit and firmness, you brought them at length to a more sober way of thinking ; shielding us all from the rigorous treatment reasonably to be expected from such a government at such a time." After noticing his attention to the victualling and clothing of his men, together with his anxiety about those who fell sick, the Major-General tells Captain Mackellar, "These sentiments were not those of the moment only. We remained together," says the gallant officer, "confined strictly to the citadel, for above six months, where I had leisure, and surely opportunity enough to

collect these observations with correctness. I shall only add, that to your firmness I consider we owed much of that lenity we continued to experience; for had it not been for those exertions, and the support you gave your officers, the very undisciplined state of the crews with us, must have made it necessary for the government to be much more rigorous."

After commanding the *Wolverene* sloop of war for a very few days, Captain Mackellar was appointed to the *Charon*, a 44-gun ship, fitting for the Mediterranean station *; and on his arrival at Gibraltar, April 27, 1799, he received a post commission dated that same day, as a reward for his conduct at Ostend, but particularly for remaining on shore with the certainty of being made a prisoner, for the express purpose of giving his aid to Major-General Coote, by assuming the command of the seamen who had unavoidably been left without an officer of sufficient rank to direct them, at a moment when the presence of one was absolutely necessary.

From Gibraltar, Captain Mackellar proceeded to Constantinople with presents for the Grand Seignior, and a transport having on board a number of artificers and artillerymen, sent to instruct the Turks in their respective branches of military science. On his return he called at Smyrna, Sicily, and Minorca, for the homeward bound trade collected at those places; the whole of which he conducted in safety to the rock, where he was charged with despatches for England. On his passage thither, he chased a privateer schooner, which escaped, after throwing overboard her guns, 14 in number, boats, spars, and anchors. He subsequently assisted at the evacuation of the Helder.

Captain Mackellar's next appointment was to the *Jamaica* of 26 guns, in which ship he escorted a fleet of merchantmen to and from the Baltic, re-took an English mast-ship, and a brig laden with corn; and obliged a large privateer, commanded by the famous Blackeman, to lighten herself of guns, &c., in order to avoid capture. In March 1801, he was appointed to the *Terpsichore* frigate, employed blockading Boulogne and Calais; on which service he continued till June following, when he received orders to sail for the East Indies with despatches, and a large quantity of specie.

In Dec. 1801, whilst the *Terpsichore* was under repair at

* See p. 204.

Bombay, the Governor of that Presidency received information that the Portuguese authorities on the coast of Malabar, expected a French squadron, with a body of troops, to take possession of their settlements ; and feeling the importance of preventing the enemy establishing themselves at Demaun and Isle Diu, applied to Captain Hargood, of H. M. S. Intrepid, the senior officer present, for assistance. The Intrepid and Terpsichore being in a dismantled state, Captain Mackellar instantly volunteered to take the command of an expedition; and his offer being accepted, sailed the same evening in the Marquis Cornwallis of 48 guns, accompanied by the Upton Castle Indiaman, Betsy, an armed brig belonging to the Hon. Company, and several smaller vessels, on board of which were embarked 1000 regulars and native troops ; it being intended to have recourse to force, should the Governors of Demaun and Isle Diu refuse to admit British reinforcements. The object of the armament, however, was gained by the address used upon the occasion, and to the entire satisfaction of the government of Bombay, as will appear by the following official document :

“ Political Department, Bombay Castle, Jan. 18, 1802.

“ Sir.—I am directed by the Governor in Council, to acknowledge the receipt of your letter of the 14th inst., with enclosures ; and to express to you his entire satisfaction and thanks for the services you have lately rendered, in conveying British reinforcements to the Portuguese settlements of Demaun and Diu ; and for the able and successful manner in which the object of this expedition has been accomplished.” * * *

(Signed) “ R. RICHARDS, *Sec. to Govt.*”

“ *To Captain John Mackellar.*”

On the 27th March following, information was received at Bombay, that the Governor (Hon. Jonathan Duncan), who had gone to arrange a dispute with some of the native powers in the Guzeret country, was unexpectedly attacked, and having lost many of the troops who formed his escort, compelled to entrench himself at Surat. This being “ a case of the greatest emergency, and of particular importance to the reputation of the British name in India,” the Political Department requested Captain Mackellar, the then senior officer at Bombay, to proceed to Goa, at that time blockaded by Sir William Clarke, and convey the troops under that officer's orders from

thence to Surat. Captain Mackellar instantly sailed in the *Terpsichore*, accompanied by the *Trident* 64, *Betsy* armed brig, and two *Indiamen*, joined Captain Hargood at Goa; and such was the alacrity of all parties on this occasion, that in seven days from his leaving Bombay, 3000 troops were landed at Surat, the natives defeated, and Governor Duncan again in possession of the country. For his exertions in thus promoting the public service, Captain Mackellar was again honored with the thanks of the Bombay Government. We subsequently find him employed in the blockade of Goa.

In May 1804, the subject of this memoir was, after a short period of inactivity, appointed Agent for Transports and Prisoners of War, and Governor of the Naval Hospital at Halifax, where he continued about six years. Soon after his return, seeing no prospect of immediate employment afloat, he solicited permission to join the Spanish navy, and having procured strong letters of recommendation from Admiral Apodaca (the Ambassador at the Court of St. James's) to the Cortes at Cadiz, he proceeded thither in the *Prevoyante* store-ship; but on his arrival found the Spanish marine in so cramped and inefficient a state, as to preclude all hope of obtaining a command suitable to his rank. He therefore relinquished the idea, and proceeded to his native island, at that time the rendezvous of the British fleet, from whence he returned to England in 1812.

On the 2d Aug. 1815, our officer was nominated Flag-Captain to Rear-Admiral J. E. Douglas, with whom he proceeded to Jamaica in the *Salisbury* of 58 guns; from which ship he exchanged into the *Pique* frigate, Mar. 17, 1817. Previous to his departure from the station, he had the gratification of receiving the following address from the principal merchants of Kingston:

“ Kingston, Sept. 21, 1818.

“ Sir.—We the undersigned merchants of this city, cannot suffer you to leave the station without conveying to you the high sense we entertain of your conduct.

“ Your kind solicitude evinced on every occasion for the welfare of the trade of this island, and your great attention to the safety of the convoys with which you have been entrusted, deserve the thanks of this community at large; but those who have known and felt the good effects of your exertions, are bound more particularly to address you on this occasion.

"We hope your services will be duly appreciated on your return to the mother country; and with a tender of our sincere wishes for your health and prosperity, we remain, with the highest respect, &c. &c. &c."

Signed by GEORGE KINGHORN, *Mayor*, and the principals of forty-nine commercial firms.

The Pique, on her passage home, encountered a dreadful hurricane, and nearly foundered: she was paid off at Deptford, in Dec. 1818; since which Captain Mackellar has twice visited the continent. He is married, and has three daughters. His only brother, Colonel Neil Mackellar, C. B. was Aid-de-Camp to Sir Adam Williamson, in all the battles at St. Domingo; served at the reduction of the Danish islands, by Sir John T. Duckworth; and commanded a brigade during the late war in India, where he at present commands the 2d battalion of the Royal Scots, in which corps he has served ever since the commencement of his military career in 1788.

Agent.— ——— Mc. Inerheny, Esq.

JAMES OUGHTON, Esq.

THIS officer was made a Lieutenant, Sept. 30, 1783; served as such on board the Queen of 98 guns, bearing the flag of Rear-Admiral Gardner, in the memorable battle of June 1, 1794; and was appointed to the command of the Hector bomb, early in 1798. This vessel formed part of Sir Home Popham's squadron at Ostend, in the spring of the same year. He afterwards commanded the Sphynx, Isis, Windsor Castle, and Leander, the three latter bearing the flag of the late Sir Andrew Mitchell, with whom he served at the capture of the Helder, in Aug. 1799, off Brest, and on the Halifax station. His post commission bears date May 15, 1799.

Agent.— ——— Mc. Inerheny, Esq.

GEORGE BARKER, Esq.

THIS officer was promoted to the rank of Lieutenant, Mar. 15, 1782; commanded the Incendiary fire-vessel, and assisted at the destruction of a French store-ship off Ushant,

Jan. 8, 1797, and obtained post rank June 8, 1799. During the late war he was employed as Regulating Captain at Bristol.

Agent.— Thomas Stilwell, Esq.

CHARLES ADAM, Esq.

THIS officer was a Midshipman of the *Monarch* 74, and commanded a gun-boat at the capture of the Cape of Good Hope, in 1795 *. His good conduct on that occasion was particularly mentioned in Sir George Keith Elphinstone's public letter to the Admiralty. In the following year we find him commanding the *Swift* sloop of war, and subsequently the *Albatross*, on the East India station, where he obtained the rank of Post-Captain in *la Sybille*, of 48 guns and 300 men, June 12, 1799.

On the 23d Aug. 1800, *la Sybille* assisted at the capture of five Dutch armed vessels, and the destruction of twenty-two merchantmen, in Batavia Roads †. Five days afterwards her boats captured a brig of 6 guns and 16 men, from Samarang, laden with rice. In October following she took no less than twenty-four Dutch proas, four of which mounted 6 guns each, laden with coffee, sugar, and rice, and five others in ballast.

On the 19th Aug. 1801, Captain Adam being off the Seychelles, observed signals flying on *St. Anne's*; upon which he hoisted French colours, stood round the island, and discovered an enemy's frigate, with her foremast out, and some smaller vessels, lying in Mahé Road, the passage to which was extremely intricate, being formed by many dangerous shoals. The necessary preparations having been made, and a man placed at the mast head to look out for shoal water, *la Sybille* stood in to attack the enemy, who at 10 A. M. fired a shot, and shewed her colours: in fifteen minutes after *la Sybille*, now under English colours, came to an anchor, with a spring on her cable, and at 10^h 25^m commenced a smart fire, which was instantly returned by the French frigate, assisted by a well-constructed battery, erected in a raking position on the neighbouring shore, from whence hot shot were frequently

* See Vol. I. p. 47. *et seq.*

† See Vol. I. p. 771.

fired. The cannonade was kept up with great spirit for nearly twenty minutes, when the enemy struck her colours, cut, and drifted on a reef. While an officer and party went to take possession, *la Sybille* brought her broadside to bear on the battery, the fire from which soon ceased.

The prize proved to be *la Chiffonne*, of 42 guns, four of which, from her unengaged side, were mounted in the battery on shore, and a complement of 250 men, 23 of whom were killed, 30 wounded, and about 100, including those stationed at the battery, effected their escape. *La Chiffonne* had sailed from Nantz on the 14th April preceding, for the purpose of landing 32 persons on the Seychelles, who had been suspected of conspiring against the life of Napoleon Buonaparte, at that time First Consul of the French republic. She was quite a new frigate. Her fore-mast had been taken out and landed, in order to have the cheeks, a fish, and some hoops replaced. *La Sybille* had only 2 men killed, and a Midshipman slightly wounded*.

Although *la Chiffonne* would certainly have been no match for *la Sybille* in an action at sea, the dangerous circumstances under which she had been approached and attacked, entitle Captain Adam, his officers, and crew, to a considerable degree of credit. The enemy was, it is true, inferior to the British frigate in point of guns and men; but she had such advantages of position, as more than counterbalanced the deficiency.

On his arrival at Madras, in company with *la Chiffonne*, Captain Adam was presented by the Insurance Company of that place with an elegant sword, value 200 guineas. He returned to England in *la Sybille*, April 20, 1803, and at the renewal of the war was appointed to the command of his prize, which had been added to the British navy as a 36-gun frigate. He subsequently served in the North Sea.

* Captain Adam at the same time took possession of a schooner and a grab ketch, under French colours; the former he gave over to Lieutenant Campbell, late of the *Spliffire* schooner, who had been wrecked on the *Sherhome Duboplam*, an African island hitherto unknown to the English, and recently discovered by the inhabitants of the Seychelle islands. Lieutenant Campbell having charge of despatches from Bombay, bound to the Red Sea, was thus enabled to proceed on his voyage.

On the 10th June, 1805, at 7 A. M. a division of the French flotilla, consisting of two corvettes and fifteen gun-vessels, carrying in the whole 51 guns, 4 eight-inch mortars, and 3 field-pieces, accompanied by fourteen transports, sailed from Havre, bound to Fécamp; and when about mid-way between those places, were chased by Captain Adam, who was cruising off the coast with the Falcon sloop of war, Clinker gun-brig, and Frances armed cutter, under his orders. At about 9^h 30' la Chiffonne, then in 10 fathoms water, considerably a-head of her companions, and close in with the flotilla, opened her fire upon the enemy's van; but in a quarter of an hour, shoaling her water, was compelled to haul farther off. At about 10^h 30', by which time the Falcon and Clinker had closed, she recommenced firing; and shortly afterwards one of the French vessels was observed in flames, which were, however, soon extinguished; at the same time some of the other vessels ran on shore. Towards noon la Chiffonne again hauled out into deeper water. Two hours afterwards the attack was renewed, and at 3^h 15' P. M. one of the enemy's brigs had her fore-topmast and main-mast shot away. As the British passed along the coast, the forts kept up an incessant fire of shot and shells, and continued to do so until the flotilla, &c. had completely sheltered themselves under the batteries at Fécamp. The engagement did not cease till past four o'clock; by which time la Chiffonne had been much cut up in her rigging, received a shot between wind and water, besides several higher up, and sustained a loss of 2 men killed, and 3 wounded. The Falcon suffered in rigging and sails, and had 4 men wounded; the Clinker, 1 killed and 1 wounded. The French admit a loss of 3 killed and 12 wounded, including the commander of a gun-brig.

Towards the latter end of the same year we find Captain Adam commanding the *Resistance*, a fine new frigate, in which he captured l'*Aigle*, a French privateer of 14 guns and 66 men, near the Owers, Dec. 27, 1807. On the 8th Mar. 1807, his boats destroyed an armed schooner, and a *chassé marée*, in the port of Archové, near Cape Machicaco. This service was performed under the directions of Lieutenant Corbyn, who had previously carried a battery which commanded the harbour.

Captain Adam's next appointment was to the *Invincible* 74, on the Mediterranean station. In that ship he was employed on the coast of Catalonia, co-operating with the Spanish patriots, to whose cause he rendered great service by his activity and exertions.

The *Invincible* formed part of a squadron under Captain (now Sir Edward) Codrington, assisting in the defence of Tarragona, during the siege of that ill-fated city, by Marshal Suchet's army, in 1811. The following is an extract from the public letter of that excellent officer, to Admiral Sir Charles Cotton, Bart., dated June 29 :

"I cannot conclude my history of our operations at Tarragona without assuring you, that the zeal and exertion of those under my command, in every branch of the various services which have fallen to their lot, have been carried far beyond the mere dictates of duty. The *Invincible* and *Centaur* have remained with me the whole time, immediately off Tarragona ; and Captains Adam, White, and myself, have passed most nights in our gigs, carrying on such operations under cover of the dark, as could not have been successfully employed in sight of the enemy ; I do not mean as to mere danger, for the boats have been assailed with shot and shells both night and day, even during the time of their taking off the women and children, as well as the wounded, without being in the smallest degree diverted from their purpose. It is impossible to detail in a letter all that has passed during this short, but tragic period. But humanity has given increased excitement to our exertions ; and the bodily powers of Captain Adam have enabled him, perhaps, to push to a greater extent that desire to relieve distress, which we have all partaken in common *."

* The French army under Marshal Suchet marched upon Tarragona about the end of April, 1811, and the investment of that city was completed to the sea, on the 4th May. Its defence became more obstinate as the siege advanced ; for being open by sea, it was able to receive succours of every kind, by means of the English squadron on the coast. On the 21st June, the enemy made a furious assault, and after much bloodshed on both sides, obtained possession of the lower town and its dependencies, by which event 80 pieces of cannon fell into their hands. Although scarcely any hopes now remained of an effectual resistance, the garrison in the body of the place still held out, and determined to await a final assault. This took

In April 1813, a party from the *Invincible*, in conjunction with some Spanish troops, surprised and obtained possession

place on the afternoon of the 28th ; when, a practicable breach being made, the assailants rushed in, and almost immediately carried the town. Suchet, who, in a former despatch, had expressed his apprehension of being obliged "*to set a terrible example, and intimidate for ever Catalonia and Spain, by the destruction of a whole city,*" too well verified his menace. He thus relates the catastrophe :

"The fury of the soldiers was increased by the resistance of the garrison, who every moment expected their deliverance, and thought to secure success by a general sortie. The fifth assault, still more vigorous than the preceding, made yesterday in broad day on the fortification, has occasioned a horrible massacre, with but little loss on our side. The terrible example I foresaw with regret, in my last report to your highness, has taken place, and will for a long time be recollected in Spain. Four thousand men have been killed in the city ; from 10 to 12,000 endeavoured to make their escape over the walls into the country ; 1000 have been sabred or drowned ; nearly 10,000, of whom 500 are officers, have been made prisoners, and are setting off for France ; nearly 1000 wounded are in the hospitals of the city, where their lives were respected in the midst of the carnage. Three Field-M Marshals and the Governor are among the prisoners : many others among the slain ! !"

Further particulars of this day of horror are given in Captain Codrington's letter, from which we have just quoted. He described the panic that prevailed on the entrance of the French, in the following words :

"Those already without the walls stripped, and endeavoured to swim off to the shipping, while those within were seen sliding down the face of the batteries ; each party thus equally endangering their lives more than they would have done by a firm resistance to the enemy. A large mass of people, some with muskets and some without, then pressed forward along the road, suffering themselves to be fired upon by about 20 French, who continued running beside them at only a few yards distance. At length they were stopped entirely by a volley from one small part of the enemy, who had entrenched themselves at a turn of the road, supported by a second a little higher up, who opened a masked battery of two field-pieces. A horrible butchery then ensued ; and shortly afterwards the remainder of these poor wretches, amounting to above 3,000, tamely submitted to be led away prisoners by less than as many hundred French. The launches and gun-boats went from the ships the instant the enemy were observed by the *Invincible* (which lay to the westward) to be collecting in their trenches ; and yet, so rapid was their success, that the whole was over before we could open our fire with effect. All the boats of the squadron and transports, were sent to assist those who were swimming, or concealed under the rocks ; and, notwithstanding a heavy fire of musketry and field-pieces, which was warmly and successfully returned by the launches and gun-boats, from 5 to 600 were then brought off to the shipping, many of them

of a French battery at Ampolla, and carried the town of Perello by storm; by which means two of the enemy's privateers, employed in maintaining a correspondence with Tarragona, and intercepting the trade passing the mouth of the Ebro, were taken; and the communication between Tortosa and the Col de Balaguer was much straightened*.

Early in June following, the fort of the Col de Balaguer, situated in a most difficult pass, through which the high road from Tortosa to Tarragona winds, armed with 12 pieces of ordnance, including 2 ten-inch mortars, and 2 howitzers, with a garrison of 101 officers and men, was taken after a siege of five days, by a naval and military force under the command of Captain Adam and Lieutenant-Colonel Prevost, of the 67th regiment †. On the following morning, those

badly wounded. * * * * Our own ships, as well as the transports, have been the receptacles of the miserable objects which saw no shelter but in the English squadron; and you will see by the orders which I have found it necessary to give, that we have been called upon to clothe the naked, and feed the starving, beyond the regular rules of our service."

Captain Codrington further stated, "that General Contreras, the Commandant of the garrison, (to whose exposition of the siege we have already alluded at p. 873, of our first volume,) was reported to have been wounded and taken prisoner, but not before he had particularly distinguished himself; that the Governor of Tarragona (Gonzales) with a handful of men, defended himself to the last, and was bayoneted to death in the square, near his own house; that man, woman, and child, were put to the sword upon the French first entering the town; and afterwards, all those found in uniform, or with arms in their houses; and that the females of all ages underwent the most brutal violation; after which many of them were said to have been thrown into the flames, together with the badly wounded Spaniards. A thousand men were left by the ferocious Suchet to destroy the works, and the whole city was set on fire."

Thus fell Tarragona; and thus, through treachery, or if we may be allowed to use a softer term, through heinous neglect on the part of Spanish officers holding the most responsible situations, who omitted to have ammunition forwarded in sufficient quantity to the troops stationed on the walls, the French were afforded an opportunity of carrying on their designs against the southern provinces of Spain, without apprehension of any considerable force remaining behind to check their movements. "*Had I been assisted by the army on shore,*" says General Contreras, "*as I was assisted by the squadron of Commodore Codrington, Tarragona certainly would not have fallen.*"

* See Commander JOSEPH CORRYN, in our next volume.

† See Captain W. F. CARROLL, C. B.

officers, accompanied by four others, and the same number of dragoons, set off to reconnoitre in the direction of Tortosa. After riding about sixteen miles, and when turning the corner of a road, they suddenly fell in with Suchet's advance guard of cavalry, who immediately charged them, and took one of the dragoons prisoner. Finding they had got into a scrape, Captain Adam and his companions retreated with all speed towards the Col de Balaguer, and fortunately succeeded in reaching Fort St. Phillipe, which they blew up a few days afterwards, in consequence of Sir John Murray abandoning the siege of Tarragona.

Captain Adam at present commands the Royal Sovereign yacht. He married, Oct. 4, 1822, Elizabeth, daughter of the late Patrick Brydone, Esq.

Agent.— — Muspratt, Esq.

JOHN STILES, Esq.

THIS officer was made a Lieutenant, Sept. 12, 1781; and served as such in the boats of the Windsor Castle, a second rate, at the destruction of the French ships and arsenal at Toulon, Oct. 18, 1793 *. In the following year, we find him assisting at the reduction of Bastia †. He obtained the rank of Commander in 1797; and was posted from the Camelion sloop of war into the Theseus 74, on the Mediterranean station, June 14, 1799.

During part of the late war, Captain Stiles commanded the Alcmena frigate, and Adamant of 50 guns. In the latter ship he captured the Nostra Senora de los Dolores, of 30 guns and 315 men, May 6, 1806. Previous to his quitting the Adamant, he received a piece of plate, value 500 guineas, as a present from the Hon. East India Company, for his care and attention to two of their fleets which had been put under his protection. Mrs. Stiles died March 31, 1816.

Agents.—Messrs. Maude.

MICHAEL HALLIDAY, Esq.

THIS officer was born in Dec. 1765, at St. Petersburg; where his father, a native of Dumfriesshire, N. B., practised

* See Vol. I. p. 294, *et seq.*

† See *id.* p. 251.

as a Physician, and an inoculator of the small pox, after the introduction of that system into the Russian empire, by Baron Dimsdale. He entered the British naval service in Feb. 1782, as a Midshipman, on board the *Africa* of 64 guns; which ship formed part of the fleet under Sir Edward Hughes, in his last battle with M. de Suffrein, June 20, 1783*; on which occasion Mr. Halliday received a slight wound in the arm. The total loss sustained by the *Africa*, was 5 killed and 25 wounded.

Mr. Halliday, after serving for a short time in a merchant vessel, completed his time as a Midshipman in the Crown 64, *Fairy* sloop of war, and *Sprightly* cutter. He then accepted a Lieutenantcy on board the *Twelve Apostles*, a Russian first rate, and served under several Admirals; one of whom, Povalishin, was killed in a general battle with the Swedes†. At the commencement of the war between England and the French republic, he embarked as a Master's-mate in the *Nymphe* frigate, commanded by the present Viscount Exmouth; his promotion to the rank of Lieutenant in the British navy took place about Oct. 1793.

Mr. Halliday was first Lieutenant of the *Inspector* sloop of war, during the West India campaign in 1794; and subsequently served in the *Stag* frigate, *St. George*, a second rate, and *Phoebe* of 44 guns, the latter commanded by Captain (now Sir Robert) Barlow, whom he gallantly seconded in the action with *la Nereide*, a French frigate, which surrendered after a running fight of some duration, and close action of forty-five minutes‡.

In July 1798, Lieutenant Halliday was made a Commander, and appointed to the *Woolwich* 44, armed *en flute*. On the 29th June in the following year, he obtained post rank in the *Leander*, a 50-gun ship, which had been re-captured from the French at Corfu, and restored to England by the Russians§. During the greater part of the late war, Captain Halliday commanded the *Sea Fencibles* at Penzance.

Agent.—

* See Vol. I, note at p. 425. † See *id.* note §, at p. 292, *et seq.*

‡ See Vol. II. p. 45, *et seq.* § See Vol. I, p. 397.

WILLIAM GRANGER, Esq.

THIS officer was a Lieutenant of the *Fortitude*, a third rate, at the reduction of Corsica, in 1794. He afterwards commanded the *Hope* and *Rattlesnake* sloops of war, and *Jupiter* 50, stationed at the Cape of Good Hope; *Hyæna*, a 20-gun ship, during the expedition to the Baltic, in 1801; *Semiramis* frigate, and *Cæsar* of 80 guns. His post commission bears date July 22, 1799.

Agents.—Messrs. Maude.

JOHN CHAMBERS WHITE, Esq.

THIS officer was made a Lieutenant about 1790; appointed to the command of the *Sylph* sloop of war in 1795; and captured the *Mercury*, a Dutch brig of 16 guns, off the *Texel*, May 12, 1796. In September following, he took the *Phoenix* French privateer of 4 guns, and 32 men.

On the 27th July 1797, the *Sylph* being on a cruise to the southward of Ushant, in company with the *Pomone*, *Artois*, and *Anson* frigate, and the *Dolly* cutter, discovered fourteen sail of vessels, escorted by *la Calliope* of 36 guns, a corvette, and an armed brig, standing into *Hodierne* bay. The two latter escaped round the *Penmarks*; but the frigate, not being able to follow them, cut away her masts and ran ashore. Captain White, with great promptitude stood in, and by a well-directed fire, prevented her crew from using any means to save the ship or stores. The next day she went to pieces. Eight of the vessels under her convoy, laden with naval stores, provisions, and clothing, were captured; and two others destroyed. In this affair the *Sylph* had 6 men wounded.

On the 11th Aug. following, Captain White joined in an attack made upon a French convoy at the entrance of the *Sable d'Olonne*, on which occasion 2 of his crew were killed, and 4 others wounded. A few days afterwards, he assisted at the capture of five coasting vessels, and destruction of *le Petit Diable*, a French cutter of 18 guns and 100 men*.

In Feb. 1798, the *Sylph* formed part of a squadron under

* See Vol. I. p. 403.

the orders of the Hon. Captain Stopford, when that officer captured la Legere a French ship privateer of 18 guns and 130 men. She subsequently intercepted the Eliza, an American ship, with a valuable cargo, from Batavia, *via* Boston, bound to Amsterdam; la Fouine, a French national lugger of 8 guns; two Spanish letters of marque, richly laden; le Debut, a French brig of 8 guns, pierced for 16, bound to Cayenne with merchandise; and El Golondina, a Spanish packet, pierced for 20 guns, but with only 4 mounted.

Captain White was promoted to post rank, Aug. 2, 1799; and in Nov. 1800, obtained the command of the Renown, a third rate, bearing the flag of Sir John Borlase Warren, then on the point of sailing for the Cadiz station.

Early in 1801, an armament under Rear-Admiral Gantheaume sailed from Brest, during the temporary absence of our fleet, and after capturing the Success frigate, Incendiary fire-vessel, and Sprightly cutter, arrived in safety at Toulon, on the 19th Feb. Sir John Warren, on receiving information that the enemy had been seen in the Straits of Gibraltar, lost no time in proceeding up the Mediterranean, with the intention of following them, should they make a push for their supposed destination, the coast of Egypt. Having refitted his squadron at Minorca, he sailed from that island on the 24th Feb.; but during the ensuing night, experienced a heavy gale of wind, with much thunder and lightning, which killed 3 men and wounded 2 others, on board the Renown, and did much damage to the other ships, thereby obliging him to put back.

On the 4th March, the squadron being again fit for service, Sir John Warren quitted Port Mahon and steered for Palermo, from whence he went to the Bay of Naples. On the 25th of the same month, being then on his way to reconnoitre Toulon, he was joined by the Salamine brig, whose commander informed him Rear-Admiral Gantheaume had left that port with seven sail of the line and three frigates, six days before. Sir John immediately altered his course to the eastward, and at day-break on the 26th, fell in with the enemy between Sardinia and Maritimo. All sail was instantly made in chase, and towards the evening the British appeared to be gaining upon them; but unfortunately the night proved very foggy,

of which the French Admiral is supposed to have availed himself, by hauling to the northward, as they were not to be seen the next morning*.

It being reported that the enemy's squadron had embarked upwards of 4000 troops at Toulon, Sir John Warren lost no time in proceeding towards Alexandria, hoping to prevent such a reinforcement from joining the French army in Egypt. On his forming a junction with Lord Keith on the 20th April, he received the melancholy tidings of the death of his only son, an officer in the guards, who had recently been killed in battle.

From Alexandria, Sir John was sent with a squadron to Coron bay, in the Morea, where he procured supplies of fresh meat, wine, and vegetables, of which the ships were much in want, their crews being sickly, and symptoms of scurvy appearing amongst them, in consequence of their having been nearly six months upon salt provisions and bad water. He subsequently touched at Corfu, Malta, and Minorca; looked into Toulon, and ultimately proceeded off Porto Ferrajo, which place had long been besieged by a French army, and gallantly defended by the Tuscan troops composing its garrison. It is almost needless for us to observe, that his endeavours to deliver a suffering, brave, and faithful people, from the state of privation to which they were reduced, had the desired effect; and, that owing to the measures adopted by him, Buonaparte, who then presided over the consular government of France, was baffled in his designs upon that post, until his attempts were totally frustrated by the treaty of Amiens†. Sir John Warren's private affairs now rendering it absolutely necessary for him to return home, he

* Sir John B. Warren's squadron consisted of the *Renown*, *Dragon*, *Gibraltar*, *Hector*, and *Alexander* 74's; *Athenienne* 64; *Haarlem*, a 2-decker, armed *en flûte*; and *Mercury* frigate. The French squadron subsequently captured the *Swiftsure*, a British 74. See Vol. I, p. 479.

† On the 14th Sept. 1801, Captain White superintended the landing and re-embarkation of 689 seamen and marines, sent from the squadron to assist the garrison of Porto Ferrajo in a sortie, made for the purpose of destroying the enemy's batteries; a service which he performed in a very creditable manner, under a heavy fire from the French, and for which Sir John Warren acknowledged him to be "entitled to his warmest thanks."

shifted his flag into la Minerve frigate, leaving the subject of this memoir in the *Renown*, as a private ship, at Minorca.

At the renewal of the war in 1803, Captain White proceeded with the squadron under Sir Richard Bickerton from Malta, to blockade Toulon, where he continued till July 1804, when the *Renown* was ordered to relieve the *Kent* 74, at Naples; in which latter ship he returned to England with 1,060,000 dollars, received on board at Cadiz. We next find him serving as Flag-Captain to Sir John B. Warren in the *Foudroyant* of 80 guns, at the capture of the French Rear-Admiral Linois, March 13, 1806*.

In Nov. 1810, Captain White took the *Hibernia*, a first rate, fitted for the flag of Sir Samuel Hood, to the Mediterranean; and on his arrival at Port Mahon, removed into the *Centaur* 74. After serving for some time with the in-shore squadron off Toulon, he was sent to co-operate in the defence of Tarragona; on which service he continued under the orders of Captain (now Sir Edward) Codrington, till the fall of that unfortunate city, June 28, 1811†. In April 1814, Captain White witnessed the destruction of a French 74, three brigs of war, and several smaller vessels, in the neighbourhood of Bourdeaux‡.

Our officer married, May —, 1816, Charlotte Elizabeth, daughter of General Sir Hew Dalrymple, Bart.

Agents. Messrs. Cooke, Halford, and Sou.

CHARLES CAMPBELL, Esq.

Post commission dated Aug. 2, 1799.

Agent.—

GEORGE WHITE, Esq.

Post commission dated Aug. 30, 1799.

Agent.—

* See Vol. I. p. 435, *et seq.*

† See Vol. II. p. 225.

‡ See Vol. I. p. 579.

ADAM MACKENZIE, Esq.

THIS officer was present, when a Midshipman, in most of the actions fought between the British and French fleets, from 1778 till the peace of 1783; particularly in those of Keppel, Byron, and Rodney. He was at the relief of Gibraltar by Earl Howe; obtained his first commission in 1790; and served as senior Lieutenant of the Southampton frigate, on the glorious 1st June, 1794. In 1797, we find him commanding the Pylades sloop of war, and employed by the Port-Admiral at Sheerness, to negotiate with the mutineers at the Nore, and to assist in securing the dock-yard from any attempt they might make to obtain possession thereof.

From this period, the Pylades was stationed principally on the coast of Holland, where Captain Mackenzie greatly distinguished himself by his zeal and activity. On the 10th July, 1799, he directed a boat attack on some of the enemy's vessels near the island of Ameland, brought out three valuable merchantmen, and burnt a galliot, laden with ordnance stores. On the 11th of the following month, he was despatched by Captain Frank Sotheron (now a Vice-Admiral), under whose orders he had recently been placed, with the *Espiègle* of 14 guns, Captain James Boorder, and Courier hired cutter, Lieutenant Thomas Searle, to attack the *Crash*, formerly a British gun-brig, which lay moored between Schiermonikoog and the main land of Groningen. The Courier, working faster to windward than her consorts, was sent a-head to engage the *Crash* until their arrival; which Lieutenant Searle did in the most gallant manner, although the enemy's force, when compared with that of his little vessel, was as five to one *. The wind blowing right down the channel, which was so narrow that the Pylades and *Espiègle* could not stand on each tack more than twice their length; and the soundings in many places not exceeding two and a quarter fathoms, delayed their approach considerably; they however persevered, and at length got within pistol-shot of the enemy, who was consequently compelled to surrender, but not until he had made a most gallant and determined resistance. The

* The *Crash* mounted 12 carronades, 32, 24, and 18-pounders.

Pylades on this occasion had 1 man killed and 3 wounded. Her boats, in company with others belonging to Captain Sotheron's squadron, had in the interim obliged a large armed schooner to run ashore on the main land, in order to avoid capture.

The Crash being of a light draught of water was immediately manned, and the command of her given to Lieutenant James Slade of the Latona frigate ; Lieutenant Salusbury P. Humphreys, of the Juno, was at the same time appointed to the Undaunted, a schuyt which he had cut out from under the protection of the schooner on the main, and which Captain Mackenzie ordered to be armed with two 12-pr. carronades, for the purpose of acting against a battery of 6 guns on Schiermonikoog, and the Vengeance schooner, carrying two long 24-pounders, 4 guns of smaller calibre, and 70 men, lying with a large row-boat, and several merchant vessels, near that island.

On the 13th at three P. M., the Crash and Undaunted moved on to the attack, accompanied by the launches of the Latona and Pylades, each mounting a 12-pr. carronade, and several smaller boats armed with swivels and muskets, the whole under the orders of Lieutenant Slade. Unfortunately the Crash grounded too far from her destined station to afford efficient aid to Lieutenant Humphreys, who steered his vessel steadily towards the schooner, and succeeded in getting alongside of her just after she had been deserted by her crew. The tide, however, was so rapid, that he could not hold on, and the roundness of both vessels' sides prevented him jumping on board. He therefore seized a rope, and leaping into the sea, attempted to reach the schooner for the purpose of attaching it to her ; but soon found he had no chance against the tide, and was consequently obliged to be hauled back to the Undaunted. Fortunate for him was this failure ; for scarcely had he obtained footing on his own deck, when an explosion took place on board the Vengeance, by which she was blown to atoms *.

* The Dutchmen are supposed to have left a slow match burning near a train of powder leading to the magazine, when they fled to the shore. Had the Undaunted's crew succeeded in boarding the schooner, they

The remainder of this small flotilla had in the interim succeeded in driving the enemy from their battery on the island, the guns of which were soon turned upon the fugitives, and afterwards spiked by Lieutenant Cowan of the *Pylades*, whilst the rest of the detachment, assisted by the brave commander of the *Undaunted* and his crew, brought off two brass field pieces, the row-boat, and twelve schuyts. This service was performed without the loss of a man on our side; but the Dutch are said to have suffered considerably.

Captain Mackenzie subsequently assisted at the capture of the Dutch fleet under Rear-Admiral Storey*; and obtained post rank Sept 2, 1799. From this period he remained on half-pay till Oct. 1801, when he received an appointment to the *Brilliant* of 28 guns; in which ship he continued during the peace of Amiens. At the renewal of the war in 1803, he joined the *Magicienne* frigate; and during the ensuing winter, was employed blockading the enemy's coast. We next find him escorting some vessels, having on board ten troops of horse and 1000 infantry, to the West Indies, where he had several skirmishes with the enemy's batteries, and destroyed many vessels, no account of which was ever published.

The *Magicienne* formed part of the squadron under Sir John T. Duckworth, in the action off St. Domingo, Feb. 6, 1806†; and was subsequently ordered to convoy the trade from Jamaica to England. After passing through the Gulf of Florida, Captain Mackenzie encountered a tremendous hurricane, which proved fatal to twenty of the finest vessels under his charge, and obliged him to steer direct for Bermuda, to repair the damages done to his own ship.

In the following year, Captain Mackenzie commanded the *Prince of Wales*, a second rate, bearing the flag of Admiral Gambier, at the capture of the Danish navy. On his return from Copenhagen, where he had acted as Commissioner of the Arsenal during the equipment of the prizes‡, he was ap-

would most likely have shared her fate, as only four or five minutes elapsed between the separation of the vessels and the explosion.

* See Vol. I. note at p. 414, *et seq.* † See Vol. I. note at p. 262.

‡ Admiral Gambier in his letter to the Hon. W. W. Pole, dated Oct. 20, 1807, says: "I should not do justice to the diligent attention and arduous

pointed to the President frigate, and soon after ordered to Brazil; from whence Sir W. Sidney Smith despatched him to negotiate with the Viceroy of Buenos Ayres (Liniers) for the opening of the South American ports to English commerce. On his return from this service, he joined the flag of Rear-Admiral de Courcy, by whom he was stationed to attend upon and afford protection to the royal family at Rio Janeiro. Previous to his departure from thence, he received the insignia of the Portuguese order of the Tower and Sword. He afterwards commanded the Armada, a new 74, in the Channel and North Sea *.

On the 13th May, 1820, our officer was appointed to the Creole of 42 guns. From her he removed about Jan. 1821, into the Superb 78, on the coast of South America. In the latter ship he rounded Cape Horn during the shortest days of winter, and by his appearance in the Pacific, saved British property to the amount of several millions sterling. He was re-appointed to the Superb, stationed as a guard-ship at Plymouth, June 27, 1822; and died in Nov. 1823.

FRANCIS VESEY, Esq.

THIS officer was made a Lieutenant in 1793; commanded l'Amaranthe of 14 guns, at the Leeward Islands in 1797; and captured le Vengeur, a French schooner letter of marque, mounting six 4-pounders, and laden with flour, near Jamaica, April 13, 1799. This vessel, notwithstanding her vast inferiority, maintained a close action with l'Amaranthe for one hour and eight minutes, during which she had 14 men killed and 5 wounded out of her crew, including passengers, only 36 in number. The English brig had 1 man killed and 3 wounded.

Captain Vesey obtained post rank Sept. 16, 1799; and during the remainder of the war, commanded the Volage, on

endeavours of Captain Mackenzie to fulfil the civil duties of the arsenal, which were committed to his management and superintendence, if I did not on this occasion express my warm approbation of his exertions; and I beg leave to recommend him to their Lordships' favorable notice."

* Whilst at Brazil, Captain Mackenzie was removed from his frigate to the Bedford 74; but he came home in the President.

the Jamaica station. In 1804, we find him serving in the *Brilliant* of 28 guns ; and previous to the peace of 1814, superintending the payment of ships at Portsmouth.

Agent.—Harry Cook, Esq.

HENRY GARRETT, Esq.

*Commissioner of the Victualling at Portsmouth.
(Resident at the Royal Hospital, Haslar.)*

If we mistake not, this officer is a son of the late Daniel Garrett, of Portsmouth, co. Hants, Esq. He was born in 1774 ; entered the naval service in 1787 ; and served his time as a Midshipman on board the *Hebe* frigate, under the command of the present Sir Edward Thornbrough, and the late Captain Alexander Hood.

In June 1793, Mr. Garrett was made a Lieutenant, and appointed to the *Princess Royal* of 98 guns, bearing the flag of Rear-Admiral Goodall ; during the occupation of Toulon by the allied forces, he served on shore with a party of seamen belonging to that ship*.

Lieutenant Garrett obtained the command of the *Trial* cutter, armed with eight long 3-pounders, and four 12-pr. carronades, in Dec. 1796 ; captured le *Courier de la Mer*, a French brig privateer of 12 guns, near Portland, July 25, 1797 ; and assisted at the destruction of la *Confiante* frigate, and a republican cutter, off Havre, May 1, 1798 †. Towards the close of the same year, he was promoted to the rank of Commander, in the *Alecto* fire-ship ; and in April 1799, appointed to the *Calypso* sloop of war. His post commission bears date Sept. 16, 1799.

Our officer's next appointment was, early in 1802, to the *Texel* of 64 guns ; which ship was soon after paid off at Chat-ham, in consequence of the peace of Amiens. At the renewal of hostilities in 1803, we find him commanding the Southampton district of Sea Fencibles ; and from Sept. 1805, till Aug. 1808, the *Kent* 74, *Ville de Paris*, and *Royal Sovereign*, first rates. During the remainder of the war, he superintended the Victualling department at Deptford, where

* See Vol. I. p. 236.

† See Vol. I. p. 448.

he continued till Feb. 1820, at which period he received his present appointment.

Mrs. Garret died in child-bed Aug. 26, 1812. The Commissioner's eldest son, a promising young man, was acting as a Lieutenant of the *Curlew*, and died at Bombay in Nov. 1819. His sister (also deceased) married Captain (now Admiral) Purvis.

WALTER BATHURST, Esq.

THIS officer was made a Lieutenant in 1790; and confirmed as a Post-Captain, Oct. 24, 1799. Previous to the latter promotion, he had taken the *Ville de Paris*, a first rate, to the Mediterranean, where he received the flag of Earl St. Vincent, and from whence he brought her home as a private ship, about August in the same year. The Earl re-hoisted his flag in the *Ville de Paris*, as commander-in-chief of the Channel fleet, April 25, 1800; and Captain Bathurst soon after joined the *Eurydice* of 24 guns; in which ship, being on his return from convoying the outward bound *Quebec* trade, he captured the *Bougainville* French privateer of 14 guns and 67 men; and a Danish East Indiaman, about April 1801. On the 20th Oct. following, he sailed for the East Indies with despatches relative to the peace of Amiens.

Whilst on that station, Captain Bathurst removed successively into the *Terpsichore* and *Pitt* frigates; the former of which captured a Dutch East Indiaman early in 1805; the latter was employed blockading Port Louis, and took several prizes in Jan. 1806. On the 20th of that month she had 1 man killed and her hull much damaged by the fire from Fort Canonnier, to which she was exposed during twenty minutes, without being able to return a single gun.

The *Pitt* subsequently resumed her original name, *Salsette*, and was employed in the Baltic, under the orders of Sir James Saumarez. On the 23d June 1808, Captain Bathurst captured the Russian cutter *Apith* of 14 guns and 61 men; 4 of whom were killed, and 8, including her commander, a Lieutenant in the Imperial navy, wounded, before she could be induced to surrender. The *Salsette*, on this occasion, had a marine killed by the cutter's fire.

In July 1809, Captain Bathurst conducted a division of Earl Chatham's army to Walcheren. Towards the latter end of 1810, he removed into the *Fame* 74; in which ship he was actively employed on the Mediterranean station during the remainder of the war.

Captain Bathurst married, in 1808, Miss Marianne Wood, of Manchester Street, Manchester Square, London.

Agent.— ——— M^rInerheney, Esq.

ADAM DRUMMOND, Esq.

THIS officer obtained post rank Oct. 30, 1799. During the first revolutionary war, he commanded the *Peterell* sloop of war, and *Bull Dog* bomb. The former vessel was employed under Commodore Nelson in 1796*; the latter assisted at the capture of the *San Leon*, a Spanish brig of war, on the Lisbon station, Nov. 29, 1798†; and the bombardment of Alexandria in 1799. We subsequently find him commanding the *Carysfort* of 28 guns, *Dryad* frigate, and *Leviathan* 74. The *Dryad* captured le *Rennair*, a French privateer of 14 guns and 95 men, on the Irish station, March 22, 1808.

Captain Drummond married, May 28, 1801, Lady Charlotte Menzies, eldest daughter of the Duke of Atholl, and widow of Sir John Menzies, Bart., by whom he has several children.

Agents.—Messrs. Brine, Chards, and Co.

ROBERT HALL, Esq.

THIS officer served the greater part of his time as a Midshipman under the late Admiral George Murray (brother of John, third Duke of Atholl) in the *Levant* and *Cleopatra* frigates, and was promoted from the latter to the rank of Lieutenant, Feb. 23, 1782.

From this period, Mr. Hall was almost constantly employed in different ships and under various commanders, among whom were Commodore Sir John Lindsay, and Captains Bourmaster and Hartwell, till Feb. 1793, when he joined his

* See Vol. I. pp. 519 and 520.

† See Vol. II. note at p. 191.

early friend, Commodore Murray, in the Duke, a second rate ; which ship was paid off on her return from the West Indies, at the latter end of the same year.

In April 1794, after fitting out the Glory of 98 guns, he removed into the Resolution 74, bearing the flag of Rear-Admiral Murray, who had recently been promoted, and nominated commander-in-chief on the North American station. On the 3d July, 1795, Lieutenant Hall was appointed by his patron to command the Lynx sloop of war, but his commission does not appear to have been confirmed by the Admiralty till Jan. 1796 ; previous to which, he had been superseded by another officer, on whose demise, in October following, he was re-appointed to that vessel.

Among the captures made by Captain Hall whilst in the Lynx, we find la Solide, l'Isabelle, and le Mentor, French privateers, the latter carrying 14 guns and 79 men.

The capture of la Solide was considered by the merchants and inhabitants of St. John's Newfoundland, a service of great importance to their interests, she having hoisted the bloody flag, and threatened to plunder and lay waste the neighbouring defenceless coast. They accordingly sent Captain Hall a letter of thanks, for the protection he had thus afforded to the colony*.

We next find Captain Hall commanding the Assistance of 50 guns ; in which ship he conveyed H. R. H. the late Duke of Kent, from Halifax to England, and arrived at Plymouth Aug. 31, 1800. During the remainder of the war, he commanded the Waakzaamheid, a small frigate, on the North Sea station. His post commission bears date Nov. 18, 1799.

In Aug. 1803, our officer was appointed *pro tempore*, to the Revolutionnaire frigate, and ordered to take the 25th regiment to Cork. He subsequently commanded the Malabar of 54 guns ; and after cruising for some time in the North Sea, convoyed a fleet of merchantmen to the West Indies.

On the 2d Jan. 1806, Captain Hall being off Cuba, in company with the Wolfe sloop of war, sent the boats of his ship to assist that vessel in bringing out from Port Azarades, two

* La Solide was taken in the bay of Fundy, where she had been harboured by the Americans.

Vice Admiral Robert Hall died at
Westgate House, near Chichester, 23 May 1842, aged 76
(Annual Register 1842, p. 269)

large French privateers, which service was performed with the loss of 7 men killed, drowned, and wounded*.

Captain Hall was soon after obliged to invalid at Jamaica, through ill-health. His next appointment was in Nov. 1808, to the Ruby 64; from which ship he was superseded in the Baltic, about July following. During the preceding three months, he was employed protecting different convoys through the difficult passage of the Belt.

On his return to England, Captain Hall assumed the command of the Puissant at Spithead. From her he removed in April 1810, to the Royal William flag-ship, where he continued until the expiration of Sir Roger Curtis's command, in the spring of 1812. At the close of the same year, he was appointed to superintend all the supplies required by the Russian fleet in the river Medway; this duty he performed for the space of ten months: after which he became Flag-Captain to Vice-Admiral Domett, commander-in-chief at Plymouth, on whose retirement, in July 1815, he was superseded from the Impregnable, and placed on half-pay†. He has since commanded the ships in ordinary at Portsmouth, during the customary period of three years.

Agent.—Sir F. M. Ommanney, M. P.

ROBERT LLOYD, Esq.

THIS officer was made a Lieutenant about the year 1790; and commanded the Racoon sloop of war on the North Sea station, in 1797. On the 11th Jan. 1798, he captured, after a short running fight, le Policrate, French privateer of 16 guns, and 72 men; the Racoon on this occasion had 1 killed and 4 wounded. Eleven days after, Captain Lloyd also intercepted la Pensée of 2 guns and 32 men; he had some time previously taken les Amis, of similar force. On the 20th Oct. following, he destroyed le Vigilante, of 14 guns and 50 men.

Early in July 1799, during a dark and foggy night, the Benjamin and Elizabeth, West Indianan, being about twelve miles from Dungeness, was suddenly boarded on the quarter

* See Captain GEORGE CHARLES MACKENZIE.

† Vice-Admiral Domett had his flag in the Salvador del Mundo, previous to its being hoisted on board the Impregnable.

by a French lugger. Mr. White, the master, with his mate and two men, defended their vessel with all the gallantry that characterises British seamen, and had actually beaten the enemy from their deck, when they were boarded on the beam by a second lugger, the crew of which behaved in a most inhuman manner*. Fortunately, Captain Lloyd, who was at that time stretching out from under the land, heard the firing, and re-captured the ship a few minutes after the luggers had hauled off. In a short time he also got sight of them, and immediately opened his broadside upon the nearest. On the smoke clearing away, not a vestige of her was to be seen, she having gone to the bottom with all on board. The other, though at a much greater distance, was still plainly to be seen; but the fog increasing, she succeeded in effecting her escape.

On the 2d Dec. in the same year, Captain Lloyd captured the *Vrai Decide*, privateer, of 14 guns and 41 men. The next day, after a running fight of about forty minutes, he succeeded in coming up with a lugger, which he had discovered in the act of boarding an English merchant brig; and after a short action, compelled her to surrender. She proved to be the *l'Intrepide* of 16 guns and 60 men, 13 of whom were killed and wounded. The *Racoon* had her commander and 1 seaman wounded.

Captain Lloyd was promoted to post rank Dec. 6, 1799; and in 1801, commanded the *Mars*, a third rate, bearing the flag of Rear-Admiral Thornbrough, in the Channel fleet. During the late war with the United States, we find him commanding the *Plantagenet* 74, on the American station, where he captured a great number of coasting vessels. He has not been employed since the peace.

Agent.—Harry Cook, Esq.

JOHN CHESSHYRE, Esq.

THIS officer was made a Lieutenant July 24, 1781; Commander in 1794; and Post-Captain Dec. 26, 1799. He com-

* The remainder of the West Indiaman's crew consisted of 8 foreigners, who did not feel themselves bound to fight, and consequently kept aloof.

manded the Plover sloop of war, and captured l'Erin-go-Brah, French privateer, of 10 guns and 45 men, in the North Sea, Oct. 28, 1798. During part of the late war we find him employed in the Sea Fencible service.

Agents.—Messrs. Cooke, Halford, and Son.

SIR THOMAS LIVINGSTON, BART.

Keeper of Linlithgow Palace.

THIS officer was made a Lieutenant in 1790; commanded the Echo sloop of war at the Cape of Good Hope in 1796; and the Expedition, a 44-gun ship, armed *en flute*, employed conveying part of the Russian contingent from Revel to England, in 1799. His post commission bears date Jan. 13, 1800. During the remainder of the war, we find him in the Diadem and Athenienne 64's; the former was employed as a troop-ship, and attached to the expedition against Quiberon and Belleisle, under Sir Edward Pellew*; the latter accompanied Sir John Borlase Warren to the coast of Egypt, in quest of a French squadron under M. Gantheaume†; and returned to England Sept. 11, 1802.

Sir Thomas Livingston's next appointment was, we believe, to the Renommée frigate, in which ship he captured the Vigilante, a Spanish brig of war, mounting 18 guns, with a complement of 109 men, near Cape de Gatt, April 4, 1806. By the fire from this vessel, and Fort Callaretes, under the protection of which she had anchored, the Renommée had 2 men wounded. The Spaniards sustained a loss of 4 men killed and wounded.

In the course of the same year, the boats of the Renommée captured a Spanish schooner of 9 guns and 38 men‡; a tartan of 4 guns; two settees laden with grain, each mounting 3 guns, and another of 2 guns.

On the 7th Nov. 1807, a detachment sent by Sir Thomas from his own ship, and the Grasshopper sloop of war, carried two of the enemies' vessels, lying under the protection of the

* See Vol. I, p. 219, *et seq.*

† See Memoir of Captain J. C. WHITE.

‡ A party from the Nautilus sloop of war assisted on this occasion; see Memoir of Captain SIR WILLIAM PARKER, Bart.

Torre de Estacio, on the coast of Murcia ; but unfortunately there was so little wind, and the current ran so strong, that they both got aground ; and, notwithstanding every exertion was used for the purpose of getting them off, it was found impossible. Their destruction would of course have been easily effected, had not the commanding officer, Mr. Webster, an acting Lieutenant, been swayed by the nobler motive of humanity to abandon them, on finding they contained many helpless men, women, and children. Mr. Thomas Bastin, Purser of the Grasshopper, serving as a volunteer in the boats, and the coxswain of the Renommée's pinnace, were the only persons hurt on this occasion ; they were both very badly wounded.

Sir Thomas Livingston at present commands the Genoa of 74 guns : to which ship he was appointed Oct. 3, 1821. On the 12th Jan. preceding, the Sheriff Deputy and a jury of the county of Edinburgh, declared him nearest and lawful male heir in general, of James, first Earl of Calender, Lord Livingston, of Scotland. His lady is a daughter of Sir Gilbert Stirling, Bart.

Agent.—Isaac Clementson, Esq.

LUCIUS HARDYMAN, Esq.

A Companion of the most Honourable Military Order of the Bath.

THIS officer is a son of the late Captain Hardyman, of Portsmouth, and a brother of Major-General Hardyman, who died in India Nov. 28, 1821. We find no mention of him previous to March 1, 1799 ; on which day he greatly distinguished himself as first Lieutenant of the Sybille frigate, in an action with la Forte of 52 guns, the command of which ship was afterwards conferred upon him by Vice-Admiral Rainier *. His post commission bears date Jan. 27, 1800.

* The Sybille, commanded by Captain Edward Cooke, whilst at Madras, received intelligence that la Forte was cruising in the bay of Bengal, and capturing with impunity every vessel that came in her way. The Sybille, though of much inferior force, immediately proceeded in search of the enemy ; had the good fortune to meet her in Balasore roads about midnight on the 28th Feb. ; soon after brought her to close action ; and in less than two hours compelled her to surrender.

The late Captain James Hingston Tuckey, who fell a victim to the

La Forte was wrecked in the Red Sea about June 1801 ; but fortunately her crew were saved. Captain Hardyman

climate of Africa, whilst employed in exploring the river Congo, in Sept. 1816, was a volunteer on board the Sybille ; and in a letter which he wrote on the occasion of la Forte's capture, stated the force of the combatants, and their respective loss, as follows : British 44 guns, and 370 men ; French 52 guns, and 420 men. The Sybille 5 killed and 17 wounded ; la Forte 81 killed and 93 wounded. Lieutenant Hardyman, who succeeded to the command in consequence of his gallant commander being dangerously wounded, says, " The scene which presented itself on la Forte's deck was shocking ; the number she had killed cannot be accurately ascertained, as many had been thrown overboard during the action ; but from every calculation I have been able to make, the number killed must be from 150 to 160 men, and 70 wounded ; the first and second Captain, the first Lieutenant, with several other officers, are among the number killed. The Sybille had only 3 men killed and 19 wounded, 2 of whom afterwards died."

The Sybille's complement having been much reduced by deaths, and debilitated by severe illness contracted at Calcutta in the preceding year, a company of the Scotch brigade had been embarked by order of the Governor-General ; a party of men belonging to the Fox frigate also joined her as volunteers at Madras, and, together with some military officers passengers, probably made up the number said by Captain Tuckey to have been in the action ; but it should be remembered, that most of her old and valuable crew were in a weak state of convalescence. The prisoners landed at Calcutta were 340 in number, from which we conclude Captain Tuckey did not assign the French ship a weaker crew than she actually had on board at the commencement of the battle. Schomberg, whose errors are very numerous, gives her 700 men. The Sybille had long eighteens on her main-deck ; la Forte mounted 24-pounders. Captain Cooke lingered under the painful effects of his wound till the 23d May, when he expired at Calcutta, beloved and respected by all who knew him. The following garrison-orders were given out by the Deputy-Governor, previous to the funeral, in which is a just panegyric to his character :

" Captain Cooke, of his Majesty's ship the Sybille, after a painful and lingering illness, in the course of which the ardent hopes of the settlement were sanguinely fixed on his recovery, having expired this morning, in consequence of the wound he received in the action with the French national frigate la Forte ; it is the painful duty of the Deputy-Governor to order the last tribute of military honors to be paid to the remains of that gallant officer, by whose premature death in the defence of the interests of the British nation in general, and of the East India Company in particular, our gracious Sovereign has lost a zealous, brave, and active officer, whose intrepid and skilful conduct in a contest with a vessel of far superior force, has added another glorious triumph to the many obtained this war by the

subsequently commanded the Unicorn frigate, on the West India station, and at the reduction of Monte Video, by Rear-Admiral Stirling, and Brigadier-General Auchmuty. He also assisted at the destruction of a French squadron in Aix Roads, April 11, 1809. His next appointment was to the Armide of 38 guns, employed cruising off the French coast.

On the 4th May, 1801, Captain Hardyman sent the boats of that ship, assisted by those of the Cadmus, Daring, and Monkey, to attack a number of the enemy's armed and coasting vessels, at the isle of Rhé; thirteen of which were destroyed under a heavy fire from the batteries, and four others driven on shore*.

Captain Hardyman was nominated a C. B. in 1815. He married, Dec. 29, 1810, Charlotte, youngest daughter of the late John Travers, Esq., of Bedford Place, London.

Agent.—Sir F. M. Ommanney, M. P.

CHRISTOPHER LAROCHE, Esq.

Post commission dated Jan. 29, 1800.

Agent.—Thomas Stilwell, Esq.

JOSHUA SYDNEY HORTON, Esq.

THIS officer entered the naval service about 1781; was first

valour of the British navy, of which, had Providence spared his life, he would have become one of the brightest ornaments.

"His Majesty's 76th regiment will form the funeral party, and attend the remains of Captain Cooke, with every mark of solemnity and respect that is in their power to shew, from the house of Mr. Muir, at Chouringhee, to the place of interment, at six o'clock this evening; and as there is no officer of the rank of Colonel with that corps, Colonel Greene is directed to parade with it on this occasion.

"During the procession, minute guns are to be fired from Fort William, and the colours to be hoisted half staff high."

Captain Cooke was the officer who undertook the hazardous negotiation between Lord Hood and the Magistrates of Toulon, previous to the allied forces taking possession of that place in 1793. An account of his proceedings in the neighbourhood of Manilla one year previous to his death, will be found in our first volume, at p. 584, *et seq.* A monument to his memory was subsequently erected at Calcutta, by order of the Honorable Court of Directors.

* See Captain SAMUEL ROBERTS.

Lieutenant of the *Lowestoffe* frigate, at the capture of *la Minerve*, June 24, 1795 *; and subsequently commanded the *Fairy* of 18 guns, in which vessel he sunk a French lugger off Boulogne, Oct. 5, 1797; and captured a Spanish privateer of 8 guns and 55 men, in the Channel, Jan. 11, 1799.

On the 4th February 1800, the *Seaflower*, a small brig of war, commanded by a Lieutenant, was chased into St. Aubyn's bay, Jersey, by *la Pallas*, a French frigate of 46 guns and 380 men. Captain Horton was then dining with Captain d'Auvergne, Prince of Bouillon, the senior officer on that station; and, with Captain Henry Bazely, of the *Harpy*, a brig mounting sixteen 32-pr. carronades and two long sixes, immediately volunteered to go out and fight the enemy. Their handsome offer being accepted by the Prince, those officers weighed at 6 A. M. on the following day, and before noon discovered the object of their pursuit near St. Maloes, but so close in shore as to preclude the possibility of bringing her to action without having recourse to stratagem. They therefore tacked for the purpose of decoying her out from under the land; a manœuvre which had the desired effect, as the enemy soon after made sail in chase of them. At one P. M., *la Pallas* having arrived within pistol-shot of the British sloops, a warm action commenced, and continued till a quarter before three, when she hauled off and made all sail from them. The *Fairy* and *Harpy* were by this time much cut up in their rigging, which was no sooner repaired than they crowded sail after her. At four o'clock, a British squadron, consisting of the *Loire* frigate, *Danaë*, a 20-gun ship, and *Railleur* sloop of war, hove in sight from the *Fairy's* mast head; about 11^h 30', Captain Newman of the *Loire*, succeeded in bringing the enemy to action, in which he was afterwards joined by the *Railleur*, *Harpy*, and *Fairy*; and *la Pallas* being thus surrounded, was at length compelled to surrender, after a gallant defence of three hours. The loss sustained by the *Fairy* in those actions, amounted to 4 men killed and 9, including her commander, wounded. The total loss on the part of the British, who were for some time ex-

* See p. 86.

posed to the fire of a battery on one of the Seven Islands, was 10 slain and 36 wounded.

Captain Newman, in his official letter to the Admiralty respecting this capture, acknowledged himself indebted to Captains Horton and Bazely, for the exertions they used to come up with *la Pallas*, but took no notice of their having shared in the night action; and since his unfortunate death *, an officer of the *Loire* has even gone so far as to deny their having done so; although it is a notorious fact, that the *Harpy* in particular, was of great assistance in subduing the enemy's ship, by laying on her quarter, and during the last fifteen minutes of the combat, pouring in a most destructive fire from her heavy carronades. The *Fairy*, we believe, owing to her dull sailing, was not able to do more than exchange a few broadsides with *la Pallas*, when passing on opposite tacks †. Captain Horton's spirited conduct, however, first, in volunteering to seek an encounter with a ship of such superior force to the small vessels under his command; secondly, in attacking *la Pallas*, and lastly, in renewing the chase for the purpose of bringing her again to action, added to the skill with which he directed the manœuvres of the *Fairy* and *Harpy*, in order to cut the enemy off from the land, sufficiently established his character as a zealous, brave, and skilful officer, and fully entitled him to the promotion which he soon after obtained. His post commission bears date Feb. 18, 1800 ‡.

* Captain Newman perished in the *Hero 74*, with all his crew, during the disastrous winter of 1811.

† The *Fairy* was a ship-sloop, and mounted sixteen long 6's on her main-deck, and two carronades, 24-pounders, on the quarter-deck.

‡ Captain Newman's silence is thus accounted for by a gentleman who enjoyed his friendship (in a note to the author): "With regard to the little controversy carried on respecting the share of the *Fairy* and *Harpy* in action with the *Pallas*, and the complaint, that Captain Newman of the *Loire*, did not mention it in his despatches, I can state most clearly and positively, from Captain Newman's own relation to me, that his only reason for not speaking of that event was, that *he saw nothing of it, and could know nothing of it, but from Captains Horton and Bazely*: the former of whom, on coming on board of the *Loire* after the action, instead of requesting Captain Newman to detail the occurrence for him, expressly said that he should forward his own statement: in consequence of which,

The following is a copy of the Prince of Bouillon's letter to the Admiralty, enclosing Captain Horton's report of his proceedings up to *nine P. M.* on the 5th Feb., at which hour he *hailed* the Loire, and pointed out the enemy, then about *one and a half gun-shot* distant :

" *H. M. S. Bravo, Jersey, Feb. 14, 1800.*

" Sir.—I have a very lively satisfaction in transmitting, for their Lordships' information, Captain Horton's report to me, of the address with which he enticed the republican frigate *la Pallas* from the protection of her own shore, and the gallantry with which he and Captain Bazely, in the *Harpy*, and their officers and crews, sustained and persevered in the unequal contest with so superior a force. The distinguished conduct of those officers needs no comment from me to be acceptable to their Lordships ; but it is a duty that I fill with pleasure, to state, that they sailed from here well informed of the *weight* and force of the frigate, and apprised of her destination, with the sanguine hopes of meeting her, and the firm resolution of exerting their utmost to produce the fortunate result that, I understand, succeeded, in that fine new frigate having been conducted to an English port. I have the honor to be, &c. &c.

(Signed)

" P. D'Auvergne, *Prince of Bouillon.*"

" *To Evan Nepean, Esq.*"

Captain Horton commanded several ships during the late war ; but does not appear to have had any opportunity afforded him of adding to his well-earned reputation. He married, in Jan. 1808, the widow of Henry Worwood, of Headington House, co. Oxford, Esq.

Agent.—Thomas Stilwell, Esq.

HENRY BAZELY, Esq.

Knight Grand Cross of the Royal Sardinian Military Order of St. Maurice, and St. Lazarus.

THIS officer is a son of the late Admiral John Bazely, and a brother of the present Rear-Admiral of that name*. He was born at Dover Oct. 4, 1768 ; served upwards of ten years as a Midshipman, the last five under H. R. H. Prince Wil-

Captain Newman naturally said, '*Very well, then do so ; and I can have nothing to do with it !*' Those who knew Captain Newman's disposition, will never suppose that he invidiously designed to keep in the back ground the merit of any brother officer."

* See p. 27.

liam Henry, now Duke of Clarence; was made a Lieutenant in Nov. 1790; and a Commander, April 4, 1796.

In May 1797, Captain Bazely, at that time commanding the Harpy of 18 guns, fell in with, and after a close action of fifty minutes, compelled a French national brig of eighteen long 9-pounders, and a lugger mounting 14 guns, to run on shore near Dieppe; the buildings at which place, particularly the Custom House, were much damaged by his fire. The Harpy, whilst performing this service, was exposed to several batteries; and in consequence of the wind dying away, a considerable time elapsed before she could obtain a clear offing. Captain Bazely subsequently captured two of the enemy's privateers, one mounting 4 guns, the other armed with swivels, muskets, &c., and rowing thirty-two oars. He also recaptured two British coasting vessels.

The Harpy formed part of the squadron sent against Ostend in May 1798*; and Captain Bazely's exertions during that disastrous expedition, were duly noticed by Sir Home Popham in his official despatches to the Admiralty.

From this period we find no particular mention of Captain Bazely till Feb. 5, 1800; on which day, in conjunction with the subject of the preceding memoir, he acquired great reputation by his gallant behaviour in action with la Pallas; during which the Harpy was for some time on board the French frigate, her bow anchor having hooked the enemy's fore-rigging. At the close of the contest, Captain Bazely received a severe contusion in his side, occasioned by the recoil of a gun, the breeching of which had given way.

After repairing the damages sustained by his brig, Captain Bazely succeeded in getting between la Pallas and the French coast; thereby preventing her from escaping into St. Maloes, and obliging her to close with the British squadron, which had just hove in sight to leeward.

Having already alluded to an erroneous statement in the Naval Chronicle, said to have been written by an officer of the Loire, we shall content ourselves with observing in this place, that the surrender of la Pallas was announced to the Harpy by an exclamation which neither of her consorts were

* See Vol. I, note at p. 713, *et seq.*

near enough to hear, "*Ne tirez pas encore, Messieurs, nous sommes a vous ;*" and that when Captain Bazely paid his respects to Captain Newman on board the Loire, that officer expressed himself much indebted to the Fairy and Harpy for driving the enemy down to him *.

Captain Bazely's next appointment was to the Antelope of 50 guns ; in which ship he continued during the absence of Sir W. Sidney Smith, from May till Nov. 1804. In Aug. 1805, he obtained the permanent command of that vessel, and shortly after hoisted the broad pendant of Commodore Smith, off Boulogne. From December following till Nov. 1807, the Antelope was employed as a private ship, cruising off the Texel, escorting the East India trade to and from St. Helena, and conveying the Earl of Caledon and his *suite* to the Cape of Good Hope.

At the latter date, Captain Bazely's health had become so much impaired in consequence of the injury he sustained in the action with la Pallas, as to render it necessary for him to resign the Antelope. He therefore came on shore, and during the ensuing three years, regulated the Impress service between Margate and Folkestone. On the 9th May 1814, he was appointed to the Bombay 74 ; in which ship, after bringing the British garrison from Madeira to England, and for some time carrying on the port duty in the Downs, we find him cruising off the Western Islands in the spring of 1815. He subsequently accompanied Lord Exmouth to the Mediterranean ; and in August following, conveyed the Queen of Sardinia and three Princesses, with their attendants, from Cagliari to Genoa. For this service her Majesty presented

* The ambiguous terms in which Captain Newman's letter to the Admiralty was penned, operated very much against the interests of Captain Bazely ; but at length, through the praise-worthy exertions of Captain Horton, who laid a copy of the Fairy's log before the Admiralty, and amply stated what his superior had omitted, Earl Spencer became fully satisfied that the Harpy's commander had, by his meritorious exertions, entitled himself to promotion, and accordingly signed a commission, advancing him to the rank of Post-Captain, April 8, 1800. We may here be permitted to add, that the French Captain was conveyed to the Loire by Lieutenant Watson of the Harpy—a convincing proof, if one were wanting, that " the little black brig " could not have been at too great a distance from la Pallas, to assist in subduing her.

him with a gold snuff box, having the initials M. T. set in diamonds on the lid.

At the commencement of 1816, the flag of Sir Charles V. Penrose was hoisted on board the *Bombay*; and Captain Bazely afterwards proceeded with the squadron under Lord Exmouth to Tripoli, Tunis, and Algiers, for the purpose of obtaining the liberation of those Europeans who were then in the power of the Barbary States. His Lordship, on this occasion, succeeded in releasing 1792 persons from their chains.

Previous to Captain Bazely's return from the Mediterranean, he received the Grand Cross of the order of St. Maurice, and St. Lazarus; and was presented with a miniature of the King and Queen of Sardinia. The *Bombay* was paid off at Portsmouth in July 1816.

Captain Bazely married, first, in 1796, Miss Stringer of Canterbury, Kent; second, Miss Ruddle, of Queen's Square, Bloomsbury, London. He has six children living.

Agents.—Messrs. Cooke, Halford, and Son.

EDWARD BRACE, Esq.

A Companion of the most Honorable Military Order of the Bath; and a Knight of the Royal Orders of Charles III. of Spain; St. Maurice and St. Lazarus, of Sardinia; and Wilhelm of the Netherlands.

This officer is a son of Francis Brace, of Stagbatch, co. Hereford, Esq. He entered the navy when extremely young, about the year 1781; and after visiting the West Indies, where he served under Captains Macbride and Pakenham, proceeded with Commodore Cornwallis, in the *Crown* of 64 guns, to the East India station; from whence he returned as a Lieutenant of the *Ariel* sloop, in the autumn of 1792, after an absence of nearly four years.

On the 13th May, 1793, the *Iris*, a 32-gun frigate, to which Mr. Brace had previously been appointed, fell in with, and engaged a French ship of superior force; but owing to the loss of her fore and mizen-lower-masts, and main-top-mast, had the mortification to see the enemy escape. The *Iris* on this occasion had 5 men killed and about 30 wounded.

Mr. Brace subsequently removed with Captain Lumsdaine into the *Polyphemus* 64; and was first Lieutenant of that ship at the capture of *la Tortue* of 44 guns, having on board a considerable number of troops, Jan. 5, 1797. In the ensuing summer we find him commanding the *Kangaroo* of 18 guns on the Irish station; where he rendered essential service to the country, by beating out of Cork harbour during a heavy gale of wind, and conveying information to the different cruisers on the coast, of M. Bompard's approach with a formidable French squadron, which was consequently encountered and defeated by Sir John Borlase Warren, on the 12th Oct. 1798*.

We have already shewn in what manner seven of M. Bompard's ships were disposed of†; and alluded to the drubbing which one of them received from an English frigate of far inferior force, previous to her capture: but having omitted to notice the zeal and gallantry displayed by Captain Brace on that occasion, we gladly avail ourselves of this opportunity to do so, taking Captain Newman's official letter as our guide.

At eight A. M. on the 15th Oct. that officer, in the *Mermaid*, mounting twenty-six long 12-pounders, six long 6's, and eight 24-pr. carronades, with a complement of 208 men, being on his way towards Black Cod Bay, in company with the *Revolutionnaire* frigate, and *Kangaroo* brig, fell in with and pursued two of Bompard's squadron, retreating from the scene of their late disaster. Having gained considerably on the fugitives before sun-set, Captain Newman was in hopes of bringing them to action that night, and made the signal to prepare accordingly. At the commencement of the chase, the Frenchmen kept their wind; but towards the evening, were right before it with all sail set. They then spoke and hauled from each other, which necessarily separated the British frigates, Captain Twysden in the *Revolutionnaire*, and Captain Newman, each pursuing one; the latter officer was

* See Vol. I. p. 171.

† See Vol. I. pp. 171, 452, 493, and 535. The other two frigates, a schooner, and a brig, effected their escape. Napper Tandy, a celebrated Irish rebel, was supposed to have been on board the latter vessel.

followed, though at a great distance astern, by his friend Captain Brace.

The weather being very thick and squally, Captain Newman lost sight of the Revolutionnaire at 7 P. M., and shortly after of his chase. He then hauled to the wind, and was soon joined by the Kangaroo. On the following morning, he again fell in with one of the enemy's ships, and lost no time in making sail after her. "*At 3 P. M. the KANGAROO came up with, and engaged the enemy, in a most gallant manner; but unfortunately her fore-top-mast was shot away by the enemy's stern-chasers, and Captain Brace was rendered incapable of pursuit.**" Captain Newman continued the chase during the night; and at day-light on the 17th, perceived the Frenchman preparing to give him battle, as no other vessel was in sight. Despising his superiority both in guns and men, the British commander ran alongside, and commenced a warm action, which lasted from 6^h 45' till 9^h 30 A. M.; when the Mermaid, having lost her mizen-mast and main-top-mast, and being in other respects so much damaged as to be a mere wreck, was compelled to haul off, and her opponent thus obtained a few hours' respite from her destined fate †.

The Anson, a cut down 64, mounting 46 guns, and commanded by Captain Philip Charles D'Amham, having lost her mizen-mast, and main-lower and top-sail-yards, during the chase of M. Bompard's squadron, and received very considerable damage in her other masts, yards, sails, and rigging, whilst engaged with five of the French frigates on the 12th Oct., had parted from her consorts during a gale of wind; and in this situation, with 15 of her officers and men wounded, 4 of the latter mortally, and her complement still further reduced by the absence of others in a re-captured vessel ‡, on the morning of the 18th she discovered a large frigate to

* See Captain Newman's letter to Vice-Admiral Kingsmill, in the Nav. Chron. vol. iii. p. 43.

† For a memoir of Captain Newman, see Nav. Chron. vol. xxx. p. 361, *et seq.* At pp. 369 and 370, will be found a full account of his action with la Loire, and the very distressed state in which his little frigate reached Lough Swilly.

‡ See Nav. Chron. vol. iii. note † at p. 396.

leeward, without her fore and main-top-masts. This was the ship that had escaped from the *Mermaid* and *Kangaroo*, and one of those which the *Anson* had engaged on the 12th.

On the preceding night (17th), the *Anson* and *Kangaroo* joined company; and Captain Durham, thinking the latter's services might be useful in the *Anson's* disabled state, ordered Captain Brace to remain with him. The *Kangaroo*, since her late disaster had, with creditable alacrity, replaced her fore-top-mast; and, as soon as her old antagonist was discovered, got up her top-gallant-masts, and made sail in chase.

The *Anson*, being far to leeward of the *Kangaroo*, was, of course, first up with the enemy; and, at about 10^h 30' A. M., a spirited action took place between the two ships. At 11^h 45', the *Kangaroo* came up under a press of sail, and received a shot from the *Frenchman*, accompanied by several volleys of musketry. To this salute, Captain Brace immediately replied by a broadside; and shortly after, the enemy's mizen-mast fell. Already reduced to a defenceless state by the *Anson's* powerful fire, she then surrendered, and was taken possession of by a boat from the *Kangaroo*.

The prize proved to be *la Loire*, of twenty-eight long 18-pounders, twelve long French 8's, and six brass 24-pr. carronades. At the commencement of her first action (on the 12th), she had on board 664 men, including troops; 48 of whom were killed and 75 wounded, between that day and her capture. The *Anson*, in this last affair, had 2 men killed and 14 wounded. The *Kangaroo*, whose force was sixteen 32-pr. carronades and two long 6's, with a complement of 120 men, escaped without any loss. Captain Brace took *la Loire* in tow, and proceeded with her to Plymouth.

In Feb. 1800, the *Kangaroo* captured *le Telegraph*, French brig privateer, of 14 guns and 78 men; and re-captured an American ship and two British merchantmen. On the 25th of the same month, she fell in with *le Grand Decide*, a privateer, carrying eighteen brass 12-pounders and 150 men; the action which ensued, was fought in good style at close quarters, and lasted upwards of fifty minutes, when the enemy hauled off; and, although every exertion was made by Captain Brace to renew the engagement, succeeded in effecting

her escape. The Kangaroo at this time had 44 officers and men absent in prizes, 6 unable to attend their quarters, and 4 employed below guarding her numerous prisoners; of the remainder, only 6 men were wounded.

Captain Brace was advanced to post-rank, April 22, 1800; and in the following year, commanded the Neptune, a second rate, bearing the flag of Vice-Admiral Gambier, with whom he afterwards served in the Isis of 50 guns, on the Newfoundland station. His next appointment was in 1803, to be Flag-Captain to his old commander and friend, the late Hon. Sir William Cornwallis, in the Dreadnought of 98 guns, on Channel service. We subsequently find him commanding in succession the Camilla, a 20-gun ship; the Castor and Iris frigates, rated at 32 guns; and la Virginie, mounting 46 guns, with a complement of 281 men*.

La Virginie was employed on the Irish station about four years and a half; during which period Captain Brace captured the Guelderland, a Dutch frigate of 36 guns and 280 men, including 23 passengers; and two Spanish privateers, each mounting 14 guns. He also re-captured three British West Indiamen, and several other merchant vessels.

The Guelderland was taken on the western coast of Ireland, May 19, 1808, after a gallant defence of an hour and a half, in a night action, during which she had all her masts shot away by the board, 25 men killed, and 40 severely wounded. La Virginie had only 1 man killed and 2 wounded. Vice-Admiral Whitshed, when transmitting Captain Brace's report of the action to the Secretary of the Admiralty, expressed himself as follows:

"The gallantry and officer-like manner in which this service has been performed, is as strongly exemplified in the modest terms in which it is related, as by the result; and affords an additional proof amongst many, of what may be effected by that order and discipline which I have observed to be so well maintained on board la Virginie."

La Virginie was paid off in March 1810; and Captain Brace remained without any other appointment till about October following, when he was appointed to the St. Alban's of 64 guns. In that ship he was employed on the Cadiz sta-

* The Castor was stationed as a temporary guard-ship at Liverpool; the other three were employed as cruisers.

tion, under Sir Richard G. Keats, who entrusted him with the command of a squadron sent to convey Lieutenant-General Graham (now Lord Lynedoch) and his troops to Tariffa, for the purpose of co-operating with the Spanish General La Penas, in an attack upon the rear of the French besieging army.

It being found impracticable to effect a landing any where between Cape Trafalgar and Tariffa, Captain Brace proceeded to Algeziras, where the troops were disembarked under his personal superintendence. From thence the Lieutenant-General immediately marched for Tariffa, to which place the artillery, provisions, stores, &c. of his little army were conveyed in boats, notwithstanding the unfavorable state of the weather, by the indefatigable exertions of the navy. The famous battle of Barrossa followed; and the assistance afforded by Captain Brace to the combined armies, was most handsomely mentioned in the naval and military despatches respecting that truly glorious event*.

Towards the latter end of 1811, Captain Brace removed into the *Berwick* of 74 guns, which ship he commanded on the Mediterranean station during the remainder of the war.

A gallant exploit was performed May 16, 1813, by a detachment from the *Berwick* and *Euryalus*, under the direction of Mr. Henry Johnston Sweedland, first Lieutenant of the former ship. Upwards of twenty vessels collected in Cavalrie bay, to the eastward of Toulon, under the protection of several land batteries, and *la Fortune*, a French national xebec mounting ten long 9-pounders and 4 swivels, with a complement of 95 men, were either brought out or destroyed, and the batteries taken in a period of time astonishingly short, the assailants sustaining no greater loss than 1 marine killed, and an ordinary seaman missing. The attack was ably planned; and Lieutenant Sweedland carried it into execution with that calm intrepidity which, while it leaves an enemy nothing to hope from protracted resistance, foresees and provides all that is requisite to ensure success.

* The British and Spanish armies formed a junction at Tariffa, Feb. 28, 1811, and five days afterwards obtained a most brilliant victory over two divisions of Marshal Victor's army. The loss of the French, who left behind them two generals, an eagle, and six pieces of cannon, was computed at 3,000 in killed, wounded, and prisoners: on the side of the allies, the loss was stated at 1,243 in slain and wounded.

In December following, the boats of the Berwick made a night attack on Fort Negaye, near Frejus, for the purpose of capturing a number of merchantmen lying under its protection. Lieutenant Sweedland, who likewise commanded upon this occasion, nothing daunted by the unexpected appearance of two French national schooners in the bay, gallantly pushed on, carried one of the latter and the fort, and obliged the enemy to scuttle the coasting vessels. The second schooner, however, found means to repel the divided force which assailed her, and Lieutenant Sweedland, Mr. James B. Hawkins Whitshed, Midshipman, and several seamen were killed, besides others wounded. The sailors in the fort now turned some field-pieces on this vessel, and damaged her so much, that she was finally scuttled by the enemy*.

Captain Brace's services during the operations which led to the surrender of Genoa and its dependencies in April 1814, were duly acknowledged by Sir Josias Rowley, who commanded the squadron employed on that occasion, in conjunction with the British army under Lord William Bentinck. After the reduction of that fortress, he acted as naval Commissioner on shore, until the arsenal was finally cleared of its valuable contents. He then returned to England, refitted his ship, and was again ordered to the Mediterranean. During the war with Murat, occasioned by that chieftain's secession from the cause of the allied powers, the Berwick was employed under the orders of Captain (now Rear-Admiral) Fahie, at the siege of Gaeta †; on which service Captain Brace was the second in command.

On his arrival in England, about June or July 1816, all warfare between the European powers being at an end, and his

* Lieutenant Sweedland was the eldest son of Sir C. Sweedland, of St. Helen's Place, London; and it may with truth be said, that, by his premature death, the navy lost one of its ornaments, his country a real patriot, his King a most loyal subject, and his disconsolate family a source of joy. Mr. Whitshed was the eldest son of the present Admiral of that name; he served under Lieutenant Sweedland in the affair at Cavalarie, and by his conduct as a youth, he gave high promise of possessing those virtues so eminently conspicuous in the officer whose fate he shared. His last words were, "*Carry her if you can: I am no more.*"

† See Vol. I. p. 718.

health much impaired by long and anxious services, Captain Brace was recommended to seek benefit from retirement, and the pleasures of social and family intercourse at home. The dispute with the Dey of Algiers, however, occurring about this time, he was induced to comply with the express wishes of Viscount Melville and Lord Exmouth; and without any interval of repose, assumed the command of the *Impregnable*, a 3-decker, which was to form one of the squadron appointed to visit that piratical tyrant, under the orders of the last named nobleman. When the ships arrived at Gibraltar, Rear-Admiral Milne, who had been appointed to the command at Halifax, but allowed, at his own particular request, to accompany the expedition, hoisted his flag on board the *Impregnable*, as second in command of the squadron.

During the tremendous battle of Aug. 27th, the *Impregnable* was hulled by two hundred and thirty-three shot, none less than a 24-pounder, about twenty of which passed between wind and water. She however not only maintained her perilous situation about three hundred and fifty yards from a fortification of three tiers, containing 66 guns, flanked by four other works of two tiers each, in which were mounted 60 pieces of cannon, and a redoubt of 4 guns, but succeeded, with the aid of an explosion vessel, in destroying the strongest of all the Algerines' batteries. She expended no less than 6,730 round shot, and 28,800 pounds of powder. Her killed and wounded amounted to rather more than one-fourth part of the total loss sustained by Lord Exmouth's fleet*; and her masts, yards, sails, and rigging, were much cut up. Captain Brace himself, was slightly wounded in two places; but as he did not allow his name to be included in the report, we suppose it was not his wish to make a longer list than he could possibly avoid, of the casualties on board his ship. The names of Rear-Admiral Milne, and one or two other officers who received wounds, were probably withheld, through the same motive. Such acts of modesty are truly praiseworthy, and should always be recorded.

After the battle, Rear-Admiral Milne removed into his proper flag-ship, the *Leander* of 60 guns, and proceeded with

* See Vol. I. pp. 227 and 682.

the commander-in-chief's despatches to England ; but owing to adverse winds, the duplicates brought overland by Captain James Brisbane, of the *Queen Charlotte*, were received at the Admiralty several days before the Rear-Admiral arrived in England.

Captain Brace having been nominated a Companion of the Bath in 1815, could not, consistently with the regulations of that Order, receive any personal mark of distinction from his own government, for this most hazardous but brilliant service : it having some time previously been determined, not to confer the insignia of a Knight Commander on any other than Flag-Officers in the navy, and General Officers in the army. He however received the Orders of Wilhelm of the Netherlands, and St. Maurice and St. Lazarus of Sardinia, for the skill and valour he had displayed at Algiers ; and that of Charles III. of Spain, for his services at Cadiz in 1811.

On the 1st Aug. 1821, Captain Brace was appointed to the *Ramillies* 74, stationed at Portsmouth ; and on the 31st May, 1823, to the *Ganges* of 84 guns ; in which ship he is now absent on foreign service, with the *Superb* 78 under his orders.

It will thus appear that, during the long period of 43 years, this officer has been in almost constant employ, on various stations and services ; his intervals of living on shore out of commission, being very few and very short.

One of Captain Brace's sisters married the late Captain Newman, of whom we have spoken in the course of this memoir ; another is the lady of Rear-Admiral Poyntz. Two of his nephews are also in the navy, *viz.* Herbert Brace Powell, Esq., a Post-Captain, and Francis Brace, Esq., a Commander. The names and services of those officers will appear in their proper places.

Agents.—Messrs. Atkins and Son.

SIR JAHLEEL BRENTON, BART.

Knight Commander of the most Honorable Military Order of the Bath : and a Knight Grand Cross of the Neapolitan Order of St. Ferdinand and of Merit.

This officer is a son of the late Rear-Admiral Jahleel Bren-

ton, by Henrietta, daughter of Joseph Cowley, Esq., of Wolverhampton, in Staffordshire (by Penelope, daughter and heiress of Edward Pelham, Esq.).

He was born Aug. 22, 1770; received his education at the maritime school at Chelsea; and obtained the rank of Lieutenant in 1790*. At the commencement of the French revolutionary war, we find him commanding the *Trepassey* of 12 guns, on the Newfoundland station; and subsequently serving as a Lieutenant of the *Barfleur*, a second rate, bearing the flag of Vice-Admiral Waldegrave (now Lord Radstock), in which ship he assisted at the defeat of the Spanish fleet, under Don Josef de Cordova, off Cape St. Vincent, Feb. 14, 1797 †.

Towards the close of 1798, or early in 1799, Lieutenant Brenton was promoted to the command of the *Speedy*, a brig mounting fourteen 4-pounders, with a complement of 60 men. On the 9th Aug. in the latter year, he chased three of the enemy's armed vessels into a small bay, near Cape de Gatt, where they moored in a close line, within a boat's length of the beach. The *Speedy* engaged them an hour and three quarters under sail, before she could gain soundings, although not more than a cable's length distant from the rocks; but finding the enemy had much the advantage, from her constant change of position, Captain Brenton determined to push for an anchorage, and was fortunate enough to gain one within pistol shot of the centre vessel. A warm action now took place, and lasted about three quarters of an hour; at the end of which time the enemy took to their boats, leaving the vessels to their fate. The prizes were taken possession of under a heavy fire of musketry from the surrounding hills, and 2 Spaniards found dead on their decks: the wounded were carried off by their companions. They mounted in the whole 22 guns, 6 and 9-pounders. The *Defender*, a privateer belonging to Gibraltar, was in company with the *Speedy* at the commencement of this very creditable affair; but having

* Previous to this promotion, Mr. Brenton had served as a Lieutenant in the Swedish navy, and bore a part in the desperate battle between the Russians and Swedes, in the gulf of Wibourg. See Vol. I. note §, at p. 292.

† See Vol. I. pp. 21 and 61.

only 22 men on board, was obliged to stand out for the purpose of procuring assistance from a boat she had in the offing, and could not reach the anchorage till the conclusion of the action. She had 1 man wounded, the Speedy 2; but neither of them dangerously.

On the 3d Oct. following, whilst running through the Gut of Gibraltar, in sight of a British convoy, Captain Brenton observed a number of small vessels coming out of Algeziras; and concluding they were Spanish gun-boats endeavouring to cut off some of the merchantmen, steered for them in order to defeat their purpose. He soon after perceived they were coasting vessels, eight in number, under the protection of an armed cutter and schooner. All sail was now made in chase, and the two sternmost were soon separated from the others, but took shelter under the guns of a castle, which opened a heavy fire upon the Speedy as she approached, and prevented her bringing them off. Captain Brenton now pursued the main body, passing within gun-shot of the castle at Tariffa; and at length came up with and destroyed four of them in a bay to the eastward of Cape Trafalgar, without any loss on the part of the Speedy, although her boats were exposed to the fire from a fortification under which the enemy had sought refuge, and some musketry on the beach; as also to a heavy surf, which rendered their approach dangerous. Rear-Admiral Duckworth, in reporting this affair to the Admiralty, said, "*It is but justice to Captain Brenton to observe, that his exertions and gallantry at all opportunities, do him the highest honor.*"

Captain Brenton's next encounter with the enemy was on his entering the Gut, with a transport ship and a merchant brig under his protection from Lisbon, Nov. 9, 1799. On that day two Spanish schooners, each carrying two long 24-pounders and 50 men; ten other vessels of one 24-pounder, and 40 men each; and a French xebec privateer of 8 guns, pushed out from Algeziras, and directed their first assault against the transport, but without effect. They then attempted to get possession of the brig, in which they were also foiled by the skill and bravery of Captain Brenton, who passed through the midst of them, and poured in such repeated broadsides of round and grape, that they fled in con-

fusion, taking shelter under Fort Barbary. The *Speedy* on this occasion had only 3 men killed and wounded; but she was very much cut up in her hull, masts, and rigging. The Spaniards, according to their own account, lost 11 men.

To Captain Brenton, it appeared very singular that, although this brush with the enemy's flotilla took place close to the rock, a single shot fired from Europa point was the only effort made by the garrison of Gibraltar to assist him. He consequently anchored in the bay, much out of humour with the Governor, General O'Hara; but was soon informed of the cause by his Excellency, who addressed him on his appearing at the convent *, in the following terms:

"I conclude, Sir, you think I have treated you very ill, in not affording you assistance; but I have made arrangements with the Governor of Algeziras, to prevent this town being kept in a state of constant alarm and annoyance by the Spanish gun-boats, which in consequence are never to be fired on from the rock: there is the copy of a letter which I have written to the Admiralty, and I most sincerely wish you may obtain your promotion †."

The letter alluded to was so handsomely worded, that Captain Brenton could say nothing about the preceding transaction; and he was soon after rewarded for his gallantry by a post commission, appointing him to the command of the *Cæsar*; in which ship, bearing the flag of Rear-Admiral Sir James Saumarez, the inhabitants of Algeziras again witnessed his exertions, on that memorable day, July 6, 1801, when our intrepid tars were unhappily thwarted by calms and currents in their attempt to cut off a French squadron, and obliged to haul off from the formidable batteries under which they had drifted, with the additional mortification of leaving the enemy to exult in the capture of a British 74 ‡.

Nothing daunted by this failure, Sir James Saumarez, with astonishing celerity, refitted part of his shattered squadron; and, reinforced by Captains Keats and Hollis, of the *Superb* and *Thames*, pursued his vain-glorious enemy; who, notwithstanding their immense superiority, sought for safety in an

* The Governor's residence.

† See *Naval History of Great Britain*, by Captain EDWARD PELHAM BRENTON, Vol. II. p. 490.

‡ See Vol. I. p. 187.

ignominious flight, during which two first rates were burnt, and a 74-gun ship borne off in triumph, by their determined opponents *.

As the exertions that were made on board the squadron in general, and the *Cæsar* in particular, after the battle off Algieras, have been considered the most extraordinary in the history of naval affairs, and a lasting standard for imitation, it may be proper to detail the damages she repaired between the evening of the 6th and forenoon of the 12th. In that short space of time, she shifted her main-mast, fished and secured her fore-mast, which had been shot through in several places, knotted and spliced the rigging, plugged the shot-holes between wind and water, completed with stores of all kinds, and provisions for four months. Such was the ardour manifested by her crew, that they volunteered their services to Captain Brenton, not only to continue their exertions from dawn till dark, but to work, watch and watch, during the night. By efforts such as these, the *Cæsar* was enabled to commence warping out of Gibraltar Mole at noon on the 12th, swaying up her top-gallant-masts, and bending sails at the same time; and by 3 P. M., she was actually under sail, and ready to pursue the enemy, who were then turning out of the bay. It is also worthy of remark, that several of her wounded men, on hearing the ship was moving out of the Mole, escaped from the hospital, determined, if possible, to share in the new danger that awaited them. They were accordingly received on board, and went to their quarters. Sir James Saumarez, in his official despatches, makes ample mention of Captain Brenton's able and zealous exertions on this trying and memorable occasion †.

* See Vol. I. p. 344.

† In the action of the 6th July, the *Cæsar* had 9 men killed, 25 wounded, and 8 missing. The latter are supposed to have been taken prisoners when assisting the *Hannibal*. "When, in the hottest part of the action, the *Cæsar* broke her sheer, and could not get her guns to bear on the enemy, Captain Brenton ordered a cutter to be lowered down from the stern, to convey a warp to the *Audacious*; but the boat was found to be knocked to pieces by the enemy's shot. Before other means could be resorted to, Michael Collins, a young sailor belonging to the *Cæsar*'s mizen-top, seized the end of a lead-line, and exclaiming, 'You shall soon have a warp,' darted

Captain Brenton returned to England in the *Santa Dorothea*, April 7, 1802, and was appointed to *la Minerve* frigate in November following. On the 2d July, 1803, as the latter ship, under the charge of a pilot, and during a fog, was pursuing some French vessels, she unfortunately struck upon the western point of the Cones, near Cherbourg. Two strong forts in the neighbourhood immediately opened their fire upon her, and were soon assisted by a division of gun-vessels from the road, including two heavy brigs. Every thing that men could do, both to extricate their ship from her perilous situation, and to employ effectively the few guns that could be brought to bear, was done by Captain Brenton, his officers and crew. At length, after sustaining a fire of several hours' duration, by which *la Minerve* was greatly damaged in her hull and masts, 12 men killed, and 14 or 15 badly wounded, she was obliged to strike her colours.

Captain Jurieu, of *la Franchise*, a French frigate, captured by the *Minotaur*, *Thunderer*, and *Albion*, on the 28th May preceding, was allowed to go to France, on his parole to return to England in three months, if he could not obtain the liberation of Captain Brenton. His efforts proved ineffectual; the consular government proposing to substitute three individuals, two of whom were resident in France at the renewal of the war; the other, although denominated a Colonel, was not known to belong to the navy or army of Great Britain. Captain Brenton therefore continued a prisoner at Verdun till about the commencement of 1807, when he was exchanged for M. Infernet, who had commanded *l'Intrepide* 74, in the battle of Trafalgar. It need hardly be stated, that on his return from captivity, Captain Brenton was not only most honorably acquitted by a court martial, of all blame on account of the loss of *la Minerve*, but most highly praised for his gallant defence of her*.

from the taffrail, and swam with the line to the *Audacious*, where it was received, and by that means a hawser ran out, which answered the intended purpose." See Brenton's *Naval History*, vol. iii. p. 36, *et seq.*

* A very interesting account of Captain Brenton's capture, imprisonment, and treatment, will be found in the third volume of his brother's "*Naval History*," published since this sheet was put in the press. See pp. 209 &c. to 234.

Captain Brenton's trial took place Feb. 7, 1807. In the course of the same month he was appointed to the *Spartan* of 46 guns; and on the 23d April, 1809, we find him, with the *Amphion* and *Mercury* frigates under his orders, driving the French garrison out of Pesaro, destroying the castle at the entrance of that port, and capturing thirteen merchant vessels, deeply laden with oil, hides, hemp, almonds, &c.

On the 2d of the following month, the *Spartan* and *Mercury* blew up the castle of Ceseratico, destroyed a battery of two 4-pounders, burnt a large vessel laden with iron, captured twelve others, partly laden with grain, and brought off a great quantity of hemp and iron, which had been collected in the magazines. This service, as well as the preceding, was accomplished without the loss of a man, although at Ceseratico, the ships and their boats were much exposed to the fire from the battery and musketry on shore.

Eight days after this affair, Captain Brenton, in concert with Baron Ocharnick, commanding a detachment of Austrian troops, compelled the garrison of the island of Lussin, on the coast of Croatia, consisting of 170 men, to surrender at discretion, after some opposition from the citadel and batteries. The allies on this occasion had only 3 men wounded.

Early in October following, Captain Brenton assisted at the capture of Zante and Cephalonia, by the naval and military forces under Captain Spranger of the *Warrior*, and Brigadier-General Oswald. On the 9th of the same month, he commanded at the reduction of Cerigo, an island near the Morea, defended by three forts, with a garrison of 104 men. "At Cerigo," says Lord Collingwood, when reporting the capture of those islands, "the greatest resistance was made; but Captain Brenton's skill and resources are such as would surmount much greater difficulties than they could present." Captain Spranger, in his letter to the commander-in-chief, observed, that Cerigo had long been used as a place of refuge by privateers of the worst description; and duly acknowledged the advantage he had derived from Captain Brenton's "judgment, gallantry, and activity," during the expedition, which terminated with the fall of that island.

On the 1st May, 1810, the *Spartan* and *Success* fell in with and pursued a French squadron, consisting of the *Ceres* fri-

gate, of 42 guns and 350 men; Fame corvette, 28 guns, 260 men; Sparviere brig, 8 guns, 98 men; and Achilles cutter, 10 guns, 80 men. These vessels, favored by light and partial breezes, succeeded in reaching the mole of Naples; and as Captain Brenton was sensible they would never leave that place of shelter whilst menaced by two British frigates, he directed the Success to cruise from five to ten leagues S. W. of Capri, himself continuing in the bay.

At day-light on the 3d, he had the pleasure of seeing the enemy's squadron, accompanied by eight Neapolitan gun-boats, each carrying one 24-pounder and 40 men, standing towards the Spartan in a close line. At 7^h 56' A. M., he exchanged broadsides with the Ceres, then within pistol-shot, and soon after, passing along their line, cut off the Achilles and gun-boats from the main body. This obliged the enemy's frigate, corvette, and brig, to wear for the purpose of renewing their junction; in which attempt they were foiled by the Spartan taking her station on their weather beam. A close and obstinate contest ensued: light and variable winds led them near the batteries of Baia, under which the Ceres sought protection. The crippled state of the Spartan not allowing her to follow, she bore up, and after raking the frigate and corvette, succeeded in cutting off and boarding the Sparviere.

The Fame having lost her fore-top-mast, effected her escape with the assistance of the gun boats, by whose fire the Spartan had been severely galled.

For a considerable time during the battle, Captain Brenton stood upon the capstern, cheering his crew, and watching the enemy's manœuvres. Whilst thus employed, one of his officers requested him not to expose himself in such a manner: his reply was, "I am in no more danger here, than I should be any where else." Soon after a grape shot struck him on the left hip, and shattered the ilium: the wound was for some time considered to be mortal. Numerous were the instances of patriotism and individual fortitude displayed by our heroic countrymen, during this unequal conflict. One of the wounded sailors, upon being told that he must lose the whole of his arm, exclaimed, "Well, take it whenever you like; it is not mine, but my king's." The Spartan's total loss on this glorious occasion, amounted to

10 men killed and 22 wounded ; among the latter was Mr. Willis, her first Lieutenant, whom Captain Brenton describes as " one of the best and most gallant officers he ever met with." The enemy, according to a French account, had 30 killed and 90 wounded, exclusive of the loss sustained by the captured brig ; but we have reason to believe it was much more severe *.

Captain Brenton's distinguished conduct in the Bay of Naples, did not pass unrewarded. The Patriotic Fund at Lloyd's, voted him a sword, value 100 guineas ; the King of the two Sicilies presented him with the Grand Cross of the Order of St. Ferdinand, and of Merit ; he was raised to the dignity of a Baronet of Great Britain, Nov. 3, 1812 ; and nominated a K. C. B. Jan. 2, 1815. Towards the conclusion of the war, we find him commanding the Stirling Castle 74. His subsequent appointments were, early in Jan. 1814, to superintend the naval arsenal at Port Mahon ; about June following, to command the Dorset yacht ; and in the autumn of the same year, to be Resident Commissioner at the Cape of Good Hope. The establishment at the latter place being reduced, he returned from thence in the *Vigo*, a third rate, bearing the flag of Rear-Admiral Lambert, and arrived at Portsmouth Jan. 1, 1822.

Sir Jahleel Brenton is at present commander of the Royal Charlotte yacht ; the amount of a pension granted him for the severe wound he received off Naples, is, we believe, 300*l.* per annum †. He married, first, April 10, 1802, Isabella, daughter of Anthony Stewart, Esq., late of Maryland ; second, Oct. 9, 1822, Harriet, daughter of the late James Brenton, Esq., of Halifax. His first lady died at the Cape of Good Hope, July 29, 1817 ; and his eldest son, at Winchester School, Aug. 27, in the same year.

* The Spartan had only 258 men and boys on board at the commencement of the action, 19 being absent in a prize. The enemy, as we have already shewn, mustered in the whole 1108. Captain Ayscough, who commanded the *Success*, had the mortification to be becalmed outside the islands, whilst his brother officer was adding to his well-earned fame in the Bay of Naples.

† It was many years before Captain Brenton was pronounced out of danger from the effects of his wound, but which is now considered to be cured, though he will never regain the complete use of his limb.

Captain Edward Pelham Brenton, R. N., is a brother of the subject of this memoir : another brother held the rank of Lieutenant, and was mortally wounded when commanding an attack made by the boats of the Peterell sloop of war, upon an enemy's armed vessel near Barcelona, in 1799.

Agents.—Messrs. Maude.

SIR ROBERT MENDS, KNT.

Knight of the Royal Spanish Order of Charles III.; and late Commodore of the Squadron employed on the African Station.

THIS officer, we have reason to believe, entered the naval service without any thing in the shape of interest whereby to procure advancement. He lost an arm during the American war, previous to the completion of his 14th year, and suffered amputation twice before his recovery could be hoped for*. In 1786, we find him serving on the coast of Africa, in the Grampus, a 50-gun ship, bearing the broad pendant of Commodore Edward Thompson, by whom himself and four other young gentlemen were directed to do duty as Lieutenants, wear a peculiar dress to distinguish them from the other Midshipmen, and form a separate mess in a cabin allotted them for that purpose.

Soon after his return to England, Mr. Mendis presented a petition on his knees to our late monarch at Windsor; and in consequence thereof, was most graciously recommended by his Majesty to Earl Howe for promotion. Previous, however, to his obtaining a commission, in 1789, he served as an Admiralty Midshipman on board the Colossus 74, where he was allowed the sole use of a cabin in order that his situation might be more comfortable to him than it could possibly have been in a cockpit berth.

Mr. Mendis' first appointment as a Lieutenant was to the Childers sloop of war, commanded by Captain (now Sir Robert) Barlow, and stationed on the coast of Cornwall for the suppression of smuggling. Whilst thus employed, he

* Mr. Mendis, on being asked after his recovery how he felt whilst the surgeon was performing the painful operation of removing his shattered limb, replied, "Very well until I saw my arm lying on a table beside me I then became sick."

gave repeated earnestness of that zeal, activity, and spirit of enterprise, by which he afterwards distinguished himself.

In the action off l'Orient, June 23, 1795, Mr. Mends was a Lieutenant of the *Colossus* 74, and narrowly escaped death in consequence of applying the match to a gun which hung fire; on which occasion he was so dreadfully burnt by the explosion that took place, as scarcely to have preserved any skin on his body*.

On the 3d March 1797, our officer, then commanding the *Diligence* of 16 guns, on the Jamaica station, fell in with, and after an action of forty-five minutes, captured la *Nativetas*, a Spanish ship of 500 tons, 16 guns, and 50 men. He subsequently assisted at the capture of a Spanish armed packet. His post commission bears date May 2, 1800; and he continued to serve in the West Indies, commanding successively the *Abergavenny* of 54 guns, *Thunderer*, a third rate, and *Quebec* frigate, until the conclusion of the war. He arrived at Plymouth in the *Nereide* of 36 guns, and was paid off in Sept. 1802.

Early in 1805, Captain Mends was appointed to the Sea Fencible service in Ireland; and about Sept. 1808, to the *Arethusa* frigate. On the 26th Nov. following, he captured the *General Ernouf*, a French privateer of 16 guns and 58 men. In the following year, we find him co-operating with the Spanish patriots.

On the 15th March 1809, a party of seamen and marines belonging to the *Arethusa*, were landed under the command of Lieutenant Hugh Pearson, and destroyed upwards of twenty heavy guns, mounted on the batteries at Lequito, defended by a detachment of French soldiers, 21 of whom were made prisoners, the rest escaped. The British had only 3 men wounded. A small vessel, laden with brandy, was found in the harbour and brought away.

Captain Mends having received information of two other vessels being up the river Andero, laden with brandy for the French army in Spain, the same party landed in the evening of the following day, and finding them aground about four miles up, destroyed their cargoes, and delivered the vessels

* See Hants Telegraph, Jan. 19, 1824, p. 2, col. 3.

to their proper owners, from whom they had been forcibly taken.

On the 20th, a party under Lieutenant Elms Steele, destroyed the guns at Bagnio, and captured a vessel laden with merino wool; whilst Lieutenant Fennel of the royal marines, accompanied by Mr. Elliott, the Purser, and a boat's crew, ascended the mountain and destroyed the signal-posts. The same evening, Lieutenant Pearson took possession of the batteries of the town of Paisance without opposition, and destroyed the guns; the small parties of the enemy stationed at these places, retiring as the British advanced.

On the 6th April, 1809, the *Arethusa* joined the *Amethyst*, just as the latter had silenced the fire of a large French frigate, which soon after surrendered: an account of this capture will be found in our memoir of Sir Michael Seymour, Bart., who commanded the *Amethyst* on that occasion. Whilst proceeding to attack the enemy's ship, a block struck Captain Mends on the back of his head, knocked him down, and for a short time deprived him of his senses. The effects of this blow he felt and complained of during the remainder of his life*.

Captain Mends was afterwards entrusted with the command of a squadron stationed on the north coast of Spain. On the 24th June, 1810, after a consultation with the Junta of Asturias, he consented to embark the Spanish Brigadier-General Porlier, and 500 of his soldiers, with the intention of beating up the enemy's quarters along the coasts of Cantabria and Biscay. The result of this expedition was the destruction of all the batteries (with the exception of Castro) from St. Sebastian to St. Andero, on which were found altogether about 100 pieces of heavy cannon; a loss to the enemy of more than 200 men; and an addition of nearly 300 volunteers to Porlier's little army. Communications were also opened with the patriots in the interior, and that part of the sea-coast now laid entirely bare of defence; the zealous attachment of the inhabitants to the independence of their country, was ascertained; and two good anchorages for the squadron in westerly gales were secured, until the French could re-mount heavy cannon on the various eminences near

* See Hants Telegraph, Jan. 19, 1824.

*These two leaves were inserted
at Comm.?? Mend reports: see his
letter to the*

POST CAPTAINS OF 1800.

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10 men killed, and 22 wounded; among the latter was Mr. Willis, her first Lieutenant, whom Captain Brenton describes as "one of the best and most gallant officers he ever met with." The enemy, according to a French account, had 30 killed and 90 wounded, exclusive of the loss sustained by the captured brig; but we have reason to believe it was much more severe.*

Captain Brenton's distinguished conduct in the Bay of Naples did not pass unrewarded. The Patriotic Fund at Lloyd's voted him a sword, value 100 guineas; the King of the two Sicilies presented him with the Grand Cross of the Order of St. Ferdinand, and of Merit; he was raised to the dignity of a Baronet of Great Britain, Nov. 3, 1812; and nominated a K. C. B., Jan. 2, 1815. Towards the conclusion of the war, we find him commanding the Stirling Castle 74. His subsequent appointments were, early in Jan. 1814, to superintend the naval arsenal at Port Mahon; about June following, to command the Dorset yacht; and in the autumn of the same year, to be Resident Commissioner at the Cape of Good Hope. The establishment at the latter place being reduced, he returned from thence in the *Vigo*, a third rate, bearing the flag of Rear-Admiral Lambert, and arrived at Portsmouth Jan. 1, 1822.

Sir Jahleel Brenton is at present commander of the Royal Charlotte yacht; the amount of a pension granted him for the severe wound he received off Naples, is, we believe, 300*l.* per annum.† He married, first, April 10, 1802, Isabella, daughter of Anthony Stewart, Esq., late of Maryland; second, Oct. 9, 1822, Harriet, daughter of the late James Brenton, Esq., of Halifax. His first lady died at the Cape of Good Hope, July 29, 1817; and his eldest son at Winchester School, Aug. 27, in the same year.

* The Spartan had only 258 men and boys on board at the commencement of the action, 19 being absent in a prize. The enemy, as we have already shewn, mustered in the whole 1108. Captain Ayseough, who commanded the *Success*, had the mortification to be becalmed outside the islands, whilst his brother officer was adding to his well-earned fame in the Bay of Naples.

† It was many years before Captain Brenton was pronounced out of danger, from the effects of his wound, but which is now considered to be cured, though he will never regain the complete use of his limb.

Captain Edward Pelham Brenton, R. N., is a brother of the subject of this memoir ; another brother held the rank of Lieutenant, and was mortally wounded when commanding an attack made by the boats of the Peterell sloop of war, upon an enemy's armed vessel near Barcelona, in 1799.

Agents.—Messrs. Maude.

SIR ROBERT MENDS, KNT.

Knight of the Royal Spanish Order of Charles III. ; and late Commodore of the Squadron employed on the African Station.

MR. MENDS entered the Naval Service as Midshipman on board His Majesty's Ship Culloden, January 1, 1779 ; and on the 16th January, 1780, was serving on board the above ship at the capture and defeat of the Spanish Fleet, under the command of Admiral Don Juan de Langara, by Admiral Sir George Rodney, when seven sail of the line were captured and destroyed. Was afterwards wrecked on the North Coast of America, when he lost every thing, and was subject to the greatest privations. In the year 1781 was serving in the Guadalupe in the action of the 16th March, between Admiral Arbuthnot and the French Fleet under the command of Monsieur Destouches, off the Chesapeak : was afterwards employed with a detachment of seamen from the fleet to attend the army in Virginia, and was with it in the whole of that campaign, which was a series of battles from April to October. Was present in the following principal engagements on that occasion, namely, with General Philipps' army at "*Petersburgh*" when the Americans were defeated ; with Lord Cornwallis when the Americans were defeated at "*James Island* ;" was in the action of "*Bermuda Hundreds*" when the gun boats, assisted by the artillery on shore, took the whole of the enemy's squadron, consisting of thirteen sail of armed vessels, after a long and severe contest. Was at the siege of "*York Town*," when, with Lord Cornwallis and the army, he was taken prisoner : on this occasion he was *slightly wounded by a shell in the left knee, and had his right arm shot off by a cannon ball, which twice underwent amputation at subsequent periods.* It may be here mentioned, that when lying ill from the effects of these severe wounds, the ship he was in, caught fire, when his life

was providentially preserved by a seaman (his hammock man) who, knowing him to be still on board, went and conveyed him to the boat that took the last of the crew and officers from the ship.

In 1782, was serving in the *Conqueror*, and was present at the defeat and capture of the French Fleet under the Comte de Grasse by Admiral Lord Rodney on the 9th and 12th of April, when he was wounded in the *head* by a splinter, and had the *right side of the jaw-bone fractured*. Was appointed acting Lieutenant, by Lord Rodney, after the action, into the *Shrewsbury*; was afterwards removed into the *Prothee*, and was paid off, the war being over.

He afterwards served as Master's Mate on board the following ships, *Grampus*, *Irresistible*, *Scipio*, *Crown*, *Orion*, and *Culloden*, the two former of which were stationed for some time on the Coast of Africa. In 1789, was promoted to the rank of Lieutenant, by the especial command of His Majesty George III, when visiting the *Culloden*, then forming part of the Fleet at Plymouth. His Majesty on this occasion remarking a young officer severely wounded, immediately sent for and asked him to recount his services, which so interested him, that he directed him to be promoted on the spot to the rank of Post Captain, which however being contrary to the regulations in Council, could not be done. His Majesty was further graciously pleased to remark, that he would raise him to the rank of Captain provided he always continued to merit his patronage. From 1789 he served as Lieutenant of the *Pylades*, *Childers*, and *Colossus*; and was at the *evacuation of Toulon* in 1793. Was Lieutenant of the *Colossus* in Lord Bridport's action of *L'Orient*, on the 23rd of June, 1795, *when he was severely wounded, being burnt and bruised by the bursting of one of the lower deck guns, and was blind of both eyes for several days*. In 1796, was promoted to the rank of Commander into the *Diligence Sloop* of 18 guns, and on the 12th of May, 1797, captured, after an action of three quarters of an hour, off Porto Rico, "*La Netivitas*," Spanish Brig of 22 guns: *he was on this occasion slightly wounded in his remaining arm by a musket ball*. He continued serving in the West Indies till the year 1800, when on the 2nd of May he was promoted to the rank of Post



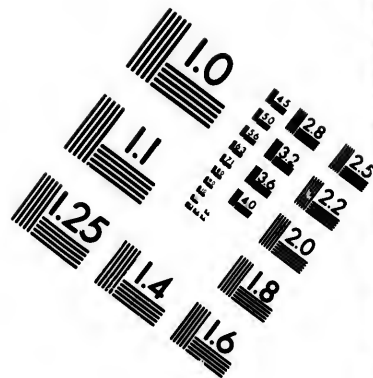
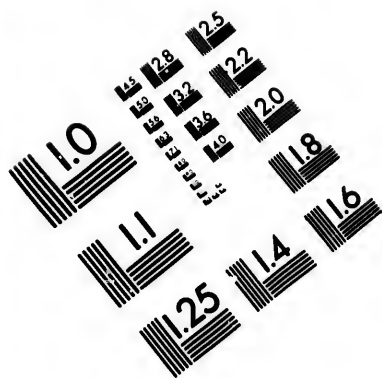
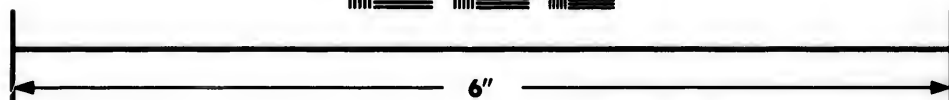
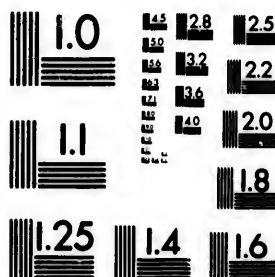


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Captain into the Abergavenny. He was afterwards removed into the Thunderer and Nereide, which latter ship he brought from the West Indies in 1803, and paid off, the war being over.

In 1805, he was appointed to the command of a Sea Fencible District at Malohide, in Ireland, where he remained till March, 1807, when he was removed to the Regulating Service at Liverpool. During the time he was employed on this unpleasant service, his great exertions in raising men for the Fleet were noticed by the Board of Admiralty, and was the more immediate cause of his being appointed to the command of His Majesty's Ship Arethusa, of 46 guns, in August, 1808: on leaving Liverpool the Mayor and Corporation expressed to him in the most flattering terms the sense the merchants of the town entertained of his conduct since he had been amongst them, adding that while they looked at the far greater number of men he had raised than any of his predecessors, they had the satisfaction of stating that not a single family had applied to them for relief in consequence of harsh impressment.

He was employed in the Arethusa for some time as Senior Officer of the Blockading Squadron off Cherbourg, and afterwards as Senior Officer with a Squadron of Frigates under his orders on the North Coast of Spain, with a view of assisting the Spanish Patriots and beating up the French posts along the Coast. In 1809, he captured and destroyed the batteries of *Santona*, *Borneo*, and *Leguito*, with other places on the Spanish Coast. In the month of March, he assisted Captain Seymore, of the Amethyst, in the capture of the Niemen French Frigate, of 46 guns, the Arethusa coming up at the close of the action. *In this slight affair with the Niemen he was wounded in the forehead by a splinter caused by one of her shot, which in a small degree affected his eyesight, and which he seriously felt during the remainder of his life.* In July, 1810, another expedition was fitted out under his orders at Corunna, the squadron with 500 men from the Spanish army, destroyed the whole line of batteries from *San Sebastian* to *San Andero*, capturing nearly 100 pieces of cannon and many prisoners. For his services on these different occasions, the Order of the Cross of Victory of Asturias, and the rank of Major General in the Spanish

Santona and Bermeo, which necessarily occupied much time and required great labour, the country being so extremely mountainous, and the roads so bad, as to render carriage by land almost impracticable; the whole of which was happily accomplished without the loss of a man on the part of the British, and only 7 Spaniards wounded. The proceedings of the seamen and marines landed from the squadron, will be detailed in our memoir of the Hon. Captain Aylmer, who commanded the brigade on shore.

Towards the latter end of July, Captain Mendis received the following letter from the Junta of Galicia, dated on the 22d of that month:

"Sir.—This Junta have the satisfaction of acknowledging the receipt of your letter of yesterday, in which you have the goodness to communicate the particulars of the expedition to Cantabria, undertaken by yourself and General Porlier, combining with his operations the activity and force of the squadron under your command. He has also made a report to this Junta, of the great attention you have been pleased to shew to his officers and people; thus giving fresh and undeniable proofs of a generous protection and support to the just cause we defend, correspondent with the noble sentiments of your nation, and magnanimity of your Sovereign.

"The Junta of Galicia, in the name of their government and country, to which they shall make known your distinguished services, offer you in return their warmest acknowledgments, and are anxiously desirous of an opportunity of being able to give you irrefragable proofs of their gratitude, high consideration, and of that respect which you merit.

"Notwithstanding every object of this glorious expedition which was wished, could not at the time be accomplished, still the great advantages of which it has been productive are very evident, by the annoyance it has occasioned to the enemy throughout the whole of these coasts, in opening the port of Santona, and compelling him to withdraw from other points, where his progress would have occasioned greater evils.

"The threatened situation in which this kingdom of Galicia stands in all its frontiers, does not allow the Junta, at present, completely to avail themselves of all the advantages which you and General Porlier have opened, but of which more favorable circumstances will put them in full possession. But notwithstanding the present delicate state of affairs, the Junta had determined on sending some aid and succours to Santona, which the success of the expedition has rendered unnecessary.

"The Junta particularly congratulate themselves on the prophetic eulogy which you bestow on General Porlier, and boast of having a son in him so worthy of his country, enjoying the greatest satisfaction that his achievements and military conduct have met with your approbation.

"The particular recommendation which you make of the Captain Qalara, is very strong in every sense of the word; and should he have occasion to

solicit any thing which this Junta have the power of bestowing, they will not fail of giving you a further proof of the respect they bear to your recommendation, in attending to your wishes.

"Finally, Comodore, this Junta entreat that you would, in their name, and in that of the whole Spanish nation, make known to the captains, officers, seamen, and marines of the squadron, the satisfaction and obligation which is felt by them for their great services, and the valour with which they have accomplished a glorious and a useful enterprise; desiring, at the same time, to acknowledge the gratitude they feel for such distinguished actions.

(Signed) "DON RAYMOND DE CASTRES," } Secretaries."
"JOSE ANTONIO REWADENGA." }

On the 14th Oct. following, Captain Mends effected a partial landing of troops, &c. at Gijon, when the enemy were driven out of the town, all the stores destroyed, and the cannon thrown into the sea. Early in the following year, he was appointed to the command of the prison ships stationed at Portsmouth; where he continued till the conclusion of the war. On the 25th May, 1815, the honor of knighthood was conferred upon him on his obtaining permission to wear the Cross of the Spanish Order of Charles III. In April, 1816, the pension granted him for the loss of his arm (originally seven pounds) was encreased to 300*l.* per annum.

Sir Robert Mends obtained the chief command on the coast of Africa, in June 1821; and died on board the Owen Glendower frigate at Cape Coast, Sept. 4, 1823. An attack of *cholera morbus* had for the two preceding days slightly incapacitated him from his usual active attention to his duty; and on his partial recovery, he was proceeding from his cabin to the quarter-deck, in conversation with his eldest son, when he was seized with an apoplectic fit, from which he never recovered.

This lamented officer married, Sept. 29, 1802, a daughter of the late James Butler, Esq., of Bagshot, Surrey. His brother, W. Bowen Mends, Esq., is a Captain, R. N. Another brother holds a situation under government in North America.

FRANCIS WILLIAM AUSTEN, Esq.

A Companion of the most Honorable Military Order of the Bath.

This officer is a son of the late Rev. George Austen, Rector of Steventon in Hampshire, by Cassandra, youngest

daughter of the Rev. Thomas Leigh, formerly Rector of Harpsden, or Harden, near Henley on Thames, Oxfordshire *.

He was born at Steventon, April 23, 1774; and admitted a student at the Royal Naval Academy, April 15, 1786. Whilst there, he applied so closely to his studies, and behaved in so exemplary a manner, as to obtain from the Lords of the Admiralty, (to whom his good conduct had been officially reported) a recommendation to the Hon. Commodore Cornwallis for promotion, as soon as his time should be completed.

Mr. Austen embarked as a Midshipman on board the *Perseverance* frigate, about the latter end of 1788; and served in that ship, the *Crown* 64, and *Minerva* of 38 guns, on the East India station, till Dec. 28, 1792, when he was advanced to the rank of Lieutenant. From that period we find him serving successively in the *Dispatch* armed brig; *Minerva*; *Lark* sloop; *Andromeda* of 32 guns; *Prince George* and *Glory*, second rates; *Shannon*, *Triton*, and *Seahorse* frigates; and *London* of 98 guns; under the respective commands of Captain John Whitby, Commodore Cornwallis, Captains Josias Rowley, Thomas Sotheby, William Taylor, James Bowen, Alexander Fraser, John Gore, Edward J. Foote, and J. Child Purvis †.

* Captain Austen is descended by his father's side, from an old and respectable family long settled in Kent, at present represented by Thomas Austen, Esq., of Kippington, near Seven Oaks, late a Colonel in the army. His mother was a descendant from the noble family of Leigh, proprietors of Stoneleigh Abbey, Staffordshire.

† Mr. Austen was first Lieutenant of all the above vessels except the *Minerva*, *Prince George*, and *Glory*. The *Lark* formed part of the squadron sent to escort H. S. H. the Princess Caroline of Brunswick from Cuxhaven to England; she also assisted at the evacuation of Ostend and Nieuport by the British troops. The *Andromeda* was employed conveying the trade to and from Elsinour. The *Prince George* bore Rear-Admiral Christian's flag, which was afterwards removed to the *Glory*, in consequence of the damages sustained by the former ship when attempting to clear the Channel, in Nov. 1795 †. The *Triton*, whose commander had been a Lieutenant of the *Perseverance* when Mr. Austen belonged to that ship, was concerned in the capture of five French privateers, and destroyed several of the enemy's coasting vessels. The *London* formed part of the fleet under Earl St. Vincent, employed in the blockade of Cadiz.

† See p. 96, *et seq.*

On the 3d Feb. 1799, Lieutenant Austen was promoted to the rank of Commander, in the Peterel sloop of war at Gibraltar. In this vessel he was employed affording protection to the Mediterranean trade, carrying despatches, and occasionally cruising amongst the Balearic islands, on the coast of Catalonia, and in the gulfs of Lyons and Genoa, where he captured and destroyed upwards of forty vessels of various descriptions. Whilst performing these services, the Peterel was repeatedly exposed to a heavy fire from the enemies' batteries; and on one occasion had her first Lieutenant mortally wounded*. He also assisted at the capture of a French squadron returning from Egypt, in July 1799†.

On the 21st March, 1800, Captain Austen, whilst cruising near Marseilles, under the orders of Captain Oliver, of the Mermaid frigate, fell in with and attacked three French national vessels, two of which, le Cerf, a ship mounting fourteen 6-pounders, and le Joilliet, a xebec of 6 guns, were driven on the rocks, where the former was totally wrecked; the third, la Ligurienne, a brig of fourteen brass 6-pounders, two 36-pr. howitzers, of the same metal, and 104 men, was obliged to surrender, after a running fight of about an hour and a half; during which the Peterel was never more than a cable's length from the shore, and frequently not half that distance. This service was performed under a heavy fire from a battery of four 24-pounders; and fortunately, without the loss of a man on our side. La Ligurienne had her commander and 1 man killed, a midshipman and 1 seaman wounded. Captain Oliver was in sight to leeward, but out of gun-shot; the following is an extract from his official letter to Lord Keith: "*At one time the Peterel's stern touched a rock, where she stopped*

* The officer alluded to was Lieutenant Brenton, brother of the present Captains Sir Jahleel and Edward Pelham Brenton. He was unfortunately shot through the breast in a daring attempt to capture an armed vessel near Barcelona, see p. 270.

† The French squadron consisted of three frigates and two brigs, whose names appear in Vol. I. at p. 267. They were first discovered and chased by the fleet under Lord Keith; but only four 74's, five frigates, and the Peterel, were present at their capture. Since we published Admiral Markham's memoir, we have been credibly informed that that officer was fortuitously the senior present: he had not been entrusted with the command of a squadron.

*for a few minutes. It is impossible for me to express in terms strong enough, the gallant conduct of Captain Austen, his officers, and ship's company, on this occasion, in a contest against so superior a force *."*

The Peterel was subsequently employed blockading Genoa, and stationed for a considerable time as the advanced ship of Lord Keith's squadron, with directions never to be more than three miles distant from the mole-head, whether by day or night. The manner in which those orders were obeyed may be inferred from the circumstance of her having been twice fired at by the British gun-boats; their officers imagining, from her closeness to the shore, that she was an enemy's vessel attempting to enter the port. It is almost superfluous to add, that Captain Austen received the Admiral's thanks for his zeal and diligence in so arduous and anxious a situation.

After the surrender of Genoa, in June 1800 †, Captain Austen was sent to join Sir W. Sidney Smith on the coast of Egypt. In Aug. following, he rendered an important service to the allied forces, by preventing the French from landing the ordnance of a Turkish 80-gun ship, which had grounded on a reef between Aboukir Castle and Bequiere island. Indjee Bey, her commander, with part of his crew, surrendered to the enemy; the remainder escaped to two Ottoman corvettes, and refused to give the English sloop any assistance, saying they had saved their clothes, and that they could not think of exposing themselves to the fire of the Frenchmen, who had obtained possession of their ship, and were removing her guns into some djerms at the time Captain Austen arrived to their aid. The Peterel anchored within gun-shot, compelled the enemy, about 300 in number, to abandon their intention, and succeeded in setting fire to the ship; by which

* According to JAMES, the Peterel mounted sixteen long 6-pounders, and eight 12-pr. carronades, with a complement of 120 men. Captain Austen, in his report of the action, noticed the previous capture of two vessels laden with wheat, which had sailed from Cette that morning under protection of le Cerf and her consorts; and the absence of his first Lieutenant, gunner, and 30 men, in prizes. He also described la Ligurienne as a very fine brig, built on a peculiar plan, being fastened throughout with screw bolts, so as to be taken to pieces and set up again with ease.

† See Vol. I. p. 53.

she was soon consumed to the water's edge. For his conduct on this occasion, our officer was presented by the Capitan Pacha, with a rich sabre and pelisse. On the 20th Oct. in the same year, he received the first intelligence of his promotion to post rank, for his action off Marseilles, from Captain Inglis, by whom he was succeeded in the command of the *Peterel* at Rhodes. His commission bears date May 13, 1800.

On his return to England, in the spring of 1801, Captain Austen found his friend Vice-Admiral Gambier was about to assume a command in the Channel fleet, and had applied for him to be appointed his Captain in the *Neptune* of 98 guns *. Circumstances, not necessary to be detailed here, prevented him joining that ship till September following; from which period he continued to command her till Oct. 1802, when he was superseded by Captain Drury, and at the same time declined the offer of a frigate made him by Earl St. Vincent †.

At the renewal of hostilities in 1803, Captain Austen was appointed to embody and command a corps of Sea Fencibles at Ramsgate, where he remained ten months. In May 1804, he received a commission for the *Leopard*, a 50-gun ship, bearing the flag of Rear-Admiral Louis, with whom he served during the remainder of that year, off Boulogne; and afterwards removed into the *Canopus* of 80 guns, on the Mediterranean station; the Rear-Admiral having been sent thither at the particular request of Lord Nelson, who in a letter to Earl Moira (now Marquis of Hastings), written about this period, makes the following mention of Captain Austen:

"You may rely upon every attention in my power to Captain Austen. I hope to see him alongside a French 80-gun ship, and he cannot be better placed than in the *Canopus*, which was once a French Admiral's ship, and struck to me. Captain Austen I knew a little of before; he is an excellent young man."

The *Canopus* accompanied Lord Nelson to the West Indies,

* Lord Gambier and the late Sir H. Martin, Comptroller of the Navy, were Captain Austen's first naval patrons.

† The *Neptune* was paid off at the peace in April 1802, and re-commissioned as a guard-ship at Portsmouth by Captain Austen.

in pursuit of the combined squadrons of France and Spain, and continued under his orders till Aug. 15, 1805, the day on which his Lordship formed a junction with Admiral Cornwallis off Ushant* ; from whence she was sent with a strong detachment under Sir Robert Calder in quest of the enemy, and having joined Vice-Admiral Collingwood near Cadiz, remained at the head of the advanced squadron, watching that port till Nelson arrived from England and resumed the chief command of the Mediterranean fleet, when Rear-Admiral Louis was detached to Tetuan and Gibraltar with the Canopus, Spencer, Queen, Tigre, and Zealous, for the purpose of procuring supplies of water and provisions. During the absence of this squadron, the combined forces put to sea, and the glorious battle of Trafalgar took place. Captain Austen was thus unfortunately deprived of the opportunity of sharing in that most brilliant victory : an event which appears to have been anticipated by the Rear-Admiral, who, when taking leave of the commander-in-chief, expressed his reluctance to go, saying, " I know, my Lord, the enemy will come out, you will have an action, and we shall be thrown out." " My dear Louis," replied his Lordship, " I have no other means of keeping my fleet supplied, but by sending them a few at a time to compleat, and I send you first, because I would have you with me in the day of battle ; I consider your squadron as my right hand : the enemy will come out, and we shall fight them, I am confident of that ; but you will be back first,—so make yourself easy : I need not tell you to make haste back."

We have related the substance of the last conversation that ever took place between Nelson and Rear-Admiral Louis, lest our account of the battle of Trafalgar should be considered by others as calculated to convey a wrong impression, and one not very creditable to the latter officer. We beg leave to add, his Lordship did not detach the Canopus and her companions on a *particular service* †, in the common acceptation of those terms, but simply to compleat their water and provisions. This service was completed on the third day after they had passed the Streights ; and Rear-Admiral Louis

* See Vol. I. note at p. 589, *et seq.*

† See Vol. I. line 14 of note at p. 202.

only waited for a wind to carry him back through the Gut, when a valuable convoy arrived from England, which he received orders to escort past Carthagena, where nine sail of the line were lying ready for sea. The squadron actually sailed from Gibraltar for this latter purpose, the very day M. Villeneuve quitted Cadiz. As to the *open manner* * in which we have stated the Rear-Admiral to have been detached, we merely alluded to the impossibility of such a squadron reaching Gibraltar without being seen by the Spaniards at Algeziras; from whence notice of its arrival at the rock would of course be immediately transmitted to Cadiz.

Rear-Admiral Louis was subsequently employed watching the remnant of the combined fleets, under the orders of Sir John T. Duckworth, who left his station late in November to pursue a French squadron, which had chased the Lark sloop of war near Madeira. Gaining no information of the enemy at that island, nor off the Canaries, Sir John was returning towards Cadiz, when at day-break on the 25th Dec., six sail of the line and a frigate were discovered about four leagues distant to the eastward. The English squadron, consisting of the Superb, Canopus, Spencer, Donegal, Powerful, and Agamemnon, two deckers, Acasta and Amethyst frigates, chased the enemy till the following day at noon, when they effected their escape; and Sir John T. Duckworth, in consequence of his ships having been run so far to leeward, and being in general short of water, determined, after despatching the Powerful to the Cape of Good Hope and the East Indies, and the Amethyst to England, to proceed with the remainder to Barbadoes, where he arrived on the 10th Jan. 1806 †.

* See Vol. I. line 15 of note at p. 202.

† Having stated in our first volume, page 345, that Sir John T. Duckworth had been sent by Lord Collingwood in quest of a squadron which had sailed from France to relieve St. Domingo, and that the Powerful was despatched from the Leeward Islands to the East Indies, we lose no time in correcting those errors (into which Mr. JAMES has likewise fallen). Neither Lord Collingwood nor Sir John T. Duckworth had heard of the sailing of any such squadron so destined; and the latter merely went to the West Indies, in consequence of the impossibility of regaining his station without previously procuring supplies. Lord Collingwood was much displeased when he heard of his departure from before Cadiz. The Powerful was detached from off the Cape de Verd Islands, as stated in the text above.

From Carlisle Bay, Sir John T. Duckworth proceeded to St. Kitt's, where he commenced watering and refitting his ships; intending, as he heard nothing of an enemy in that quarter, to return as expeditiously as possible to his proper station. On the 1st Feb., however, Captain N. D. Cochrane arrived in the short space of twenty-four hours from St. Thomas's, with intelligence of a French squadron being at St. Domingo. Sir John T. Duckworth, reinforced by Sir Alexander Cochrane with the *Northumberland* and *Atlas* 74's, a frigate and two sloops, immediately sailed thither; and on the 6th, attacked and defeated the enemy, capturing three sail of the line, and destroying a 3-decker and an 84-gun ship. In this action the *Canopus* had 8 men killed and 22 wounded. After refitting at Jamaica, she sailed in company with the *Spencer*, *Donegal*, and the prizes, for Plymouth, where she arrived at the latter end of April.

For his conduct in the battle off St. Domingo, Captain Austen received a gold medal, the thanks of both Houses of Parliament, and a vase, value one hundred pounds, from the Patriotic Fund at Lloyd's. He left the *Canopus* June 22, 1806, and did not serve again till the beginning of April 1807, when he was appointed to the *St. Albans* of 64 guns; in which ship he convoyed five East Indiamen to the Cape of Good Hope, from whence he returned home in company with the *Lion* 64, and a valuable fleet of Chinamen. In the ensuing year, we find him escorting another fleet from St. Helena to England; and subsequently a number of transports, having on board about 2000 troops, commanded by General Anstruther, to the coast of Portugal, where this reinforcement was landed just in time to assist at the battle of Vimiera; after which Captain Austen superintended the embarkation of the wounded men belonging to Sir Arthur Wellesley's army, and conducted them in safety to Oporto. On his return to Spithead, he was ordered to the North Sea; but soon after removed from that station, in consequence of his ship requiring to be docked. The next service he performed, was that of superintending the debarkation at Portsmouth of those brave troops who had survived Sir John Moore's disastrous campaign in Spain.

In April 1809, Captain Austen sailed with seven of the

East India Company's ships under his protection for China, where he arrived in September; and, pursuant to his orders, remained to convoy them home. A dispute with the Chinese caused a total suspension of the trade for six weeks, but was at length happily settled without any compromise of our national honor; and the *St. Albans* with her valuable charge, consisting of thirteen ships, worth nearly two millions sterling, took her departure on the 2d March, and arrived in the Downs at the end of July 1810. Captain Austen's conduct on this occasion, and the remonstrances presented by him to the Chinese government, were highly approved by the Admiralty; and the Court of Directors voted him 1000 guineas, as a testimony of the sense they entertained of his attention to the interests of the Honorable Company.

Our officer continued in the *St. Albans* till Sept. 1810, when he accepted an offer from Lord Gambier, to become his Captain in the *Caledonia*, a first rate, which ship he joined at Spithead about November following. From that period until the expiration of his Lordship's command, he was employed in Basque Roads, and cruising off the French coast.

In July 1811, Captain Austen was appointed to the *Elephant* 74, attached to the North Sea fleet, commanded by Admiral Young. During the winter of 1812, he was sent with the *Phoebe* and *Hermes* under his orders, to cruise off the Western Islands; where, in company with the latter vessel, he captured the *Sword Fish*, an American privateer of twelve 6-pounders and 82 men. The *Elephant* was subsequently stationed in the Baltic, from whence she returned in Dec. 1813. She was put out of commission in May following, and Captain Austen has ever since been on half pay. He was nominated a Companion of the Bath, at the extension of that order in 1815.

Captain Austen even when a boy, was very fond of practical astronomy and hydrography, and his taste for the latter science led him on all possible occasions to employ his leisure hours in making surveys of the various places he visited, of which there are several specimens in the Hydrographical Office.

He married, in July 1806, Mary, eldest daughter of John Gibson, Esq., of Ramsgate. That lady died July 13, 1823,

leaving issue six sons and five daughters. His eldest son is now serving as a Midshipman on board the *Revenge* 78, bearing the flag of Sir Harry Neale, in the Mediterranean.

Captain Austen has two brothers living; one, a clergyman, took the surname of Knight, on succeeding to considerable property in Kent and Hampshire. The other is a Post-Captain of 1810. Another brother (deceased) was in holy orders.

Agent.—

BENDALL ROBERT LITTLEHALES, Esq.

THIS officer is the second son of the late Baker John Littlehales, of Moulsey House, Surrey, Esq., a Barrister at Law, by Maria, daughter and sole heiress of Bendall Martyn, Esq. His elder brother, Edward, formerly a Lieutenant-Colonel in the army, was created a Baronet of Great Britain, as a reward for various important services in Ireland, Sept. 2, 1802; and obtained the Royal permission to assume the surname of Baker only, Jan. 6, 1817.

He entered the naval service at an early age, as a Midshipman, on board the *Vigilant* 64, under the protection and command of Captain (afterwards Sir Robert) Kingsmill; and at a period (early in 1778) when the insidious conduct of France caused this country, already engaged in a war with her American colonies, to make preparations for a long, severe, and bloody contest with her ancient European rivals.

The *Vigilant* had 2 men killed and 3 wounded in the action between Keppel and d'Orvilliers*. At the conclusion of the same year, she was ordered to the West Indies†, where Mr. Littlehales removed into the Royal Oak 74; which ship formed part of Vice-Admiral Byron's fleet, and sustained a loss of 4 men slain and 12 wounded, in the battle off Grenada, July 6, 1779‡. From that date he was almost constantly employed in different ships and on various stations, till his promotion to the rank of Lieutenant, in Sept. 1790; soon

* See Vol. I. note † at 195, *et seq.*

† Captain Kingsmill having resigned his command, was superseded by the late Sir Digby Dent, who died in 1817.

‡ See p. 50 *et seq.*, of the present volume.

after which he joined his friend Captain Kingsmill in the Duke of 90 guns*.

In 1793 Mr. Littlehales was appointed first Lieutenant of the Rose frigate, at the particular request of her gallant commander, the late Captain Edward Riou †, with whom he proceeded to the West Indies, in company with the expedition under Sir John Jervis and Sir Charles Grey. On that station he saw and assisted at much service both on shore and afloat, particularly at the siege of Martinique; during which he served in one of the batteries on Point Carriere, and assisted at the storming of Fort Louis, against which they had been erected ‡.

Soon after this dashing exploit, Lieutenant Littlehales removed with Captain Riou into the Beaulieu of 40 guns; which ship having lost 7 officers and a proportionate number of men by the yellow fever in less than three months, was sent to Halifax in order to get rid of that dreadful malady. After heaving down and refitting there, she cruised for some time with considerable success on the coast of Vir-

* In 1784, Mr. Littlehales, then belonging to the Salisbury of 50 guns, stationed at Newfoundland, was placed under a Lieutenant in the Laurens, a brig of between 70 and 80 tons, with a crew of only 12 men, employed, we believe, as a tender to the flag-ship. Whilst lying to, during a heavy gale of wind, on her return from the coast of Labrador to St. John's, a tremendous sea struck and laid this little vessel on her beam ends, thereby obliging our officer and his companions to get on her weather broadside, where they continued for some time in the most imminent peril, expecting every moment either to be washed off or go to the bottom with their brig. Fortunately, however, they succeeded in cutting away the laniards of her lower rigging, and the masts going soon after, she righted sufficiently to allow them to replace the ballast which had shifted. After enduring very great privations, in consequence of their slender stock of provisions, and being driven by the fury of the storm above 100 leagues from the land, they were at length, by a fortunate shift of wind, and the aid of some sails belonging to their only boat, the loss of which and every other buoyant article, had left them no other alternative but to share their vessel's fate, enabled to regain the island, and with the assistance of boats from the shore, to reach the bay of Bulls in safety.

† The same officer who commanded and saved the Guardian in 1789. He fell in the battle of Copenhagen, April 2, 1801. He was a most clear-headed, skilful, and brave officer.

‡ See Vol. I. note at p. 859.

ginia; and then returned to the Leeward Islands, where Lieutenant Littlehales again distinguished himself by volunteering to board and destroy a French store-ship, lying aground under the protection of a land battery: the circumstance is thus alluded to in a letter from the late Captain Westcott, of the *Majestic* 74, bearing the flag of Vice-Admiral Caldwell, (then commander-in-chief *pro tempore* at the Caribbees) to Captain Riou's sister:

"Your brother sent me the enclosed letter to wait for the first packet, since which we have been cruising off Point à Pitre, Guadaloupe; and the day after our arrival there, I had the pleasure to see the *Beaulieu* anchor against a battery at St. François, and a large French ordnance store-ship of 18 guns, that had run there a few hours before for protection. Your brother with the guns cleared the way, and Littlehales boarded the ship with a hawser from the *Beaulieu*, and tried to heave her off; but finding her aground and immovable, he took out the prisoners and set her on fire. He went on this service himself, being about two leagues to windward of the squadron, and performed it in a way that was the admiration of all those who could only look on. * * * *

(Signed)

"G. B. WESTCOTT."

For this service, performed immediately under the eye of the commander-in-chief, Mr. Littlehales was removed into the *Majestic* on promotion; but unfortunately no vacancy occurred previous to Vice-Admiral Caldwell being superseded by Sir John Laforey. He therefore returned to England with the former officer as his flag Lieutenant, in the *Blanche* frigate, and arrived at Spithead July 29, 1795.

Shortly after his return, the subject of this memoir was appointed first Lieutenant of the *Amazon* frigate, at the particular request of Captain (afterwards Rear-Admiral) R. C. Reynolds, with whom he was most actively and successfully employed cruising with the squadrons under Sir W. Sidney Smith and Sir Edward Pellew, till Jan. 14, 1797; on which day the *Amazon* was wrecked in Hodiernne bay, after a gallant action with *les Droits de l'Homme*, a French 80-gun ship*. As Captain Reynolds's official letter on this occasion was never published in the London Gazette, we here present our readers with a copy thereof:

"Quimper, Jan. 20, 1797.

"Sir.—It is with inexpressible concern that I have to acquaint you, for the information of their Lordships, of the fate of his Majesty's ship *Ama-*

* See Vol. I, p. 217, *et seq.*

zon, wrecked on the French coast in Hodierné bay, on the 14th instant. Their Lordships are already acquainted, by Sir E. Pellew, of our shattered condition towards the end of our united action with les Droits de l'Homme, a French man-of-war, commanded by Capt. (*ci-devant* Baron) Le Cross. The various situations and changes incident to so long an action, I forbear to mention; Sir E. Pellew having unquestionably done it in a better manner than I am able. The Amazon began to engage about seven o'clock in the evening on the 13th, an hour after Sir Edward had gallantly commenced the action, and continued a running fight until five the next morning, which brought us forty leagues from where we began the chase, near the French coast; and the wind blowing strong directly upon the shore, in the eagerness of pursuit, and during the heat of battle, we were unable accurately to calculate the distance we had run; and our masts, yards, and rigging, being miserably shattered, it was not possible for us to work off shore. Our mizen-top-mast, gaff, spanker-boom, and main-top-sail-yard, were entirely shot away; the main and fore-masts, the fore and main-yards, wounded in several places by large shot, some of which we judged to be 36-pounders; our shrouds, stays, and back-stays, many of them shot away, besides those we had knotted and stoppered in the action; and our cordage all expended in reeving running-rigging. In this condition, Sir, and with three feet water in our hold, we struck the ground a little after five in the morning, and not more than ten minutes after we had ceased firing. Les Droits de l'Homme met with a similar fate a little distance from us, and almost at the same moment. From half past five to nine o'clock, we were employed in making rafts to save the men; and it gives me unspeakable comfort, that not a man was lost after the ship struck the shore, except six that stole away the cutter from the stern, and were drowned. Myself and officers quitted not the ship till with great care and pains we got the wounded and every man out of her. We were received on shore by a party of soldiers, who conducted us to the little town of Hodierné, about a league from the ship. Thence they marched us through Dournancy to Quimper, where we now remain, and are well treated. I am not able to express my satisfaction for the noble support I received from the officers in general, and petty officers, during the action: to particularise either, I hope, will not be considered as taking from the merits of the whole; but Mr. Littlehales, the first Lieutenant, being constantly on the quarter-deck with me throughout the whole of the action, it would be unjust and ungrateful in me not to acknowledge the ample assistance he afforded in every situation throughout the course of so long and trying a conflict; and if a man, who has unfortunately lost his ship, (though I hope not dishonorably,) may be permitted, I humbly beg leave to recommend Mr. Littlehales to their Lordships' notice and patronage. I hope this will not be deemed to derogate from the merits of Lieutenants Nichols and Thomas, who were quartered on the main-deck, and who, during a great part of the action, fought half way up their legs in water, cheering and inspiring courage to all around them by their own animated and gallant example. Mangled as we were in our hull, as well as in our masts, yards, and rigging,

thanks to Almighty God, we had but 3 men killed, and 15 badly wounded. I rest firmly assured that Sir E. Pellew has done ample justice to my conduct in his representation of the engagement to their Lordships; and I humbly hope no blemish will attach to my character, for a misfortune occasioned by an impatient ardour to signalise British valour opposed to superior force. I have the honor, to be, &c.

(Signed)

" R. C. REYNOLDS."

A circumstance occurred in the course of the action with les Droits de l'Homme, which we notice for the purpose of shewing our non-military readers what effect even the wind of a shot is capable of producing. Lieutenant Littlehales was knocked down senseless when standing near Captain Reynolds, who lifted him from the deck, and ordered some of the men to take him below; by the time they had reached the foot of the quarter-deck ladder, however, he recovered his senses, and forthwith returned to his post; but his chest and the upper part of his arms were black and blue for several weeks afterwards.

After the ship struck the ground, Mr. Littlehales, as first Lieutenant, was too much occupied to think of his wardrobe and other private property; and his servant being one of those who were drowned in the boat, he lost every article thereof.

On the 29th Sept. in the same year, Captain Reynolds and his officers having previously been exchanged, a Court-Martial was assembled at Plymouth to enquire into the circumstances attending the loss of the Amazon, and to try her late commander, officers, &c. &c. for their conduct on that occasion. The Court declared as their unanimous opinion, that the Amazon was unavoidably lost in consequence of her being so far in shore at the close of a well-disputed action with les Droits de l'Homme, during which she had suffered materially in her masts and rigging; that too much praise could not be awarded to Captain Reynolds, his officers and crew, by whom, in conjunction with the Indefatigable, an enemy's line-of-battle ship was destroyed; and that the loss of the Amazon was the result of a noble pursuit of an enemy of superior force on her own coast. Captain Reynolds, his officers, &c. &c. were therefore *most honorably and fully acquitted of all blame, and with every sentiment of the Court's highest approbation.*

Lieutenant Littlehales was made a Commander immedi-

ately after the trial; and in Jan. 1798, appointed to the Penguin sloop of war on the Irish station, where he continued till advanced to post rank, May 15, 1800. Some time after this promotion, he was nominated acting Captain of the Centaur 74, at the request of her proper commander, the present Admiral Markham, then about to take a seat at the Board of Admiralty. During the remainder of the war, we find him cruising off Brest and Rochefort.

In the night of April 10, 1801, the Centaur was run foul of by the Mars 74, bearing the flag of Rear-Admiral Thornbrough, commander of the in-shore squadron off Brest. Two men were killed and 4 wounded by the falling of the main-mast. Captain Littlehales having rigged a jury-mast, bore up for Plymouth, where he arrived on the 14th. After repairing her damages, the Centaur rejoined the Channel Fleet; and at the latter end of the same year she formed part of the squadron assembled in Bantry bay, where a mutiny broke out on board some of the ships, in consequence of their being ordered to the West Indies to watch the motions of an armament which had sailed from Brest for St. Domingo; and to be in readiness to check the French commanders, should they betray any sinister intentions, against the valuable colonies belonging to Great Britain in that quarter*.

The treaty of Amiens having been ratified by the British and French governments, Captain Markham continued at the Admiralty, the subject of this memoir was confirmed in the command of the Centaur, and that ship selected by the late Vice-Admiral Dacres to bear his flag at Plymouth; where she remained till Nov. 18, 1802, on which day Captain Littlehales sailed with sealed orders for Barbadoes, from whence she conveyed Lieutenant-General Grinfield, the military commander-in-chief, to the different islands, on a tour of inspection.

In 1803, after a short cessation, war was again declared, and Sir Samuel Hood, who had hoisted his broad pendant on board the Centaur as Commodore at the Leeward Islands, lost not a moment in proceeding to the attack of St. Lucia; and in thirty-six hours after his departure from Carlisle bay,

* See Vol. I, p. 670.

that island was obliged to surrender to the British arms *. The naval force employed on this occasion, consisted of two 74's and six smaller vessels.

Captain Littlehales' " assiduity and attention," during this short but successful expedition, were duly acknowledged by Sir Samuel Hood, with whose despatches, announcing the conquest of St. Lucia, he returned to England in the *Morne Fortunée*, a brig purchased for the purpose. Ill health, occasioned by his long services in the West Indies, preventing him from accepting the command of an active ship, he has not since been afloat. For two years previous to the dissolution of the Sea Fencibles, he commanded the Liverpool district; and during the last four or five years of the war, superintended the payment of ships afloat at Plymouth.

Our officer married, Aug. 22, 1803, Mary Anna, daughter of Thomas Cleather, Esq. of Plymouth, and by that lady has four sons and one daughter now living. The second son is at present a Midshipman in the *Revenge* 78, under the auspices of Vice-Admiral Sir Harry Neale.

Agent.— ———

ROBERT PHILPOT, Esq.

THIS officer was made a Lieutenant in 1790, and obtained the rank of Commander Jan. 3, 1799. On the 14th Oct. following, being on a cruise off Porto Rico in the *Echo* sloop of war, he chased a French letter of marque mounting 12 four-pounders, with a complement of 30 men, into Aguadilla bay; and the following day his boats captured a Spanish brig of 2 guns and 20 men, laden with cocoa and indigo. On the 16th in the evening, the *Echo's* pinnace and jolly-boat, containing 15 men, under the command of Lieutenant Napier, pulled into the bay and succeeded in carrying the letter of marque, which was brought off in triumph, notwithstanding a heavy fire from 2 field-pieces, one 18-pounder, and several smaller guns, all placed on the beach for her protection. In the execution of this service the pinnace was sunk, but not a man hurt. The prize had on board a valuable cargo, and was bound to Curaçoa.

* See Vol. I., p. 481.

Captain Philpot was posted into the *Prompte*, a 20-gun ship, July 1, 1800; and convoyed a fleet of merchantmen from Jamaica to England in the spring of 1801. He subsequently commanded the Brighton district of Sea Fencibles, and regulated the impress service at Deal.

Agent.—Messrs. Atkins and Son.

PATRICK CAMPBELL, Esq.

A Companion of the most honorable Military Order of the Bath.

THIS officer commanded the *Dart* sloop of war, and assisted at the capture of four armed vessels on the North Sea station, Oct. 6, 1799. In July following, we find him serving under the orders of Captain Henry Inman, in an attempt made to destroy a French squadron lying in Dunkirk harbour: the following are the particulars of the affair, as far as respects Captain Campbell.

The *Andromeda* frigate, with two or three smaller vessels, having spent some time in the irksome service of blockading Dunkirk, and conceiving it practicable to capture or destroy the enemy's ships as they lay at anchor, Captain Inman of the *Andromeda* submitted a plan for that purpose to the Admiralty, and requested that a certain number of fire-vessels might be placed under his command, to enable him to carry it into effect. His scheme being approved by Earl Spencer, he was joined by the desired reinforcement on the 27th June, but from contrary winds and other circumstances, the attack could not be made till the night of July 7th; by which time, the enemy appear to have been apprised of the British squadron's intention, as the assailants were much annoyed by gun-vessels, and others lying in advance, which afforded the French frigates an opportunity to cut their cables, and avoid our fire-ships.

Captain Inman had directed the *Dart*, if possible, to run alongside of the easternmost frigate; calculating that the first fire-ship would about the same time have hooked the westernmost frigate. Captain Campbell stood in according to his orders, and with determined bravery boarded and carried his opponent. The fire-vessels followed; but the moment they were discovered to be in flames, the remainder

of the French squadron cut, and stood down the inner channel, within the Braak sand; on the following morning, they regained their anchorage, without our ships being able to molest or cut them off.

Captain Campbell's prize proved to be *la Desirée*, mounting 40 guns, long 24-pounders on the main-deck, with a complement of 350 men, some of whom were on shore. Captain Inman, in his official letter to the Admiralty, says, "the handsome and intrepid manner of his completely carrying her in less than a quarter of an hour, and bringing her out, must convince their Lordships of his unparalleled bravery, and the very gallant conduct of his officers and ship's company, as the enemy's frigate was so much superior in force *; and had it not been so instantly done, the ship could not have been got over the banks, as the water had begun to fall." The *Dart*'s loss on this occasion amounted to no more than 1 man slain, and her first Lieutenant and 10 men wounded; *la Desirée* is said to have had nearly 100 killed and wounded, including among the former every officer on board, with the exception of one Midshipman. Only 6 men were wounded on board the other vessels of Captain Inman's squadron. The Earl of St. Vincent pronounced this to have been one of the finest instances of gallantry on record.

Three days after the capture of *la Desirée*, the subject of this memoir was advanced to post rank in the *Ariadne*, a 20-gun ship. His next appointment was about Sept. 1803, to the *Doris* frigate, stationed in the Channel.

On the 12th Jan. 1805, as the *Doris* was proceeding to Quiberon bay, she struck upon a sunken rock, called the

* "The *Dart* was a curiously constructed sloop of war, after the plan of General Benthams, mounting 30 guns. Her bow and stern were of the same shape, and she could anchor by either end; though it must be observed, but very awkwardly, particularly in bad weather. She carried her water in wooden tanks, and was so sharp in her construction, that a transverse section taken amid ships, had nearly the form of a wedge: she had two top-masts on the same lower-mast, parallel to each other, and her gangways were *outside of the lower rigging*: she had no stability in the water, and was found in blowing weather to be a very unsafe vessel. Captain Campbell made the only use of her for which she was calculated, *viz.* that of laying an enemy on board." See BRENTON'S *Naval History of Great Britain*, vol. ii, p. 425.

Diamond, and in consequence thereof, made so much water, that Captain Campbell was obliged to throw her guns and every weighty article overboard. During the following day it blew a tremendous gale at S. W., but the weather afterwards moderating, they gained upon the leak, which was under the fore-foot; and in the evening she steered for England with a fine breeze, accompanied by the *Felix* schooner. During the third night, however, it blew hard from the N. W. with a heavy sea, and the leak increased so much, that every exertion to keep it under proved ineffectual; she soon became water-logged, of course would not answer her helm, and drifted considerably to leeward. In this predicament, Captain Campbell determined to abandon her, and accordingly brought her to an anchor near the mouth of the Loire. At this time there was a prodigious swell running, and breakers in sight directly astern: happily the wind abated, or the crew must have perished. The officers and men were now removed to the schooner, and a Danish brig, which had been driven in near to where the *Doris* lay; after which the latter was set on fire. The after magazine soon blew up, (the fore one had been drowned previously) and the ship immediately went down.

A few days after this disaster, Captain Campbell had another narrow escape. The *Felix* having joined the squadron off Rochefort, he removed from that vessel into the *Tonnant* of 80 guns, commanded by Captain W. H. Jervis; that ship being about to proceed with despatches to the rendezvous of the fleet blockading Brest, where she arrived on the 26th January. Captain Jervis, eager to communicate the intelligence with which he was charged, left the *Tonnant* in his boat, accompanied by his guest, when still at a considerable distance from the commander-in-chief. Unfortunately, when about half way between the *Tonnant* and St. Josef, the latter bearing the flag of Sir Charles Cotton, the boat was upset by a sea breaking into her; and notwithstanding every effort was made to save them, Captain Jervis and one of his men were drowned. The conduct of Captain Campbell and the coxswain on this melancholy occasion, deserve to be recorded: the latter, holding fast to his commander, kept him above water a considerable time, and brought him thrice to

the surface, when he was in the act of sinking; and the former, although himself in the most perilous situation, regardless of his own state, kept constantly urging and encouraging the gallant fellow, whose name was John Jones, to further exertion.

In 1807, we find Captain Campbell commanding *l'Unité*, a fine frigate, stationed off Corfu. During the ensuing year, he captured a French xebec of 6 guns, and three Italian brigs of war, each mounting sixteen brass 32-pr. carronades, and measuring about 400 tons *.

From *l'Unité*, Captain Campbell removed into the *Leviathan* of 74 guns, on the Mediterranean station. On the 29th April, 1812, the boats of that ship made an attack on a French privateer of 14 guns and 80 men, and several merchant vessels at Agay; four of the latter were brought out, and the privateer carried; but having been hauled on shore, could not be got off: in their attempt to do so, the British had 2 men killed and 4 wounded, by the enemy's fire from the shore. Eleven days afterwards, a detachment of seamen and marines from the *Leviathan*, assisted at the capture of sixteen merchant vessels with cargoes, under the batteries of Languilla †. On the 27th June following, the batteries at that place and Allassio were stormed, the guns spiked, their carriages rendered useless, and eighteen sail of vessels destroyed by the *Leviathan*, and three other vessels under Captain Campbell's orders. The principal part of this service was performed by the royal marines, 7 of whom were killed and 26 wounded. The total loss sustained by the squadron, was 9 killed and 31 wounded; amongst the latter was Lieutenant William Walpole, R. N., of the *Imperieuse* frigate.

* *El Ronco*, *Nettuno*, and *Teuhé*. The former, although alone, had the temerity to fire several broadsides at *l'Unité*, and succeeded in doing considerable damage to her sails and rigging. The two latter had sailed from Zara the day before their capture, in company with another brig, for the purpose of attacking the British frigate; having heard that she had many men absent and sick, and must inevitably fall an easy prey to them. *L'Unité* had not a man hurt; but *El Nettuno* and her equally deceived consort, suffered most severely; the former sustained a loss of 7 men killed, 2 drowned, and 13 wounded; the latter had 5 slain and 16 wounded.

† See Vol. I. p. 633.

The subject of this memoir has not been employed since the peace. He was nominated a C. B. in June 1815.

Agent.—Thomas Collier, Esq.

NORBORNE THOMPSON, Esq.

THIS officer was made a Lieutenant in 1790; commanded the Zebra sloop of war in 1795; and subsequently the Savage of 16 guns: the latter vessel formed part of Sir Home Popham's squadron at Ostend, in May 1798. His post commission bears date Aug. 11, 1800. During the late war, we find him successively commanding the Foudroyant 80; Minotaure 74; Perlen frigate; Bombay and Aboukir, third rates. The former ship was employed blockading the coast of Portugal, in 1807*; the Perlen assisted at the reduction of Flushing, in 1809†; and the Aboukir at the capture of Genoa, in 1814‡.

Agent.—Harry Cook, Esq.

SIR MICHAEL SEYMOUR, BART.

Knight Commander of the most Honourable Military Order of the Bath.

THIS officer is the second son of the late Rev. John Seymour, Rector of Abington, and Chancellor of Emly, in Ireland, and a Chaplain to the Archbishop of Cashel, by the youngest daughter of William Hobart, of High Mount, co. Cork, Esq.

He was born at Palace, in the county of Limerick, Nov. 8, 1768; and commenced his professional career as a Midshipman on board the Merlin sloop of war, commanded by the Hon. James Luttrell, in Nov. 1780. He subsequently served with the same officer in the Portland 50, Mediator 44, and Ganges of 74 guns.

Whilst serving in the Mediator, Mr. Seymour participated in a very warm action between that ship and a French squadron of far superior force; the result of which was the capture of le Menagere, a frigate armed *en flute*, and l'Alexandre of 24 guns.

Mr. Seymour left the Ganges in 1783; and from that pe-

* See Vol. I. p. 320. † See *id.* p. 290. ‡ See *id.* p. 634.

rior was almost constantly employed in different ships till Nov. 1790, when he was promoted to the rank of Lieutenant, in the *Magnificent* 74. His next appointment was to the *Marlborough*, another third rate, in which ship he lost an arm on the memorable 1st June, 1794*.

As a Commander, the subject of this memoir served about five years in the *Spitfire* sloop of war, on the Channel station; and, among other prizes, captured *l'Allégrée*, a French vessel laden with ammunition and other warlike stores; six privateers, carrying in the whole, 57 guns and 301 men; and a transport armed with 14 guns. His post commission bears date Aug. 11, 1800.

At length, after acting as Captain of several line-of-battle ships and frigates, our officer obtained the permanent command of the *Amethyst*, rated at 36, but mounting 42 guns, with a complement of 261 men and boys; in which ship, whilst cruising near *l'Orient*, he fell in with, and after a long, sharply contested, and bloody action at close quarters, captured *la Thetis*, a French frigate of 44 guns and 436 men (including soldiers); of whom, according to Captain Seymour's account, 136 were killed and 102 wounded. The *Amethyst* had 19 slain and 51 wounded. This brilliant exploit was performed in the night of Nov. 10, 1808.

His late Majesty was graciously pleased to signify his most gracious approbation of Captain Seymour's distinguished conduct in the action with *la Thetis*, by presenting him with the naval gold medal: the Corporation of Cork and Limerick voted him the freedom of those cities; that of the former, to be delivered in a silver box; the latter, in a box made of oak, and ornamented with gold. He also received a piece of plate, value 100 guineas, from the Patriotic Fund at Lloyd's†.

On the 6th April, 1809, Captain Seymour captured *le Niemen* of 46 guns and 319 men. The enemy had 47 killed and 73 wounded: the *Amethyst*, of whose crew a Lieutenant

* See note †, at p. 15.

† *La Thetis* was bound to Martinique, and had on board 1000 barrels of flour, together with a quantity of other stores. A painting by Dodd, representing the action between her and the *Amethyst*, was exhibited at the Royal Academy, in 1809.

and 37 men were absent in prizes, sustained a loss of 8 slain and 37 wounded. In the course of the following month, Captain Seymour was raised to the dignity of a Baronet of Great Britain, as a reward for his gallant conduct in thus adding a second large frigate to the royal navy*.

During the ensuing summer, we find Sir Michael Seymour serving with the Walcheren expedition. He was afterwards appointed in succession to the command of his prize le Niemen, and the Hannibal of 74 guns. On the 26th March, 1814, the latter ship captured la Sultane French frigate, of 44 guns and 330 men. This vessel had previously suffered considerable damage in an action with two British cruisers.

Sir Michael Seymour was nominated a K. C. B. in Jan. 1815 ; and at present commands a royal yacht. His pension for the loss of an arm is, we believe, 300*l.* per annum. He married Jane, third daughter of the late Captain James Hawker, R. N., and has several children. His brother Richard was first Lieutenant of the Amazon frigate, and fell in the action between her and the Belle Poule, in March 1806.

Agent.— ——— M'Inerheney, Esq.

EDWARD STIRLING DICKSON, Esq.

THIS officer was made a Lieutenant July 9, 1780 ; commanded la Victorieuse of 14 guns and 130 men, at the Leeward Islands, towards the close of 1796 ; and was present at the capture of Trinidad, in Feb. 1797 †.

On the 7th May, 1798, Captain Dickson, whilst convoying some merchant vessels from Trinidad to St. Kitts, was attacked by two French privateers, which attempted to carry la Victorieuse by boarding, but were foiled in their attempt ; and

* The French Captain's bombastic account of this action appears at full length in the Nav. Chron. v. 22, p. 93, *et seq.* We should here observe that the Amethyst, after beating her opponent, but previous to the enemy's surrender, was joined by the Arethusa frigate, commanded by the late Sir Robert Mends. Of this circumstance M. du Potet avails himself in so great a degree, as actually to declare that the Amethyst had struck to him, and was about to be taken possession of when her friend appeared in sight !!

† See Vol. I. note at p. 112.

the smallest, a sloop of 6 guns and 50 men, obliged to surrender. The other, a schooner carrying 12 guns and 80 men, was considerably damaged, but succeeded in effecting her escape. The prize had 8 men killed and wounded; la Victorieuse sustained no loss whatever.

On the 3d Dec. following, la Victorieuse, in company with the Zephyr sloop, and about 40 troops, destroyed a fort at Rio Caribe, on the island of Margueritta; two others at Gurupano, and a small Dutch privateer; and captured la Couleuvre of 6 guns and 80 men. The enemy's force at the latter place was at least 300 men; notwithstanding which, their fire was silenced in fifteen minutes. The assailants had only 4 men killed and wounded. Captain Dickson had previously captured two small French privateers, and destroyed another of 12 guns and 80 men.

In July 1799, Captain Dickson was presented by the English inhabitants of Trinidad with a sword, value 100 guineas, as a reward for his activity and diligence, in protecting the trade of that colony. His post commission bears date Aug. 11, 1800.

From this period, we find no mention of him till the latter end of 1803, when he was appointed to the Inconstant frigate. On the 7th March following, he arrived off the island of Goree, with a store-ship and some merchant vessels under his protection; and suspecting that the place might be in possession of the enemy, sent Mr. Pickford, his first Lieutenant, on shore to ascertain the fact. At sun-set, seeing no appearance of the boat, Captain Dickson anchored out of gun-shot, and it being highly necessary to obtain some information, despatched Mr. Runciman, Midshipman, with three boats properly manned and armed, to cut out any vessels he might find in the harbour. Mr. Runciman acquitted himself nobly, bringing out a ship, under a heavy fire from the batteries, which sunk one of his boats, but only wounded 1 man. From the prize Captain Dickson learned, that the settlement had been in the hands of the enemy about two months, and that the garrison consisted of 300 white and black troops. The following day was spent in making the necessary preparations for an attack; and the French governor being aware of

the British Captain's intentions, agreed to surrender by capitulation on the morning of the 9th.

We next find Captain Dickson commanding the *Stately* 64, employed in the defence of Cadiz. On the 5th Dec. 1811, he was detached with the *Druid* frigate, *Thunder* bomb, and several gun-boats under his orders, to co-operate with the British troops at Tariffa, which place was then besieged by a French army of 10,000 men, whilst the garrison under Colonel Skerrett did not exceed 1500. The enemy had pushed their works close to that important fortress, the safety of which must be attributed to the unwearied exertions of the officers and men of the squadron, whose services were noticed in the most handsome manner by Rear-Admiral Legge, who commanded at Cadiz, as also by Commodore Penrose, whose broad pendant was then flying at Gibraltar. A very flattering vote of thanks was also decreed by the Spanish Regency and Cortes.

From the *Stately*, Captain Dickson removed into the *Swiftsure* 74, on the Mediterranean station; where his boats captured the *Charlemagne*, a French privateer of 8 guns and 93 men, Nov. 26, 1813. The loss sustained by the British in obtaining possession of this vessel, was 5 killed and 15 wounded.

In 1814, Captain Dickson joined the *Rivoli*, another third rate; and on the 30th April, 1815, he captured the *Melpomène*, a French frigate, on her passage from Elba to Naples, to take on board Napoleon Buonaparte's mother. *Le Melpomène* made a brave defence of fifteen minutes, was very much cut up in her hull, masts, and rigging, and sustained a loss of 6 men killed and 28 wounded. The *Rivoli*, whose loss was only 1 man mortally, and a few others slightly wounded, had thus the honor to receive the submission of the last tri-colored flag struck in action at sea*.

Agent.—Isaac Clementson, Esq.

EDWARD ROTHERAM, Esq.

A Companion of the Most Honorable Military Order of the Bath.

THIS officer is a son of the late John Rotheram, M. D., of

* See James's Nav. Hist. v. 5, p. 561.

Newcastle upon Tyne; a gentleman of high estimation, both as a medical practitioner, and a person of general science.

He was born at Hexham, in Northumberland, where his father lived many years senior Physician of the Infirmary. His elder brother, John, studied physic, &c., under the celebrated Linnæus, at Upsal, and died Professor of Natural Philosophy, in the University of St. Andrews, N. B., about the year 1805.

Mr. Edward Rotheram was early instructed in mathematical learning by his father, and the late Dr. Hutton. He acquired practical navigation in the same school which bred our immortal circumnavigator Cook—the *Coal Trade*—and entering the navy, served during the whole of the American war, chiefly in the squadron commanded by Admiral Barrington; obtained a Lieutenant's commission April 19, 1783; and was the senior officer of that rank on board the *Culloden* 74, in the battle of June 1, 1794; an event that led to his further promotion.

In 1795, we find him commanding the *Camel* store-ship, on the Mediterranean station; and subsequently the *Hawke* sloop of war and *Lapwing* frigate, at the Leeward Islands. His post commission bears date Aug. 27, 1800.

In the unparalleled battle of Trafalgar, Vice-Admiral Collingwood's gallantry was most ably seconded by Captain Rotheram, who commanded the *Royal Sovereign*, a first rate, bearing the flag of that excellent officer, by whom he was subsequently appointed to the *Bellerophon* 74, as successor to Captain John Cooke, who had fallen in the conflict*.

The severe loss sustained by the *Royal Sovereign*, is the best proof of the share she had in the defeat of the combined fleets. Her surgeon reported 3 officers, 2 midshipmen, and 42 men killed; and 4 officers, 5 petty officers, and 85 men wounded—total 141. At the close of the battle, not a spar was left standing, except the tottering fore-mast, and it went overboard in the ensuing gale.

The following anecdote has been related of Captain Rotheram, and we have no reason to doubt the authenticity thereof: "A heavy shower of musketry had nearly swept the

* See Captain WILLIAM PRYSE CUMBY; and Vol. I. note at p. 205.

quarter-deck of the Royal Sovereign, when some of his officers requested him not to expose himself so much to the enemy's small-arm men, by wearing his epaulets and a gold laced hat. '*Let me alone,*' he replied, '*I have always fought in a cocked hat, and always will.*'"

Captain Rotheram bore the banner of NELSON as a K. B. at the funeral of that great chieftain; and was himself nominated a C. B. in 1815.

Agent.—William Marsh, Esq.

CHARLES GRANT, Esq.

A Companion of the most Honorable Military Order of the Bath; and Commodore of the Squadron employed in the East Indies.

THIS officer was made a Lieutenant in 1790; subsequently commanded the *Tisiphone* sloop of war on the West India station; and returned from thence in the *Quebec* of 32 guns, July 11, 1802. His post commission bears date Sept. 6, 1800.

Captain Grant's next appointments were, we believe, to the *Diadem* 64; and *Diana*, a 38-gun frigate. In the latter, he conveyed Sir W. Sidney Smith from Rio Janeiro to Portsmouth, where he arrived Aug. 7, 1809.

In Oct. 1809, the *Diana*, having under her orders the *Niobe* of similar force, was employed watching the port of Havre, where the enemy had two new 40-gun frigates, waiting an opportunity to escape to sea. On the 13th of the following month, the French ships having slipped out during a N. E. gale, were discovered and obliged to take shelter under the batteries of Marcou. In the course of the same day, Captain Grant and his consort being driven by the tide to the northward of Cape Barfleur, the enemy made a push for, and succeeded in reaching the anchorage near la Hogue. On the following morning the *Niobe* was sent to inform the senior officer off Cherbourg, how the Frenchmen were situated; and Captain Grant had soon after the satisfaction to see one of them run ashore. The next day the other perceiving that she was about to be attacked by the *Diana*, weighed and took up a position between the batteries of la Hogue and Tatillon. Captain Grant, notwithstanding the formidable force opposed

to him, stood in twice close alongside of her, sustaining each time a very heavy fire, by which the *Diana* suffered considerably in her masts, sails, hull, and rigging. At this period Captain Malcolm of the *Donegal*, arrived with the *Revenge* and *Niobe*, and the attack was renewed by the four ships going in alternately, and making every exertion to destroy the enemy as long as the tide would allow them to do so; but being at length drifted to leeward, they were obliged to desist and anchor out of gun-shot. In this affair, the *Donegal* had 3 men wounded, the *Revenge* 2 killed and 8 wounded, and *Diana* 1 man slightly wounded.

At day-light on the 16th, one of the French frigates was observed on her beam-ends, and the other also aground; but as they were perfectly protected by the batteries, and as it did not appear to Captain Malcolm that any further attempt to destroy them would prove effectual, he returned to his station off Cherbourg, leaving Captains Grant and Loring to watch la Hogue.

The following is a copy of the letter Captain Grant soon after received from his commander-in-chief, dated *Royal William*, Spithead, Nov. 22, 1810:

"Sir.—Having transmitted to the Lords Commissioners of the Admiralty your letter of the 16th instant, detailing your proceedings in an attack on two of the enemy's frigates, which escaped from Havre in the night of the 12th, and which had taken refuge under the batteries of la Hogue, I am directed by their Lordships to convey to you their approbation of the zeal, gallantry, and good conduct shewn by you, and by all the officers and men of the ships under your orders on that occasion. I am, Sir, &c. &c.

(Signed)

"ROGER CURTIS."

The enemy afterwards got their ships afloat, and one of them effected her escape into Havre. The other, being attacked by a bomb-vessel, was again obliged to run aground on the 6th Dec. lay a wreck until the night of the 23d, when she was set on fire and completely destroyed by the boats of the *Diana*, under a heavy fire from the batteries, and three armed brigs lying within hail of her. This service was performed without a man being hurt on the part of the British*.

In 1812, Captain Grant was appointed to the *Armada* of 74

* The other frigate was subsequently destroyed by her own crew. See Captain JOHN WENTWORTH LORING, C. B.

guns, fitting for the Mediterranean station, where he served during the remainder of the war.

On the 19th July, 1813, the marines of the Armada, and two frigates, landed and took possession of the batteries near Bordighero, a town on the coast of Italy, spiked the guns, destroyed the ammunition, and burnt all the vessels lying on the beach. In Nov. following, when forming part of the in-shore squadron off Toulon, the Armada received a shot from one of the enemy's fleet, which passing through the bows of her launch, lodged among the booms, without doing any farther mischief. Towards the close of the same year, she assisted in an attempt made by Sir Josias Rowley to obtain possession of Leghorn*.

A few days after the surrender of Genoa to the British arms †, Captain Grant was sent with the Armada, Curaçoa, and twelve Sicilian gun-boats, to co-operate with a detachment of troops in the reduction of Savona; the garrison of which fortress surrendered by capitulation on the 24th April, 1814.

Our officer was nominated a C. B. in 1815, and appointed Commodore of the squadron in India, Oct. 22, 1821. His broad pendant is flying on board the Liffey of 50 guns.

THOMAS JAMES MALING, Esq.

THIS officer, a son of the late Mr. Maling, of West Hennington, co. Durham, was made a Commander Dec. 24, 1798; and obtained post rank Sept. 6, 1800. During the late war, he commanded the Diana and Undaunted frigates, and Mulgrave of 74 guns; and among other vessels captured la Charlotte, a French ship privateer of 14 guns, pierced for 20, with a complement of 118 men; and the San Josephe of 14 guns and 96 men.

In 1817, a Chapel capable of containing about 500 persons, and built at Captain Maling's expense, near Hylton Ferry, in the county of Durham, was opened for divine service by the Rector of Bishopwearmouth.

Captain Maling was appointed to the Northumberland of

* See Vol. I. p. 633.

† See *id.* p. 634.

78 guns, lying in the Medway, July 31, 1821 ; and at present commands the Cambridge 82, on the South American station. He married, Dec. 2, 1811, Harriet, youngest daughter of the late celebrated Dr. Darwin, of the Priory, near Derby.

One of Captain Maling's sisters is the lady of Earl Mulgrave ; another was married to Lieutenant-Colonel Jackson, of the Guards, and died at Lisbon in 1813 ; a third to Colonel Walsh, formerly a Commissioner of the Victualling Board ; and a fourth to Robert Ward, Esq., M. P. for Haslemere, and Clerk of the Ordnance.

JOHN ACWORTH OMMANNEY, Esq.

A Deputy Lieutenant of the county of Southampton ; and a Justice of the Peace for Surrey.

THIS officer is the eldest son of the late Rear-Admiral Cornthwaite Ommanney *. He entered the naval service in 1783, and during the ensuing eleven years, served successively on board the Powerful 74 ; Rose frigate ; Leander 50 ; Aquilon 28 ; Zebra sloop of war ; and Lion of 64 guns ; under the respective commands of Captains Fitzherbert, and Henry Harvey ; Rear-Admiral Peyton ; and Captains Robert Montagu, William Brown, and Sir Erasmus Gower. The latter gentleman, of whom we have already spoken in our first volume, at p. 783, may justly be considered as his principal naval patron.

In 1792, Sir Erasmus Gower, who had recommended himself to the notice of Earl Macartney, by his exploits in India during the American war, was selected by that nobleman to command the ship fitting for his conveyance to China. Sir

* Rear-Admiral Ommanney had seven children, six of whom are now living, viz. John Acworth, the subject of this memoir ; Sir Francis Molyneux, a Navy Agent, and M. P. for Barnstaple ; Henry Manaton, a Post-Captain ; Edward Symons, a Merchant at North Yarmouth ; Cornthwaite, a Captain in the 24th Light Dragoons, now on half pay ; and Ann Symons, who married, in 1815, Captain Pipon of the 7th Hussars. His other child, Montagu, was a Lieutenant in the Royal Artillery, and died on service in the West Indies, in 1796. The Rear-Admiral died in 1801, sincerely lamented by all who had the pleasure of his acquaintance.

Erasmus entertaining a great friendship for Mr. Ommanney, availed himself of so favourable an opportunity to promote his interests by applying for and obtaining permission to appoint him a supernumerary Lieutenant of the *Lion*. This accordingly took place on the arrival of the embassy at Madeira. Shortly after their departure from Funchal, Lieutenant Cox of that ship died, and Sir Erasmus appointed his *protégé* to succeed him. His commission was confirmed by the Admiralty in May 1793.

The *Lion* being paid off on her return to England about Sept. 1794, Mr. Ommanney readily accepted an offer made him by Captain (now Sir Robert) Barlow to become his first Lieutenant, in the *Aquilon*; and he continued to serve with that distinguished officer till May 1795, when he was appointed to the *Queen Charlotte*, a first rate; in which ship he assisted at the capture of three French 2-deckers off l'Orient, on the 23d of the following month*.

Lieutenant Ommanney was promoted to the rank of Commander in Dec. 1796; and happening to be on half pay when the mutiny broke out at the Nore, he lost no time in tendering his services towards its suppression. His offer being accepted, he held the command of a gun-vessel equipped to act against the refractory seamen, until the spirit of rebellion had subsided in that quarter; and was afterwards sent with two other Captains to Deal, in order, should such a measure be necessary, to take the command of some vessels lying in the Downs, whose crews still behaved in a disrespectful manner to their officers; but happily the sailors there soon followed the example of those at the Nore, and returned to their duty.

In Dec. 1797, Captain Ommanney was appointed to the *Busy*, a new brig of 18 guns, fitting at Chatham for the North Sea station, where he cruised with considerable activity. In Aug. 1799, being off Goree, in company with the *Speedwell* brig, he discovered a fleet of merchantmen running alongshore under the convoy of a Swedish frigate. While the *Busy* ran alongside the man of war and prepared for action,

* See note at p. 54; and Vol. I, p. 246.—N. B. Mr. Ommanney was sent at the close of the action to assist Lieutenant Alexander Wilson, now a superannuated Rear-Admiral, in conducting one of the prizes to an English port.

her consort searched one of the other vessels, and found that she was laden with spars of sufficient size to make top-masts for line-of-battle ships, and others with iron, &c. bound to Brest, l'Orient, and Cadiz. Upon receiving the report of Lieutenant Reddie, who commanded the *Speedwell*, Captain Ommanney wrote the following laconic letter on the *Busy's* capstern head, and immediately forwarded it to the Swedish Commodore :

" H. B. M. Sloop Busy, at Sea, Aug. 8, 1799.

" Sir.—The officer who has boarded one of the ships under your convoy has reported to me that she is bound to an enemy's port, and is laden with naval stores. I shall therefore insist upon searching the whole of the fleet, and shall detain all those vessels that have naval stores on board. I remain, Sir, your humble servant,

(Signed)

" JOHN A. OMMANNEY."

*" To the Captain of the Swedish frigate *."*

This letter had no sooner been delivered, and the bearer thereof returned to the *Busy*, than she stood towards the fleet, and fired a shot athwart the bows of the nearest ship, to make her shorten sail ; upon which the frigate hailed in token of submission, and sent an officer to Captain Ommanney, with a list of the convoy, and the Commodore's instructions, which directed him not to suffer the vessels under his charge to be searched at sea ; but in case of meeting with any British cruiser, to proceed with her to an English port, for the purpose of being examined. On his way to the Downs, Captain Ommanney fell in with a squadron under the orders of the present Vice-Admiral Lawford, who had been cruising off the Flemish banks for a period of six weeks, in order to intercept this very fleet.

Captain Ommanney being now relieved from his charge, returned to his station off Gorce, and some time afterwards received a letter from the Secretary of the Admiralty, informing him that the Lords Commissioners " very highly approved of his conduct" on the above occasion. He then joined the expedition sent against the Helder † ; and on the 16th Sept. following, captured le Dragon, a French lugger privateer of 16 guns. This vessel had for a length of time annoyed our trade in the North Sea ; and when discovered by

* She was commanded by Baron Oderstroöm.

† See Vol. I, note at p. 414, *et seq.*

the *Busy*, was running along the Dutch coast on her return to Dunkirk from the coast of Norway. After a short chase she anchored in the midst of a very heavy surf, but by skill and good management was soon brought out. Ten of her crew being British subjects, endeavoured to land on the beach, but only two succeeded ; the remainder perished.

In Jan. 1800, the *Busy* was ordered to the Leeward Islands, and Captain Ommanney received a letter from Earl Spencer, who then presided at the Admiralty, recommending him to Lord Hugh Seymour, the Commander-in-Chief on that station, and expressing a wish that his Lordship might soon have an opportunity of promoting him. In the course of a few months, however, he became so much debilitated by sickness, as to render it absolutely necessary to give up his brig and return to England, where he arrived at the latter end of September.

As a compensation for his loss of health, Earl Spencer, who for kindness and liberality of conduct has never been excelled, immediately gave Captain Ommanney a temporary appointment to the *Garland* frigate at Plymouth, and a few days after sent him a post commission dated Oct. 16, 1800. During the last year of the war our officer commanded in succession the *Hussar* frigate, *Robust* 74, and *Barfleur* of 98 guns, on Channel service : the latter ship, bearing the flag of Rear-Admiral Collingwood, was paid off in May 1802. From June 1804 till March 1806, he served as Flag-Captain to his early friend Sir Erasmus Gower, on the Newfoundland station.

Captain Ommanney has been for several years an active magistrate for the counties of Southampton and Surrey. He married, in Oct. 1803, Frances, daughter of Richard Ayling, of Slidham, co. Sussex, Esq. and has issue four daughters.

Agent.—Sir Francis M. Ommanney, M. P.

HENRY STUART, Esq.

THIS officer was made a Lieutenant in 1793 ; Commander Oct. 7, 1799 ; and Post-Captain Oct. 16, 1800.

Agent.—Sir Francis M. Ommanney, M. P.

ZACHARY MUDGE, Esq.

THIS officer, a son of the late eminent Dr. Mudge of Plymouth, co. Devon*, was made a Lieutenant about 1789; and in that capacity accompanied Captain Vancouver to Nootka Sound†, from whence he was despatched to India in an open vessel, with a crew of only 14 men. In 1799, he commanded the Fly sloop of war, and captured la Gleneur French privateer of 6 guns and 32 men, off Portland.

During the ensuing year, the Fly was nearly lost on an immense island of ice, near the banks of Newfoundland, whilst on her passage from Halifax to England, with despatches from H. R. H. the late Duke of Kent. She also captured le Trompeur, a French cutter privateer, off la Hogue. Captain Mudge's post commission bears date Nov. 15, 1800. His next appointment was to la Constance of 24 guns.

In the spring of 1801, Captain Mudge received the thanks of the British Consuls and Merchants at Lisbon and Oporto, for the services he had rendered them, by convoying a fleet from Falmouth to Portugal in safety, and for his very great activity in collecting some vessels at Viana, laden with brandy, without which the wines could not have been got ready in time to go home under his protection. About the same period he captured El Dduides, a Spanish national cutter of 8 guns and 69 men; a lugger privateer of 2 guns and 27 men; and a brig laden with West Indian produce.

Having seen eighty-two vessels deeply laden with port wine to their destination in safety, Captain Mudge again sailed for Oporto, and on the 27th July, 1801, Cape Ortegal bearing south four miles, he discovered a brig and a lugger rounding the point, within a quarter of a mile of the shore. Relying on the accuracy of the Spanish charts in his possession, he ran la Constance so close to the Firgu rocks, as to oblige the strangers to pass through the inner channel, each receiving a broadside as she passed. The Stork of 18 guns, which had hove in sight to leeward, now stood into the bay, and compelled the brig to run on shore directly under a high

* The Mudges are remarkable for their literary and scientific abilities.

† See p. 200.

cliff, from whence the militia of the country kept up a constant though ill-directed fire on the British boats, commanded by Lieutenant Stupart of *la Constance*, who gallantly pushed in and hove her off without loss. She proved to be *El Cantara*, Spanish privateer of 22 guns and 110 men: her consort, mounting 10 guns, was also taken, as were two French brigs laden with brandy, soon after.

Towards the latter end of the same year, Captain Mudge conveyed General Count Viomenil and his *suite* from Portsmouth to Lisbon. On the 27th March, 1802, the Active frigate arrived in the Tagus from Gibraltar, and passing Belem castle, took up an anchorage which appeared to her commander the best and safest in the river. This appears to have offended the Portuguese, who, the same evening, seized the bargemen of the British ships, whilst they were waiting for their respective Captains at the usual landing place, and without assigning any cause, lodged them in a subterraneous cell belonging to the police guard. Upon Captain Mudge and his brother officer demanding the liberation of their boats' crews, they were themselves conducted to the main guard, and shut up in one of the commanding officer's apartments, exposed to the insults of the soldiers. As soon as H. R. H. the Duke of Sussex, who happened to be at Lisbon, was informed of this transaction, he went in company with General Fraser and Mr. Frere, to the proper authority, and demanded their release; but, notwithstanding all the zeal and diligence of the Prince and his attendants, the two Captains were kept in custody more than thirteen hours!

After Captain Mudge's return to England, we find him employed conveying a number of disbanded foreign soldiers from Lymington to the Elbe. He was appointed to the *Blanche* frigate about Oct. 1802.

At the close of 1803, the *Blanche* was attached to a squadron under Captain Loring of the *Bellerophon*, employed in the blockade of St. Domingo; on which station she captured and destroyed twenty-four of the enemy's vessels in less than a month, thereby completely checking the intercourse between the different ports of the island*. During the ensuing

* We shall have occasion hereafter to enter into the particulars of more than one gallant exploit performed by the *Blanche's* boats at this period.

eighteen months, she cruised with great activity, and among other prizes, took two French national vessels of 14 guns each; a Dutch schooner of 4 guns; another laden with holands; a Spanish sloop, with a cargo of horses and Nicaragua wood; and two French privateers.

Captain Mudge was now doomed to experience a sad reverse of fortune. On the 19th July, 1805, the *Blanche*, being in lat. 20° 20' N., long. 66° 44' W. fell in with a French squadron, consisting of the *Topaze* frigate of 44 guns and 410 men; one ship of 22 guns and 236 men; a corvette of 18 guns and 213 men; and a brig of 16 guns and 123 men. To escape by sailing was out of the question, the greater part of the copper having been off her bottom nearly nine months. Captain Mudge, therefore, made every disposition for action, which began at 11 A. M., and lasted about forty-five minutes; the frigates constantly within hail of each other, running large under easy sail; the 22-gun ship on the *Blanche's* starboard quarter, and the other vessels close astern of her. The British frigate had by this time become ungovernable, her sails being totally destroyed, and her rigging cut to pieces; she had also seven guns dismounted, six feet water in the hold, her fore and main-masts disabled by the enemy's shot, 8 men killed and 15 wounded. Thus situated, Captain Mudge and his officers considered further resistance unavailing, and at noon the colours were struck.

The *Blanche* was not destined to wear French colours. At 6 P. M., the officers who had taken possession, reported her to be sinking, and she was consequently set on fire; but the magazine having been long drowned, no explosion took place. She burnt to the water's edge and then sunk*.

On the 14th Oct. in the same year, Captain Mudge was tried by a court-martial at Plymouth, for the loss of his ship, and *honorably acquitted* of all blame. The President, Rear-Admiral John Sutton, on returning his sword, addressed him in the following words:

"I feel the greatest satisfaction and pleasure in the discharge of this

* The *Blanche* mounted 44 guns, and went into action with only 215 men. The enemy's squadron, as will be seen above, carried altogether 100 guns and 982 men; of whom 132 were soldiers belonging to the *Legion du Midi*. Their exact loss we have not been able to ascertain.

part of my duty, having to convey to you the just sentiments which the members of this Court entertain of your very able and gallant conduct in the defence made by you of his Majesty's late ship the *Blanche*, against a very superior force of the enemy's ships ; and likewise of the spirited support afforded you by the officers of every description, as well as the seamen and royal marines, under your command, in the discharge of their duty ; and which reflects upon you and them the highest degree of merit and approbation."

Captain Mudge subsequently commanded the *Phoenix* frigate, stationed in the Channel. On the 29th Jan. 1810, the boats of that ship, in company with those of the *Jalouse* sloop, gallantly boarded and captured le *Charles* French brig privateer of 14 guns and 90 men. The *Phoenix* on this occasion had 1 man killed and another wounded.

Our officer's sister, Elizabeth, married Sir Richard Fletcher, Bart., a Lieutenant-Colonel in the Royal Engineers, who fell in action before St. Sebastian, in Aug. 1813. His brother, Colonel Mudge of the Royal Artillery, and F. R. S., was the author of "An Account of the Operations for accomplishing the Trigonometrical Survey of England and Wales, 3 vols. 4to. 1799—1811."

Agent.—Thomas Stilwell, Esq.

GEORGE WOLFE, Esq.

A Companion of the most Honorable Military Order of the Bath.

THIS officer was born Aug. 3, 1766, and had the misfortune to lose his father when only eight years of age. His mother (a daughter of Colonel Sharpless, who served with credit under Charles, second Duke of Marlborough), after repeated attempts to divert him from his early intentions of becoming a sailor, at length yielded to the persuasions of the late Lady Spencer, under whose patronage he entered the naval service as a Midshipman on board the *Ocean* of 90 guns, commanded by Captain George Ourry, April 2, 1780*.

* So determined was the subject of this memoir to go to sea, that he twice decamped from his maternal residence for that purpose. The first time he succeeded in reaching the metropolis, and getting on board an *Indiaman* ; but to his great disappointment, was delivered up to his mother and brother on the morning after his entry. His second trip from Northamptonshire towards London, was interrupted by an unexpected meeting

The Ocean formed part of the Channel fleet under Admiral Geary, at the capture of twelve French West Indiamen, valued at 91,000*l.*, July 3, 1780. She was likewise present at the relief of Gibraltar, by Vice-Admiral Darby; and the capture of fifteen transports, laden with military stores and full of troops, in 1781; as also at the capture of twelve others, April 20, 1782*.

Mr. Wolfe continued in the Ocean, which ship was successively commanded by Captains Ourry, Edgar, Cleland, and Phipps, till May 1782, when he was removed into the Royal George, a first rate, bearing the flag of Rear-Admiral Kempfentel, in the Channel fleet. Fortunately for him he escaped sharing the fate of many of his former messmates, who were lost in that noble vessel at Spithead, by following Captain Phipps into the Berwick of 74 guns. This may with propriety be termed the third miraculous escape he had experienced in less than two years and a half, from the commencement of his professional career †.

The Berwick accompanied Earl Howe to the relief of Gibraltar, in 1782; and bore a part in the subsequent action with the combined fleets off Cape Spartel, on which occasion Mr. Wolfe was wounded in the face and neck. During the remainder of the war, we find her stationed in the West Indies, under the orders of Admiral Pigot. She was put out of commission June 30, 1783.

with some friends of the family, by whom he was compelled to return home, after trudging twenty-two miles on foot in pursuit of his favorite object.

* See Vol. I. p. 4, note † at p. 33, pp. 58, and 15.

† During the winter of 1780, while the Ocean was lying with the grand fleet in Torbay, her launch was sent to Torquay for water; and Mr. Wolfe having been engaged to dine with the father of his messmate, Mr. Broderick Hartwell, was descending the side for the purpose of going on shore by her, when the boat-rope broke, and caused him to be left behind. On her return, the launch unfortunately sunk, and a Lieutenant, 2 Midshipmen, one of whom was Mr. Hartwell, and 19 seamen perished.

Soon after this melancholy catastrophe, the Ocean and several other ships struck the ground in Torbay, unshipped their rudders, and were under the necessity of proceeding to Portsmouth to repair their damages. Early in 1781, Mr. Wolfe fell overboard whilst playing about the Ocean's hulk in a small boat, and was carried by the tide to the mouth of the harbour, before he could be rescued from his perilous situation.

During the ensuing peace, Mr. Wolfe served in the various ships commanded by Captains Herbert Sawyer, Charles Chamberlayne, Robert Fanshawe, Charles M. Pole, J. Smith, and Thomas Hicks.

In 1790, an explosion accidentally took place on board the Orion 74, Captain Chamberlayne, then at anchor in Carlisle Bay, Barbadoes. Mr. Wolfe was at that time confined to his bed by a fever, which had already carried off 23 men, and to which the Surgeon, who was an atheist, predicted he would also fall a victim in less than twenty-four hours. So great was the alarm among the crew, that many of the people jumped through the ports and were drowned. During the confusion, Mr. Wolfe's cot was broken down, and as he lay on the deck, his ears were assailed by the dreadful cries of some who were drowning, and others in distress. Not relishing the idea of being burnt alive, he contrived to pull on his trowsers and crawl to the gun-room ports, where he saw the Surgeon hanging by the rudder chains, kicking and screaming most furiously, and holding out his purse as an inducement for a boat that had been sent to the Orion's assistance, to come and save him from being devoured by the sharks: so much for the carelessness about futurity, of a person who denied the existence of a God, and attributed "surrounding nature and all its astonishing phenomena to chance, or a fortuitous concurrence of atoms *." Strengthened in an extraordinary manner by the fright to which he had been subjected, Mr. Wolfe managed to hand the poor wretch a rope's end, by which he was enabled once more to obtain a firm footing on the Orion's deck, and observe the recovery of his patient; the preservation of whose life may reasonably be attributed to his dormant pulse being suddenly roused into action by the terror excited in his breast, on hearing the appalling cry of "fire," and witnessing the despair of his shipmates.

At the commencement of the French revolutionary war, Mr. Wolfe, who had passed his examination upwards of four years, joined the Windsor Castle, a second rate, bearing the flag of Rear-Admiral Cosby, with whom he soon after sailed

* See an account of the sect calling themselves atheists, in Evans's Sketch of all Religions, p. 2, *et seq.*

for the Mediterranean station. During the occupation of Toulon by the allied forces, he served as a volunteer in several land and floating batteries, and was consequently often engaged with the enemy. After the evacuation of that place, and while the fleet was lying among the Hieres islands, an hospital ship parted her cable, and drifted into a small bay, where she was completely commanded by the republicans. The boats of the fleet were immediately sent to take out her wounded and sick inmates; but owing to the sharp fire kept up by the enemy from behind a breastwork, as they approached, the Windsor Castle's launch, commanded by Mr. Richard Hawkins, a Midshipman, was the only boat that succeeded in boarding her. On this occasion, one of the launch's crew was killed, but 12 wounded soldiers were rescued.

It being determined to renew the attempt, an order was issued for all the boats to assemble alongside a frigate, sent in shore to cover them in their approach. The Windsor Castle's launch was this time commanded by Mr. Wolfe, who volunteered his services, and was fortunate enough to bring off 13 more of the wounded men. He was soon followed by a boat manned with French royalists, who behaved most nobly, and the vessel was at length finally cleared, and afterwards set on fire by Lieutenant Thomas George Shortland, of the Nemesis. In the execution of this hazardous service, Mr. Wolfe was very much hurt by a soldier in a heavy wooden cradle falling from the gunwale of the hospital ship into the launch, striking him on his head, and bending him backwards with such violence, as to cause the blood to gush from every aperture in his head and body. In consequence of this accident, he was confined to his hammock for the space of two months; a circumstance, which however painful in itself, was by no means so mortifying to him as that of seeing the Lieutenant who had been sent from the Victory to command the boats promoted to the rank of Commander, whilst his own conduct and sufferings passed unrewarded.

Subsequent to his recovery, Mr. Wolfe served on shore, under Captains Serecold, Miller, and Cooke, at the reduction of Corsica. By the latter officer he was introduced to Lord Hood, who received him very kindly, and ordered him to be

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Sketch

removed to the Victory ; in which ship he returned to England as Master's Mate, towards the close of 1794.

On his arrival at Portsmouth, Mr. Wolfe was advanced to the rank of Lieutenant in the *Phæton* frigate, commanded by the Hon. Robert Stopford, with whom he continued about two years and nine months *. In Sept. 1797, he was made a Commander, and appointed to the *Sally* armed ship, on the North Sea station.

Soon after this promotion, Captain Wolfe being on a cruise off the Yorkshire coast, in a very thick fog, suddenly found himself close to a French ship, which afterwards proved to be le *Republicain* of 36 guns and 360 men. The *Sally*, originally a collier, mounted 14 old fashioned carronades (24-pounders), and had a complement of 45 men. On the fog beginning to disperse, the enemy, then within pistol-shot, was observed lowering a boat to take possession of his expected prize, whose starboard guns, loaded with two rounds of grape-shot, were instantaneously discharged into the French frigate, and with such effect as to bring down her jib and spanker, which afforded Captain Wolfe an opportunity of putting about and effecting his escape : the confusion on board le *Republicain*, occasioned by this unexpected salute, being so great, that by the time she had wore and come to the wind on the other tack, the *Sally* was at least a mile on her weather bow. Captain Wolfe's conduct on this occasion was highly approved by the Admiralty.

The *Sally* was afterwards employed affording protection to the Baltic and Hamburg trade ; and in the course of the two following years, captured several Dutch vessels, two of which were Greenlandmen †.

* The *Phæton* was one of the squadron that escorted the Princess Caroline of Brunswick from Cuxhaven to England, in April 1795. She afterwards resumed her station in the Channel ; and among other services, destroyed l'Echoué of 28 guns ; captured la Bonne Citoyenne of 20 guns ; three large privateers, and a number of merchant vessels ; and assisted at the capture of two French frigates, one mounting 36, the other 30 guns. She also formed part of the squadron under Vice-Admiral Cornwallis, during his masterly retreat ; an account of which will be found in Vol. I. note *, at p. 354.

† The Cruiser, Captain Charles Wollaston, was in company at this latter capture.

Captain Wolfe obtained post rank Dec. 10, 1800; and was appointed to the *Galatea* of 32 guns in April 1801. During the ensuing peace, we find him employed conveying troops from Guernsey and different ports in England, to Holland. His next appointment was Dec. 24, 1802, to the *Aigle* frigate, then recently launched; and in March following he received orders to repair to Portland, for the purpose of impressing seamen, and raising volunteers for the navy. On his arrival he communicated with the Mayor of Weymouth, and found that the sailors belonging to that neighbourhood had placed themselves under the protection of the stone quarry men, who soon proceeded to acts of violence against his own people, who after being severely handled, were obliged to retreat from the quay to their boats. Confiding in the promise of the Mayor, who had agreed to furnish a sufficient number of constables to assist him and preserve order, Captain Wolfe landed, at 4 P. M. on the 1st April, at the head of 50 seamen and marines, but had scarcely got on shore before his party were fired on by a number of sailors collected on the beach: A scuffle now ensued, and two of the rioters, named Porter and Wey, were secured, the one armed with a poker, the other with a reap-hook. The remainder of the mob retiring towards the Bill of Portland, were soon re-inforced by nearly 300 men, armed with muskets, pistols, and cutlasses, which had been plundered from the transports wrecked on that coast in 1795*. This formidable body, urged on by two constables, lost no time in attacking their unwelcome visitors, 16 or 17 of whom were dreadfully wounded. At length, after the most patient forbearance on the part of Captain Wolfe, who was himself seized and cruelly treated, the marines opened their fire, killed 4 of the rioters, and obliged the remainder to retreat; which they did with so much precipitation, that only 3 could be secured †.

As soon as the *Aigle's* wounded men reached their ship, Captain Wolfe despatched a Lieutenant, (the present Earl of

* See Vol. I. note †, at p. 89.

† John Manning, a quarter-master belonging to the *Aigle*, had his cutlass broken whilst warding off a blow aimed at his Captain's head. Nine of the wounded men were discharged from the service, in consequence of the injuries they received.

Huntingdon) to lay a correct account of this unfortunate affair before the Admiralty, and prevent the misrepresentations with which public opinion is usually abused in like cases; but on his landing at Weymouth, that officer and Mr. Morgan, a Midshipman, were recognized by the mob, who seized them and compelled the Mayor, by threatening worse consequences, to commit them to Dorchester gaol for the alleged murder of the unhappy men who had fallen the victims of their own disloyal conduct.

The Coroner having returned a verdict of wilful murder against Captain Wolfe, Lieutenant Francis Hastings, Lieutenant Jefferies of the marines, and Mr. John Fortescue Morgan, the Midshipman, those gentlemen surrendered themselves for trial at the ensuing summer assizes, and after a full investigation of their conduct were fully acquitted, the jury agreeing that they had merely acted in self defence *.

* The following circumstances connected with this unfortunate affray, will serve to shew how deeply the principle of self-love is implanted in the heart of man. The Coroner, an attorney, finding that another limb of the law was engaged to draw up the affidavits of those officers against whom he had returned a verdict of murder, went on board the *Aigle* and begged Captain Wolfe to employ him; stating, at the same time, that the verdict was given in consequence of his dreading the resentment of the populace, had he acted more leniently. A surgeon of the same town, having an eye to *number one*, also waited upon Captain Wolfe, and solicited him to entrust the *Aigle's* wounded men to his care; stating that he had had the charge of all the sick men belonging to the navy who had come into Portland road during the late war, and if Captain Wolfe would comply with his request, he should be able to obtain a renewal of the former contract. On the morning of the trial, this disciple of *Æsculapius* made his appearance in court, and stated that a young girl who had received a wound in the late tumult, declared to him before her death, that Captain Wolfe was the person who had shot her. We do not pretend to divine by what motives he was actuated; but this we know, that the grand jury rejected his evidence in toto.

The unfortunate girl alluded to was a sister of one of the impressed men, James Wey, by whom Captain Wolfe was first apprised of her being wounded. Two days after the riot, her father, by his dismal account of her sufferings, prevailed on Captain Wolfe to liberate his son, whom he described as the only support of himself and family. About a week after, the old man, who had previously received two guineas from Captain Wolfe to procure necessaries for the girl, wrote a distressing letter, begging him to forward five pounds to pay the *surgeon's* bill. On the latter being asked

In the interim, between the holding of the coroner's inquest and his trial, Captain Wolfe went on a cruise, and was fortunate enough to intercept six homeward bound French West Indiamen. Towards the latter end of the same year, he captured, after a long chase, *l'Alert* privateer of 16 guns and 90 men.

On the 12th July, 1804, the *Aigle* fell in with two French corvettes, proceeding from Rochefort to Bayonne, with ordnance and stores for a ship of war just launched at that port. These vessels, at first, seemed resolved to try their strength with the British frigate; but on her near approach, fired a single broadside, and ran on shore about ten leagues to the southward of Cordouan. Every effort was made by Captain Wolfe, during the ensuing night and part of the next day, to get them afloat again, but without effect; and he was at length obliged to destroy them by fire. They proved to be *la Charrante* of twenty 6-pounders, 4 swivels, and 104 men; and *la Joie* of eight 12-pounders (pierced for 14 guns), 2 swivels, and 75 men. The greater part of their crews escaped to the shore; several were drowned by the swamping of the boats, owing to the heavy surf on the beach; and the remainder, amounting to 26 officers and men, were taken prisoners.

In Sept. 1805, Captain Wolfe, being off Vigo, was attacked during a calm, by nine Spanish gun-boats. After an hour's cannonade, a breeze sprung up, and enabled him to capture the Commodore's vessel, sink another, and drive the rest on shore. The prize carried a long 24-pounder, and 29 men, 4 of whom belonged to the artillery.

From this period, we find no particular mention of Captain Wolfe till March 1808; in the course of which month, he discovered two French frigates pushing for *l'Orient*, under a press of sail. The *Aigle*, at this time cruising near the Glénan islands, immediately went in pursuit, passing between *Isle Groais* and the main; and after sustaining a heavy fire

why he had not informed Captain Wolfe what Mary Wey had said, when he solicited the care of the *Aigle's* men, which was several days after she had been wounded, he replied, that she did not make the declaration till three weeks after. We should here state, though not without cautioning the young officer against acting precipitately in such a case, that the Court acquainted Captain Wolfe he had done wrong in communicating with the Mayor of Weymouth, when acting under an order from the King in Council.

from the land batteries on both sides, compelled one of the enemy's ships to take shelter under a fort on the S. E. side of the island. The other, *la Furieuse* of 40 guns, was soon after brought to close action, and ultimately obliged to run ashore on Point du Chat. The *Aigle*, in this dashing affair, had three guns split and dismantled, a bower anchor cut in two, her masts and yards much damaged, and 22 officers and men wounded: among the former we find the names of Captain *Wolfe* and Lieutenant *Lamb*. She subsequently captured, after a long chase, *les Six Freres* of 18 guns, from Bourdeaux bound to the Mauritius.

The *Aigle* formed part of the detachment sent from Lord Gambier's fleet to attack a French squadron in Aix Roads, April 12, 1809; and on that occasion was the second ship which opened her fire on the enemy. After assisting at the destruction of four 2-deckers, Captain Wolfe relieved Lord Cochrane in the command of the advanced squadron, consisting of a bomb, several gun-brigs, and other small vessels; obliged the enemy to burn a frigate which had got on shore in the Charante, and the remainder of their ships to retreat up that river, after throwing overboard all their guns and stores. On this anxious and fatiguing service, he continued as long as there existed a possibility of annoying and harassing the fugitives; the *Aigle* preserving her station above the Boyart shoal, although much exposed to an attack from the French gun-boats, for a period of fifteen days, during which Captain Wolfe was never once in bed.

On the 11th Aug. following, the *Aigle* had 1 man killed and 4 dreadfully wounded, by the explosion of an 18-inch shell, which fell on board her when forcing the passage of the Scheldt, in company with a squadron of frigates, under the orders of Lord William Stuart*.

In Sept. 1810, Captain Wolfe being on a cruise off the Western islands, fell in with, and after a chase of one hundred and thirty-four miles, in thirteen hours, captured *le Phoenix* French privateer, mounting eighteen 18-pounders,

* The shell passed through the bulwark, quarter, main, and lower-decks, to the bread room, where it burst. The splinters, in their ascent through the decks, occasioned the loss we have stated.

with a complement of 129 men, commanded by M. Jacques Perrond, a Lieutenant in the French navy, and a Member of the Legion of Honor *. In addition to the foregoing services, he appears to have taken, at different times during the war, two Prussian, three Danish, one American, one Russian, and upwards of one hundred and fifty French vessels; the latter principally coasters of from 10 to 100 tons. He was nominated a C. B. in 1815.

Agent.— ———

HENRY HILL, Esq.

THIS officer is a son of the late Colonel Hill, of St. Boniface, in the Isle of Wight, who served during the German war as aid-de-camp to Count de Lipp.

He entered the naval service in 1787, as a Midshipman on board the *Vestal* of 28 guns, commanded by Sir Richard John Strachan, with whom he removed into the *Phoenix* frigate, on the East India station; where he was engaged in a variety of service, particularly that of transporting the battering train, &c., belonging to the Malabar army, up the Ballypatam river, to the foot of the Ghauts; and in the action with *la Resolu* French frigate, Nov. 19, 1791 †. On one occasion;

* Mr. Perrond was a most experienced and scientific officer. He had previously commanded the *Bellona* privateer upwards of nine years in the East Indies, where he committed great depredations on our commerce. *Le Phoenix* was a beautiful ship, built in imitation of the *Bellona*. She tried the *Aigle* on every point of sailing; and had there been less wind, would most likely have escaped from her, as she had before done from four other cruisers. The capture of so fine a vessel may justly be deemed a service of importance.

† See Vol. I. pp. 284 and 285. *N. B.* Since the publication of our first volume, we have received the following remarks on the action between the *Phoenix* and *Resolu*, from an old and intelligent Post-Captain: "A correspondence had been carried on for some time between Commodore Cornwallis and the French Captain, respecting the right of searching merchant vessels; and the latter, in order to try whether the threats of the English Commodore would be put in force, got under way from Mahé roads with two merchant ships under his convoy, and passed close to the British squadron of three frigates in Tellicherry roads. The *Phoenix* and *Perseverance* were both ordered by signal to 'examine the strange sails passing near,' and both in consequence welghed and went in chase; both

whilst employed in a boat at the mouth of the above river, he was upset in a heavy surf, but preserved himself by superior swimming: his companion, a Mr. Robinson, and most of the boat's crew, unfortunately perished.

The Phoenix returned to England in 1793; and Mr. Hill was soon after removed into the Boyne, a second rate, bearing the flag of Sir John Jervis, under whose auspices he first went to sea, and by whom he was almost immediately promoted to the rank of Lieutenant, in the Zebra sloop of war, commanded by Captain Robert Faulknor, and forming part of the fleet sent to reduce the French West India colonies.

The services of the Zebra during the campaign of 1794, were very conspicuous, and are too well known to require repetition. It is therefore unnecessary to say more, than that Lieutenant Hill was on all occasions the constant associate of his gallant commander, both on shore and afloat*.

The Rev. Cooper Willyams, from whose work we have already made one or two extracts, thus relates a melancholy accident, which occurred in one of the land batteries, during the siege of Fort Louis:

"Captain Faulknor of the Zebra, who commanded in the battery, being provoked by the interference of an artillery officer, and one of the seamen not obeying him with alacrity, was provoked to strike him with his sword; which unfortunately wounded him mortally, and he died in a few minutes. Captain Faulknor was acquitted by the court-martial that was instantly summoned to investigate the matter; and the circumstance of its happening in the heat of action, when the least disobedience of orders involves the most fatal consequences, as well as that it appeared there was no premeditated intention of killing the unfortunate man, but was a blow given from the impulse of momentary passion, the sentence was confirmed and approved."

On this sad occasion, Lieutenant Hill, then at Point Negro got up with the French together, and both were concerned in the action with *la Resolu*, a 12-pounder frigate, though she only fired at the Phoenix.—It will be remembered by our readers, that the Hon. East India Company was at this time engaged in a war with Tippoo Saib, which ended only with his life, and the destruction of Seringapatam, the capital of his dominions; and as the French and Dutch were known to be favorable to that chieftain, and suspected of supplying him with warlike stores, it became the duty of our naval commanders to watch them very narrowly.

* See Vol. I. note at p. 859.

camp, received the following letter from Captain Faulknor. We insert it for the purpose of shewing how much that officer lamented the rash act which he had committed :

" Zebra, March 14, 1794.

" Sir,—My unfortunate rashness and impetuosity in giving a wound to a poor seaman, on service with me at the new battery, has occasioned a court-martial to be held on my conduct to-morrow at 8 o'clock ; and whatever the result may be, and one sentence only I can apprehend, believe me I shall care infinitely less for my own fate, than that of being accessory to the death of any human being, not the natural enemy of myself or of my country. The insolent contempt and provocation from the unfortunate man was great, and such as would have condemned him to death, had I brought him to trial ; but the hasty and sudden punishment I unhappily inflicted on the spot, will be a source of lasting affliction to my mind. Mr. Fahie * and Mr. White will accompany me to the court-martial ; and have done themselves honor by their sympathy and feeling. May I venture to ask your attendance with them ; and to hope whatever difference may have arisen between us on service before, may at a period like the present be buried in oblivion. My heart is incapable of malice or ill-will ; and a temper hasty and ungovernable, previous to this unfortunate moment, has been the only unhappiness of my life ! I propose sending for twelve, if not all the people under your command on shore ; as I can hardly doubt but they will give their testimony of my character as a man and an officer of humanity ; it appears to me, on an occasion of this nature, to be the best jury I can summon. Brigadier Rogers, I have no doubt, on your application, will give permission for yourself and them to embark. I remain, Dear Sir, with every sentiment of regard,

" Your most faithful Servant,

(Signed) " ROBERT FAULKNER."

That this appeal to Lieutenant Hill's feelings, whatever might have been the nature of any previous misunderstanding between his commander and himself, was not made in vain, appears by the following communication :

" Dear Sir,—I am sensibly obliged by your note, and the sympathy contained in it. It would be a satisfaction to me to have the whole of the people on shore with you, officers and all, to attend me at the court-martial. If that be impossible, I must beg you will send any twelve who are willing to come on the occasion, &c. &c.

(Signed) " ROBERT FAULKNER."

After the reduction of Martinique, St. Lucia, &c., the Zebra was sent to the coast of America in company with a squadron of frigates, under the orders of Commodore Josias

* Mr. Fahie (now a Rear-Admiral), was at that time first Lieutenant of the Zebra.

Rogers ; but returned from thence to the West Indies at the latter end of the same year, and subsequently cruised with considerable success against the enemy's privateers, several of which she captured and destroyed *.

In March 1795, the French having disembarked on the island of St. Vincent, excited the Caribs to revolt, and massacre many of the white inhabitants ; by which means nearly the whole colony fell into the possession of the insurgents. Upon receiving intelligence to this effect, Captain Skynner lost no time in leaving his cruising ground and proceeding to Kingston Bay, where Lieutenant Hill was landed on the 12th, with a party of seamen and a 6-pounder, to co-operate with the British land forces then on the island. At this moment the enemy were in possession of Dorchester hill, a commanding eminence immediately above the town of Kingston, which they were preparing to cannonade. The post taken by Lieutenant Hill becoming untenable, he suggested to the Governor and Captain Skynner the necessity of driving the enemy from their position. His plan being adopted, as many seamen as could be collected from the vessels in the bay were landed on the evening of the 14th ; and Captain Skynner having assumed the command of the whole, arrangements were forthwith made for carrying it into effect. At midnight this gallant little band moved on to the attack, preceded by Lieutenant Hill, and with such regularity that their approach was not discovered until they were within a few yards of the enemy's post. A brisk fire of musketry now did much execution among them ; but the tars, who under Faulknor had stormed Fort Royal, were not to be daunted : rushing forward with impetuosity, they drove the Caribs from all points, and entirely off the hill, with the loss of Chatowee, their chief, who fought with great personal bravery and determination. In this brilliant affair, Lieutenant Hill received a very severe wound in the right shoulder, which obliged him to retire to his ship immediately after the occupation of Dorchester hill, and subsequently to return home. Previous to his departure from St. Vincent's, he received the thanks of the Governor

* Captain Faulknor having previously been posted, the Zebra was now commanded by Captain Skynner.

and House of Assembly, together with the most marked attention, and expressions of gratitude from all classes of the inhabitants. Soon after his arrival in England, he received the following letter from Drewry Ottley, Esq., second in Council of the above island :

"Dear Sir.—It is with great pleasure that I hear of your safe arrival at the Isle of Wight, where I make no doubt but that by the attention of your friends, the skill of your surgeons, and your own good constitution and high spirits, you will be soon restored to health, and enabled once more to engage in the service of your country. I made a point as soon as I arrived in London, to write to Lord Spencer about you, and to explain to him the obligations which our colony felt for your gallant and spirited behaviour. I shewed him also a copy of our vote of thanks. He expressed himself much pleased with what you had done, and promised to take an early opportunity of rewarding your services. I am, dear Sir,

"Your faithful and obedient Servant,

(Signed) "DREWRY OTTLEY."

Lieutenant Hill was advanced to the rank of Commander, July 24, 1795 ; and in Feb. 1797, had the honor of being coupled with Captain Skynner, in a letter of thanks from the Agents for the colony of St. Vincent. His sufferings in consequence of his wound were long and severe ; nor do we find him again in employ till the spring of 1798, when he was appointed to the Sea Fencibles in the Isle of Wight. He afterwards commanded the Gorgon, a 44-gun ship, armed *en flute*, on the Mediterranean station ; and Megæra fire-vessel, attached to the Channel fleet. His post commission bears date Jan. 1, 1801.

Captain Hill's subsequent appointments were, in succession, to the Princess Royal of 98 guns ; Ruby 64 ; Camilla 24 ; Orpheus 32 ; Agincourt 64 ; and Naiad, a 38-gun frigate.

In April 1805, Captain Hill worked the Orpheus out of the Tagus during a gale of wind, to the astonishment of the most experienced pilots, and succeeded in conveying and forwarding intelligence of the French and Spanish fleets having formed a junction at Cadiz, to our squadrons off Ferrol, Brest, and Ireland. Previous to, and after that event, he was principally employed affording protection to the trade.

In March, 1810, eight petty officers and seamen belonging to the Naiad, were tried by a court-martial at Plymouth, on charges of which the following is the substance, *viz* :

“First, for making, or attempting to make, a mutinous assembly, for the purpose of inducing the ship’s company to desire to be drafted; second, for knowing of such assemblies without acquainting their captain; third, for having endeavoured to excite the ship’s company to mutiny; and lastly, for having written, or caused to be written, an anonymous letter to the Secretary of the Admiralty, wherein they stated their full determination not to go to sea under the command of Captain Hill.”

The charges being all proved, with the exception of the last, three of the prisoners were sentenced to death, and the remainder to be flogged round the fleet. The condemned men were afterwards reprieved, and we believe the greater part, if not the whole of the others, were pardoned. In the following year, Captain Hill left the *Naiad*, having arrived at that standing on the list which precluded his continuing any longer in the command of a frigate. He has not since been afloat.

Our officer married, first, Anne, a daughter of the late Rev. James Worsley, of Gatecombe, in the Isle of Wight; and secondly, Caroline, a daughter of the late Joseph Bettesworth, of Ryde, in the same island, Esq. By these marriages, he has six sons and four daughters. His brother, Lieutenant-Colonel Charles Fitzmaurice Hill, commanded the 10th regiment of foot, and died in 1811. Another brother, the Rev. Jutley Hill, is Rector of Tingewick, Bucks, and of Bonchurch and Shanklin, in the Isle of Wight.

Agents.—Messrs. Cooke, Halford, and Son.

JOHN MASON LEWIS, Esq.

Resident Commissioner of the Navy at Malta.

THIS officer was educated at the maritime school, Chelsea; received his first commission in 1790; served as a Lieutenant on board the *Queen* of 98 guns, in Earl Howe’s action, June 1, 1794; commanded the *Snake* sloop of war, and assisted at the capture of *l’Hirondelle*, a French privateer of 14 guns and 50 men, Nov. 10, 1799; and obtained post rank, Jan. 1, 1801. During the last thirteen or fourteen years he has resided as Commissioner, successively at Antigua, Bermuda, and Malta.

Agent.—Thomas Stilwell, Esq.

CHARLES WOLLASTON, Esq.

THIS officer was made a Lieutenant in 1790 ; and obtained post rank Jan. 1, 1801. He had previously commanded the Cruiser of 18 guns on the North Sea station, where he captured six French privateers, carrying in the whole 68 guns and 282 men. At the renewal of the war in 1803, he was appointed to a command in the Sea Fencible service, between Blackwater and the Stour.

Agent.—Sir F. M. Ommanney, M. P.

ALEXANDER WILMOT SCHOMBERG, Esq.

THIS officer was made a Lieutenant in 1793 ; and obtained post rank Jan. 1, 1801.

Agent.—William Marsh, Esq.

EDWARD DURNFORD KING, Esq.

THIS officer is a son of the late William King, of Southampton, Esq., and a brother of Captain Andrew King, R. N. He first went to sea in the Director of 64 guns, commanded by Captain Thomas West, in June 1789 ; and from that period served in various ships till 1794, when he was promoted to the rank of Lieutenant, for his good conduct as a Midshipman on board the Barfleur, a second rate, bearing the flag of Rear-Admiral Bowyer, in the memorable actions between Earl Howe and M. Villaret de Joyeuse, an account of which will be found in our first volume.

After serving for some time with the present Sir Edward Thornbrough, in the Robust 74, Mr. King joined the Dryad of 44 guns and 251 men : and he was the senior Lieutenant of that ship when she captured, after a spirited action, la Proserpine, a French frigate of 42 guns and 348 men. His behaviour on that occasion procured him the official commendations of his Captain, Lord Amelius Beauclerk, and he was in consequence advanced to the rank of Commander *, but we

* Mr. James, in his Naval History, makes the following observations on the action between the Dryad and Proserpine. " Were it not for the pre-

have reason to believe, did not obtain an appointment as such till June 1798, when he was commissioned to the *Gaîté* sloop of war ; in which vessel he cruised with considerable success against the enemy's privateers and trade on the Leeward Islands station, until Sept. 28, 1800, when he was promoted into the *Leviathan* 74, bearing the flag of Rear-Admiral Duckworth, whom he served under at the reduction of the Swedish and Danish West India colonies, in March, 1801*. He subsequently removed into the *Andromeda* frigate, and continued to command her till the end of the war, when he was obliged through ill health to return to England.

In April, 1805, our officer was appointed acting Captain of the *Endymion*, during the absence of the Hon. Charles Paget ; and in that fine frigate, we find him employed off Cadiz under the gallant Collingwood.

A few days previous to the arrival of the combined French and Spanish fleets, Captain King was detached on a particular service : and when off Cape St. Mary fell in with the enemy, whose force consisted of twenty-six sail of the line, and nine frigates. Finding it impracticable to pass a-head of their line for the purpose of communicating with his Admiral, whom he had left in shore with only four line-of-battle ships, and after being chased by two sail of the line and a frigate, he took up a position in their rear, and by repeated signals

ponderance given by the *Dryad's* carronades, the British would have been inferior in guns, as well as in men and size, to the French frigate. But, as what the latter wanted in weight of metal was amply made up to her in number of men, this may be pronounced a tolerably equal match. It was, without doubt, a well-contested battle ; and it was, also, the first genuine single-ship action of the year (1796) ; no intruding vessel of either nation having made her appearance during the combat. The *Proserpine*, under the name of the *Amelia*, was admitted into the British navy as a cruising 38 ; and, from her size and sailing properties, became a valuable acquisition to her class."

* See Vol. I. note †, at p. 798. *N.B.* Captain King, in conjunction with Brigadier-Generals Maitland and Fuller, settled the terms of capitulation. Rear-Admiral Duckworth, in his last despatch, announcing the surrender of the islands, says : "*I should feel very remiss were I to close this without mentioning to their Lordships the aid I have received from my Captain, E. D. King, in this harrassing service.*"

led them to suppose that he was in communication with a fleet astern. This *ruse de guerre* had the desired effect ; and M. Villeneuve, who commanded the combined force, put into Cadiz, where he was closely reconnoitred by Captain King, who lost no time in reporting what had occurred to his chief, whom he joined at the entrance of the Straits. The ability and zeal which Captain King had thus displayed, were fully testified by Vice-Admiral Collingwood in his public despatches.

Captain King continued in the *Endymion* till the latter end of 1806. In the following spring he was appointed to the *Monmouth* of 64 guns, and ordered to the East Indies ; from whence he convoyed home a valuable fleet of Indiamen. He subsequently commanded the *Rodney* 74, on the Mediterranean station ; and in Nov. 1814, was appointed to the *Cornwallis*, another third rate, fitting for the flag of Rear-Admiral Burlton ; but the bad state of his health at that period preventing him from undertaking a voyage to India, he resigned the command of that ship previous to her quitting port ; since which he has been on half pay.

Agents.—Messrs. Barnett and King.

WILLIAM WALLER, Esq.

THIS officer is a son of the late Captain Jacob Waller, R. N. * He was made a Lieutenant into the *Asia* of 64 guns, soon after the commencement of the French revolutionary war, and served on shore at the reduction of Martinique in 1794. On his return to England he joined the *Victorious* 74, which ship formed part of the squadron under the orders of Sir George Keith Elphinstone, at the capture of the Cape of Good Hope, Sept. 16, 1795 † ; and afterwards proceeded to the East India station.

* At the time of his death (1798), Captain Waller commanded the *Saturn* 74, with a squadron under his orders, on the Irish station. He was taken in a fit whilst at dinner on board his ship, then lying in the Cove of Cork, and survived only five days.

† See Vol. I. p. 47, *et seq.* N. B. Lieutenant Waller on this occasion was also landed with a party of seamen to co-operate with the army. Passing through the village of Constantia during the march from Simon's

On the 9th Sept. 1796, the *Victorious*, in company with the *Arrogant* of 74 guns, had a very severe action off Ceylon, with six heavy French frigates, commanded by M. de Sercey. The brunt of this conflict was borne by the *Victorious*, whose loss consisted of 17 men killed and 56 wounded ; among the latter was her commander, Captain William Clarke, whose place, on his being carried below, was most ably and gallantly supplied by Lieutenant Waller * : the *Arrogant* had 7 slain and 27 wounded. Both ships were greatly disabled in their masts, yards, rigging, and sails ; and the French squadron received so much damage, as to be under the necessity of proceeding to Batavia, where three out of the six frigates were compelled to undergo a complete repair. The delay occasioned by this kept de Sercey in port at a very critical season : and so far the action contributed to preserve from spoliation much valuable British property, afloat in every part of the eastern hemisphere.

In the following year, Lieutenant Waller was removed into the *Suffolk* 74, bearing the flag of Rear-Admiral Rainier, by whom he was made a Commander, and appointed to the *Albatross* of 16 guns, in June 1799 ; but that vessel being in the Red Sea, he acted as Captain of the *Sybill* frigate, until he had an opportunity of joining her.

During the night of Nov. 12, 1800, Captain Waller fell in with, and after a smart action, during which the enemy attempted to carry the *Albatross* by boarding, captured l'*Adele* French privateer of 12 guns, pierced for 16, with a complement of 60 men, several of whom were killed and wounded. On the 24th March, in the following year, he had also the good fortune to intercept the *Gloire* of 10 guns, pierced for 18, and 130 men. These marauders had committed great depredations on our trade ; and their capture was considered of so much importance, that the Madras Insurance Companies presented Captain Waller with a sword and a piece of

town, one of the sailors swore, — — — that for once in his life he would swim in wine ; and jumping in the head of a vat, was almost immediately satiated with that enticing beverage.

* The first Lieutenant of the *Victorious* was absent in a prize. For a detailed account of the action, see James's *Nav. Hist.* v. i. p. 432, *et seq.*

plate, each worth 200 pounds, as a reward for the services he had thus rendered to their interest *.

Captain Waller's post commission bears date Jan. 8, 1801. He subsequently commanded the *Dædalus* of 32 guns; which ship returned to England and was paid off in the summer of 1803. From the time of his joining the *Rose* frigate on the Newfoundland station (1789), to this period, he had never been a day out of active service. His next appointment was *pro tempore*, to the *Norge* 74; and at the conclusion of the war, we find him fitting out the *Sceptre*, of similar force. His brother, John, commanded the *Serpent* sloop of war, and was lost with all his crew on the West India station, in 1807.

Agents.—Messrs. Cooke, Halford, and Son.

HENRY VANSITTART, Esq.

THIS officer is a son of George Vansittart, Esq., formerly M. P. for Berkshire (which county he represented many years), by Sarah, daughter of the late Rev. Sir James Stonehouse, Bart.

He was born at Bisham Abbey, near Marlow, co. Berks; entered the naval service under the protection of the late Admiral Sir George Bowyer †; and served his time as a Midshipman on board the *Pegasus* of 28 guns, commanded by Captain William Domett, on the Newfoundland station; *Hannibal* 74, Captain John Colpoys, in the Channel; *Romney* 50; and *Princess Royal* 98, bearing the flag of the late Admiral Goodall; *l'Aigle* frigate, Captain Samuel Hood; and *Victory* of 100 guns, the flag ship of Lord Hood; the four latter ships employed in the Mediterranean, from whence he returned to England at the latter end of 1794.

During the siege of Toulon by the republican army, Mr. Vansittart, although very young, was allowed, after repeated entreaties, to serve as a volunteer in a floating battery, where

* *L'Adele* was purchased for the Hon. East India Company, and la *Gloire* for the King. The latter was a very fine ship, and had left the Isle of France with 190 men on board. During her cruise, she took six British merchantmen, and sunk several others. Seven of her crew were killed and 15 wounded, before she surrendered to the *Albatross*.

† See Vol. I. note * at p. 720.

he received a very severe wound in the head, from a heavy oak splinter, which cut through the skull to the thin membrane that covers the brain, and passing on, took off the thigh of a Spanish bombardier. He was at the same time slightly wounded in several places by smaller splinters *. In 1794, we find Mr. Vansittart employed for several weeks in an open boat belonging to l'Aigle, at the siege of Calvi; on which service he was also a volunteer. For his zealous conduct and severe sufferings at this early period of life, he was rewarded with a Lieutenant's commission, and appointed to the *Stately* of 64 guns, in Feb. 1795.

The *Stately* formed part of the squadron under Sir George Keith Elphinstone, at the capture of the Cape of Good Hope, in Sept. 1795. During the operations carried on against that colony, Lieutenant Vansittart commanded a company of seamen belonging to the second naval battalion, landed to assist the army. The *Stately* was subsequently ordered to assist in reducing Columbo; but that place appears to have surrendered whilst she was at Trincomalee. Previous to her quitting the Indian seas, the scurvy made such ravages among her crew, as obliged her to put into St. Augustin's bay, Madagascar, where Lieutenant Vansittart had the charge of preparing tents for the use of the sick, more than 100 of whom were unable to move from their hammocks. The disease being at length subdued, she returned to the Cape of Good Hope in time to assist at the capture of a Dutch squadron in Saldanha bay; after which the subject of this memoir returned to England as signal Lieutenant of the *Monarch* 74, bearing the flag of Sir George K. Elphinstone, under whom he continued to serve in that ship and the *Queen Charlotte*, a first rate, till the commencement of 1798, when he was appointed first Lieutenant of the *Maidstone* frigate, commanded by Captain (now Rear-Admiral) Donnelly.

* The floating battery mounted four heavy guns and two brass mortars, the latter of which were worked by Spanish bombardiers. She was commanded by Lieutenant Moriencourt of the *Princess Royal*, who had 2 midshipman and 48 men under his orders. The first of the enemy's batteries to which she was opposed, was soon effectually silenced; but the fire from a second, erected on a rising ground, proved so destructive that only 9 men were left fit for duty on board the float.

Lieutenant Vansittart was promoted to the rank of Commander in the *Hermes* sloop of war, about Aug. 1798; removed into the *Bonetta* about Oct. following; and during the ensuing year, was employed convoying the trade to and from Newfoundland and America. In 1800, he captured several of the enemy's armed vessels on the Jamaica station, where he obtained post rank in the *Abergavenny* of 54 guns. He subsequently commanded the *Thunderer* 74, and *Magicienne* frigate; the former returned to Europe with the squadron under Sir Robert Calder, who had gone to the West Indies in pursuit of the French fleet under M. Gantheaume; the latter was employed conveying a number of disbanded Dutch troops from Lymington and Jersey, to the Texel and Helvoetsluis, after the peace of Amiens. His post commission bears date Feb. 3, 1801.

At the renewal of the war in 1803, Captain Vansittart commissioned the *Fortunée* frigate, and during the remainder of the year we find him blockading the rivers Elbe and Weser, and cruising off Boulogne. On the 2d Feb. 1804, he sailed for the Jamaica station, where he was most actively employed upwards of four years; during which, and the two years previously spent there, he had three severe attacks of the yellow fever*.

In the summer of 1806, Captain Vansittart sailed for England, in company with the *Surveillante* frigate, *Hercule* 74, an armed schooner, and a large fleet of merchantmen. When off the Havannah, a number of Spanish vessels were discovered, under the protection of a 74-gun ship and two gun-boats. The *Fortunée* was immediately detached in pursuit by signal from the senior officer, Captain (now Rear-Admiral) John Bligh, and assisted by the schooner, succeeded in capturing the gun-boats, and upwards of twenty sail, deeply laden with sugar, &c.

* When the yellow fever made its appearance on board the *Fortunée*, Captain Vansittart was about to return to Jamaica from a cruise off the Havannah. Six men having died before he cleared the Gulf of Florida, he pushed for the Bermudas, and landed all the sick on one of those islands, which being uninhabited was humanely lent to him for that purpose by Mr. Tucker, the President (the Governor being absent). The fever went through the whole of his crew, but fortunately not a man died of that disorder from the time of his arrival there, nor indeed during the remainder of his stay in the West Indies.

The line-of-battle ship being close in with the Havannah, succeeded in effecting her escape. Captain Vansittart on this occasion exhibited a noble spirit of disinterestedness, by destroying the whole of those valuable prizes, in order that the convoy might not be detained, although the Spaniards offered to bring off from the shore in the course of twelve hours a sum sufficient to ransom them. A few days after this event, he obtained intelligence that six French ships of the line were cruising to intercept the homeward bound fleet ; this squadron was subsequently seen, but successfully avoided through the able management of Captain Bligh and his brother officers.

Among the vessels taken by the *Fortunée* during her various cruises in the West Indies, we find le *Vautour*, French privateer ; a Spanish brig laden with cocoa ; le *Grand Juge Bertolio*, French schooner, of 7 guns and 51 men ; and two Spanish feluccas laden with beef and flour : the latter were destroyed.

In 1807, and the three succeeding years, Captain Vansittart was employed on Channel service, and the Irish station. Towards the latter end of 1810 he conveyed Rear-Admiral Freemantle to the Mediterranean ; and after serving for some weeks with the in-shore squadron off Toulon, was ordered to Algiers, where he embarked an ambassador, with presents from the Dey to our late Sovereign. Whilst there he was presented with a sword, some other trifling articles, and a bag of dollars ; the latter he instantly returned to the Dey, at the same time informing him that a British officer would never receive money for his own use from any foreign power, but that the sword he should retain, and ever value as a mark of the honor conferred on him by his Highness.

On the 11th Oct. 1811, Captain Vansittart, being on a cruise to the westward, with the *Saldanha* frigate under his orders, fell in with and captured the famous French ship privateer le *Vice-Amiral Martin*, of 18 guns and 140 men ; a vessel which, by the superiority of her sailing, and the dexterity of her manœuvres, had often escaped from other British cruisers, and committed great depredations on our commerce. In the spring of 1812 he was appointed to the *Clarence* 74 ; and from that period till the conclusion of the war he appears to have been employed blockading the Texel, Brest, and Rochefort.

We cannot close this memoir without remarking that the subject of it, with the exception of a very few months in 1802-3, was never a day out of commission from the summer of 1791, when he first went to sea, till the peace of 1814, a period of twenty-three years.

Captain Vansittart married, in 1809, a daughter of the Rev. John Pennefather, by whom he has three sons and two daughters now living. His surviving brothers are George Henry, a General in the army, and Edward, in holy orders; the latter has added the surname of Neale to that of his own family. His first cousin, the Right Hon. Nicholas Vansittart, many years Chancellor of his Majesty's Exchequer, an upright statesman, and an amiable private character, has recently been created a peer, by the title of Baron Bexley.

Agent.—Thomas Stillwell, Esq.

GEORGE MUNDY, Esq.

A Companion of the most honorable Military Order of the Bath; and M. P. for Boroughbridge, in Yorkshire.

This officer is a son of the late Edward Miller Mundy, Esq. many years M. P. for Derbyshire, by Frances, daughter of Godfrey Meynell, Esq. of Yeldersley, in the same county*.

* The Mundys of Derbyshire are an ancient and most respectable family, branches of which resided at Mocketon and Quardon. Their estates were considerable, and they still flourish at Mackworth, near Derby, and at Marton. Edward Mundy, Esq. was M. P. for the town of Derby in 1710 and 1713; W. Mundy, Esq. represented Leicestershire in 1741.

The late Edward Miller Mundy, Esq. by his union with Miss Meynell, had six children; viz. first, Frances, married Lord Charles Fitzroy, brother of the Duke of Grafton, a General in the army, and Colonel of the 48th regiment; whose son married Lady Mary, eldest daughter of Charles, fourth Duke of Richmond. Second, Edward Miller, a magistrate for the county of Derby. Third, Godfrey Basil, a Major-General, married Sarah, daughter of the celebrated Admiral Lord Rodney. Fourth, George, the subject of this memoir. Fifth, Frederick, Rector of Winston upon Tees, in the county of Durham. Sixth, Henry, in the service of the Hon. East India Company. Mr. Mundy's second lady was Georgiana, widow of Thomas, fourth Lord Middleton, by whom he had a daughter, who married, in 1807, Henry, the present Duke of Newcastle. By his third marriage (with Catherine, relict of Richard Barwell, Esq. of Stanstead, co. Sussex), he left an infant son. Mr. Mundy died in 1822, breathing his last on the evening of his natal day, aged 72 years.

He was born Mar. 3, 1777; and after completing his studies at the Royal Naval College at Portsmouth, embarked as a Midshipman on board the *Blanche* frigate, commanded by the late Vice-Admiral Christopher Parker, whom he accompanied to the West Indies; from whence he was obliged to return home without loss of time, in consequence of a severe illness, occasioned by fatigue and wet during an excursion in the island of Teneriffe. We subsequently find him serving on board the *Victory*, a first rate, and *Juno* of 32 guns.

On the 11th Jan. 1794, the *Juno* had a very singular escape from capture at Toulon, the particulars of which will be found in our memoir of Captain W. H. Webley Parry, C. B. She afterwards assisted at the reduction of St. Fiorenzo in Corsica, and Mr. Mundy appears to have borne a constant share in all the laborious operations carried on during the siege of that place.

After the capture of St. Fiorenzo Mr. Mundy removed with his Captain, the late Vice-Admiral Sir Samuel Hood, into *l'Aigle* frigate, and was present in her at the reduction of Bastia and Calvi. He then proceeded to the Archipelago, and on that station completed his time as a Midshipman. His first commission bears date Jan. 27, 1796.

As a Lieutenant, Mr. Mundy was successively appointed to the *St. George* and *Blenheim* second rates; *Victory* of 100 guns; and *Goliath* 74, on the Mediterranean station.

The *Blenheim* formed part of the fleet under Sir John Jervis in the battle off Cape St. Vincent, Feb. 14, 1797; on which memorable occasion she had 12 men killed and 45 wounded. The *Goliath* had the distinguished honor of leading Sir Horatio Nelson's squadron into action on the glorious 1st Aug. 1798; and during the conflict sustained a loss of 21 killed and 41 wounded*. On the 24th Dec. following Lieutenant Mundy was promoted to the rank of Commander, in the *Transfer* brig of 14 guns.

Early in March 1799, the *Transfer* was detached from the fleet off Cadiz, to cruise in company with the *Majestic* 74, between Malaga and Cape de Gatt. A few days after they fell in with a French privateer of the same force as the *Transfer*, and chased her into a small bay, where she obtained shelter

* See vol. I. p. 364 and 365.

under a circular fort mounting three 24-pounders. The boats of the *Majestic* were sent in to destroy her, but failed in the attempt. The next day, however, the *Transfer* having anchored abreast of the fort to cover them, they succeeded in boarding and setting her on fire.

From this period Captain Mundy was constantly engaged in operations of no small difficulty and hazard, till the autumn of 1800, when he was appointed to the *Swan* sloop of war on the home station; in which vessel he remained until promoted to post rank, Feb. 10, 1801. His subsequent appointments were to the *Vengeance* 74, *Carysfort* 28, and *Hydra* of 38 guns.

Captain Mundy obtained the command of the *Hydra* at a time when Napoleon Buonaparte was meditating the invasion of Great Britain; and that frigate was one of those selected to watch the French coast, on which anxious and fatiguing service she continued from July 1803, until the summer of 1804, but without any thing remarkable occurring except the capture of two or three small privateers. Captain Mundy afterwards convoyed a fleet of merchantmen to Malta, and then proceeded to join Lord Nelson off Cape St. Sebastian, on the coast of Spain.

In April 1805, when Nelson went down the Mediterranean in pursuit of the French squadron which had escaped from Toulon, the *Hydra* was left under the orders of the Hon. Captain Capel, to assist in protecting Sardinia, Sicily, &c. from the designs of the enemy. On Nelson's return from the West Indies, his Lordship received a letter from Vice-Admiral Collingwood, in which we find the following mention made of the subject of this memoir—" *I am exceedingly pleased with Captain Mundy of the Hydra. His vigilance and activity are exemplary; he is a clever young man.*"

To the great mortification of Captain Mundy, who had been employed for some time blockading the port of Cadiz, he was detached to procure water, stores, and provisions, at Tetuan and Gibraltar, but a very few days before the sailing of the combined fleets, and thus prevented being present at a battle which gave the death blow to Buonaparte's favourite scheme of obtaining the empire of the sea.

After this great event, Captain Mundy was directed by Nelson's gallant successor to take a station off Cadiz light-

house, with the Moselle of 18 guns under his orders, for the purpose of closely watching four French frigates, then lying ready for sea in that harbour. His vigilance in the execution of this duty was soon rewarded by the capture of a fine French brig mounting 18 guns, with a complement of 132 men. The following is a copy of his official letter on the subject, dated Feb. 27, 1806 :—

“ My Lord,—I have the honor to represent, that last evening at a quarter after nine o'clock, Cadiz light-house bearing East three miles, while standing in shore with a strong easterly wind, we discovered the enemy's squadron of frigates already outside of us, the Moselle making the signal for them at the same moment. I instantly bore up, intending to steer on a parallel with the enemy, in order to watch their movements. We had the satisfaction to find that we gained upon them. At eleven, seeing they steered a steady course, I commenced firing alarm guns, and throwing up rockets, and ordered Captain Carden (whose attention and assistance has been very great during the short time he has been under my orders) to steer W. by N. in order to give your Lordship the intelligence. At thirty minutes after two I found we had closed the squadron considerably, in consequence of their having altered their course a point to the westward ; and on observing one of them to be much astern of the others, I thought it very possible to cut her off ; therefore hauled up, and after a chase of two hours, succeeded in coming up with her, when she fired a broadside at our rigging, and surrendered. I find her to be le Furet, French man of war brig, commanded by Monsieur Demay, (Lieutenant de Vaisseau) mounting 18 long 9-pounders, but pierced for 20 guns, with a complement of 132 men, only four years old, and of the largest dimensions, stored and virtualled for five months, of all species. The remaining part of the squadron, at the time we chased the above vessel, bore about S. E. by S. by compass, and were steering W. N. W. Cape St. Mary distant forty miles. From the prisoners we learn that the squadron consisted of l'Hortense, la Themis, la Rhin, and l'Hermione frigates, and le Furet, captured by H. M. S. Hydra. The frigates are provisioned and stored for six months, and have each 700 men on board, the greater part soldiers. I have the honor to be, &c.

(Signed)

“ G. MUNDY.”

“ *The Right Honourable Lord Collingwood,
&c. &c. &c.*”

On the 28th April following, Captain Mundy, after a chase of two hundred and thirty miles, captured the Spanish King's schooner Argonauta, pierced for 12 guns, but having only 4 mounted, bound to Buenos Ayres with despatches. He subsequently escorted a fleet of transports to Sicily ; conveyed the British Consul to Algiers ; attacked and dispersed a division of gun-boats on the coast of Grenada, taking one and

driving another on shore ; and captured the Tigre, a Spanish schooner letter of marque. On the 6th Aug. 1807, he chased three armed polacres into the harbour of Begu, on the coast of Catalonia, and having reconnoitred them on the following morning, deemed an attempt on them practicable, although they were under the protection of a battery, mounting four 26-pounders, and a tower on one side of the anchorage, and of rocks and bushes admirably calculated for musketry on the other. At fifty minutes past noon the Hydra was anchored, with springs on her cables, at the entrance of the port, and began the attack. A smart fire was returned by the enemy, which however considerably slackened after somewhat more than an hour's action ; on perceiving which, Captain Mundy ordered 50 seamen and marines, under the command of Lieutenant Edward O'Brien Drury, to land on the flank of the enemy, and drive them from their guns, whilst the frigate kept up a heavy fire to cover the boats as they approached the shore. Disregarding the heavy fire to which they were exposed from the shipping and fort, as well as musketry from the rocks, the detachment mounted the cliff which was most difficult of access, and attacked the fort with such intrepidity, that the enemy did not think proper to await their closing, but spiking the guns, rushed out on the one side as the assailants entered on the other. The bravery and success of his men on shore gave Captain Mundy an opportunity of employing the Hydra's broadside solely on the polacres, from which a constant fire was still kept up on the land party. On gaining the battery, Lieutenant Drury advanced with the seamen and a few marines to the town, leaving the remainder of his people to retain possession of the guns, and to occupy the heights that commanded the decks of the vessels. As soon as the town was cleared of the enemy, the crews of the polacres landed and formed in groups among the rocks and bushes, firing on the British seamen, who had now seized the boats on the beach, and were boarding the vessels, while another part of the enemy had gained a height above the marines, and kept them engaged, notwithstanding some guns were continually playing on them from the Hydra. At half-past three, observing Lieutenant Drury in full possession of the polacres, Captain Mundy sent the rest of the boats under

Lieutenant James Little, to assist in towing them out ; and soon after had the satisfaction of seeing them rounding the point ; when the marines, commanded by Lieutenants Hayes and Pengelly, re-embarked under a heavy discharge of musketry, the enemy having collected a considerable force to harass them in their retreat. The following is an extract from Captain Mundy's unassuming narration of this dashing enterprise, in a letter to Lord Collingwood.

" When I review the circumstances attending the embarkation of this handful of men, and reflect on the many difficulties they had to surmount in an attack on a fort strongly defended by nature as well as art, then opposed to more than three times their own force for two hours, succeeding in possessing themselves of the vessels, and deliberately laying out hawsers to the very rocks that were occupied by the enemy, and warping them out against a fresh breeze, exposed to a galling fire of musketry ; I feel perfectly incapable of writing a panegyric equal to their merits : but it has not required this exploit to stamp these officers with the character of cool judgment and determined bravery. During the term of four years, I have witnessed frequent instances of the gallantry of Lieutenants Drury and Hayes ; and Lieutenant Pengelly (though not of so long a standing in the Hydra) has ever been a volunteer on such services. I have also the greatest pleasure in adding, that the above mentioned officers speak in enthusiastic terms of the behaviour of all employed under them. To your Lordship's notice and protection, therefore, I beg most strongly to recommend them. The conduct of the rest of the officers and ship's company fully equalled my utmost wishes : to the tremendous fire they kept up I attribute the smallness of our loss and damage, namely, 1 killed and 2 wounded on board, and 4 wounded of the detachment ; the fore and mizen-top-masts, and fore-top-sail-yard shot through, a few shot in the hull, and the rigging triflingly cut*."

The following are copies of Lord Collingwood's reply, and a letter from Rear-Admiral Purvis, expressive of the approbation of the board of Admiralty :—

" Ocean, off Sicily, 13th Oct. 1807.

" Sir.—I received with infinite satisfaction your letter of the 7th Aug., relating your proceedings on that day, when you attacked and captured three of the enemy's armed ships in the port of Begu, where they were securely moored in a narrow harbour, and defended by a battery of considerable force. The gallantry with which this service was achieved in all its parts, both on board the Hydra, and by the party which landed under Lieutenant Drury's command, was worthy of the judicious arrangement

* The prizes proved to be the Prince Eugene of 16 twelve-pounders, and 130 men ; Belle Caroline 10 nine-pounders, 40 men ; and Rosario 4 six-pounders, 20 men.

which was made at the commencement; and will doubtless be as highly satisfactory to the Lords Commissioners of the Admiralty, as it is gratifying to me, to lay the high merits of the officers and ship's company of the *Hydra* before their Lordships. I am, Sir, with great esteem, &c. &c. &c.

"*Captain Mundy, Hydra.*"

(Signed)

"*COLLINGWOOD.*"

"*Atlas, off Cadiz, 30th Oct. 1807.*"

"Sir.—Having transmitted to my Lords Commissioners of the Admiralty a copy of your letter to Lord Collingwood, dated the 7th of Aug. last, giving his Lordship an account of the very gallant attack made by you in his Majesty's ship *Hydra*, on three of the enemy's privateers, which had been chased into the Spanish port of Begu, and by a party of the seamen and marines under the direction of Lieutenant Drury, who after having gained possession of the battery which defended the harbour, and driven the enemy from the town, succeeded in capturing and bringing away the above privateers, with a trifling loss on the part of the captors; I have their Lordships directions to express to you their satisfaction at the successful manner in which this enterprising attempt was planned and executed; and their approbation of the good conduct and gallantry displayed by you and the officers and men of the *Hydra*, and particularly by Lieutenant Drury, and the other officers, seamen, and marines, who were engaged with him on this occasion; to all of whom you will be pleased to make known their Lordships' high approbation. I leave the honor to be, &c. &c. &c.

"*Captain Mundy, Hydra.*"

(Signed)

"*J. C. PUNJIA.*"

On the 27th Feb. in the following year, Captain Mundy being on a cruise off Carthagena, discovered six ships of the line coming out of that harbour. Aware of the importance of ascertaining the enemy's destination, he diligently observed their movements; and although from foggy and blowing weather, and other untoward circumstances, he frequently lost sight of them, yet by dint of perseverance and good judgment, he succeeded in dogging them until they anchored off Palma, the capital of Majorca, from whence, after watching them for several days without perceiving any disposition on their part to stir, he sailed to Gibraltar, to refit his frigate and complete her stores.

The *Hydra*, however, had by this time become scarcely sea-worthy, and a temporary repair being considered insufficient, the commander-in-chief found it expedient to send her home with upwards of 100 sail of merchant vessels under her protection, the whole of which arrived safely in England about the middle of July.

Towards the latter end of November 1808, the *Hydr*

having undergone a complete repair, Captain Mundy was ordered to convoy the outward bound trade to the Mediterranean; and soon after his arrival there we find him employed on the coast of Catalonia with the *Leonidas* frigate and some smaller vessels under his orders, for the purpose of assisting the Spaniards, who had already manifested much courage in resisting the aggressions of the French forces in that province. Captain Mundy commenced his operations by attacking the enemy's detachments passing from the eastward to Barcelona. The following is a copy of his first report to Lord Collingwood, dated Feb. 1, 1809:—

“MY LORD.—According to the orders of Vice-Admiral Thornbrough, I have sent the *Cyane* to Minorca, to receive any instructions or orders that may be there for me; and I take the occasion to represent to your Lordship, that on receiving information on the 30th inst. that the French troops under the Governor of Barcelona, General Lecchi, had taken possession of Mataro but two days before, I immediately shaped a course for that place; but observing a party of French erecting a battery on Mongat, I anchored the ships, and drove them from their work; and finding that the station was extremely eligible in point of preventing the plunder and ammunition of the army from getting to Barcelona, as we completely commanded the beach over which all carriages must pass, as well as the bridge of Mongat, I determined to retain the anchorage, more especially as it appeared to give spirit and encouragement to the *Simotines*, an armed peasantry, who are in considerable numbers on the hills, and have already begun to harass the enemy, who were by us forced to take a route more inland.

“On the first of the month General Lecchi, with several hundred infantry and cavalry, made an attempt to get along the beach; but our fire turned him up the country, where he met with so warm a reception that he got with great difficulty to Barcelona. The same evening I received information that forty waggons, laden with the plunder of the King's store at Mataro, containing flour, corn, &c. &c. were to pass during the night along the beach, under a strong escort. I therefore sent the boats of the *Hydra*, under the first Lieutenant, Mr. Hawkins, to lay on the beach between the villages of Masman and Premia, to look out for them, those of the *Leonidas* being to the westward of Mongat; to prevent artillery or cavalry from passing from Barcelona. At about 9 P. M. the cavalry and waggons were heard, and the boats had the good fortune to get within twenty yards of them before they were discovered; and having given them several rounds of carronades, the people landed, drove away the escort, consisting of near two hundred men, and seized some waggons laden with flour, killed two cuirassiers and their horses, and wounded forty men and all the draught horses, I am happy to state, without loss or hurt on our side. The rest of the waggons returned to Mataro.

Every night since, the boats have been in the same station, under the direction of Mr. Hawkins, and have each night killed some of the patrols, generally cavalry. The enemy have likewise lost a great number of men by the peasantry since we have been at the anchorage.

"I calculate it at 200 in killed, prisoners, wounded, and deserters, and 20 horses; and had I had at first a disposable force of 500 men, with the assistance of the Simotines, I am sure we should have increased the enemy's loss to five times the number. The German and Italian troops desert hourly; and it is evident that the French army in this quarter are much in want of provisions, which has induced their General to attack Mataro, in order to provide his troops with bread. However, if the weather continues moderate, I trust we shall be able to prevent his getting much of the plunder to Barcelona. Captain Staines has been employed in embarking, and conveying the artillery of the Marquis de Lagoses, coming from St. Fiton to Tarragona. By the deserters we learn that General Lecchi certainly intends to evacuate Mataro, as soon as he can get the plunder from it.

I have written the Captain-General Reding a statement of the business, of which I am surprised to find he is entirely ignorant. I have the honor to be, &c.

(Signed)

"G. MUNDY."

In all his succeeding reports, Captain Mundy bore ample testimony to the noble and gallant spirit of the Simotines, whom he constantly supplied with such arms and ammunition as he could obtain for them, which was the means of prolonging the obstinate resistance which was made by the irregulars of that province; and as he conceived that the Spanish authorities did not do sufficient justice to the exertions made by that spirited people, his humanity was ever at work to advocate their cause, as will appear by one of the following letters addressed to the Junta of Mataro:

"*H. B. M. Ship Hydra, off Mongat, March 25, 1809.*

"Excellent Sirs.—I have the honour to send such ammunition as can be spared from his Majesty's ship under my command, and wish it was more equal to the grateful service it will be employed upon, that of harassing the incendiary Lecchi* on his return from Spain, in which, I trust, the people of Catalonia will shew themselves worthy of being allied in the great and just cause with the heroes of Saragossa. Gentlemen of the Junta, I call upon you, in the name of my country, that country which has shewn an unalterable attachment and zeal for your welfare, to exert the utmost of your power in raising the whole population of Catalonia to harass the retreat of the army of Napoleon; indeed not only to harass,

* General Lecchi had evacuated Mataro, burning and ravaging all before him in his retreat.

but to prevent their return to France : for it would be an everlasting stain on Catalonia, were she to permit those monsters who have plundered and ravaged her cities and cottages for more than two years, to repass in tranquillity the Pyrenean mountains, that barrier given by the Almighty to Spain. It remains now for me to congratulate your Excellencies on the present promising and happy change in affairs, and I have the honor to be, &c. &c.

(Signed) "GEORGE MUNDY."

"To the Junta of Mataro."

"Hydra, off Badalona, Aug. 6, 1809.

"Sir.—I have long refrained from making any remarks on the treatment of the people of Badalona, trusting that the just representations of those appointed by law as the heads of the village, had been listened to by the Junta of Mataro, and their sufferings alleviated. However, observing no symptom of change in their favour, but on the contrary, that every day brings forth some fresh mark of severity towards that unfortunate people, I am inclined to suspect that this must arise from wrong and invidious representations having been made of their conduct. Under such conviction, therefore, I take upon me to address you on this interesting subject ; and first, will state, that my opinion of the zeal and conduct of the people of Badalona is even better than when I last had the honor to address you respecting them and the then officiating Baillie. When you appointed the present heads of the village, you promised that the people should have a sufficiency to live upon, the Baillie being ordered to give permits according to the necessities of the inhabitants. This has not been the case, for the guard at Mongat have generally scrupled to allow what was granted by the permit to pass, and have actually refused more than sixty-four loaves to go in a day. I shall ask, Sir, whether any man can put his hand upon his heart, and declare upon his honor, that he considers that quantity a sufficiency for the families contained in the village of Badalona, consisting of near six hundred houses ? You require the Badalonians to furnish boats for letters, despatches, or any thing that may occur for the public service, and this, without allowing sufficient to eat. I only ask, is it justice to starve them ? You require the Simotines of Badalona to leave the advanced post on the river Besos, where they are stationed between the enemy and their own houses, families, and every thing that is dear to them, and order them to serve two miles in the rear, without placing others to occupy a post one foot in advance towards the enemy from Badalona. Yes, I know that for a few days a picquet was placed in open day on this side of the river ; and one of those picquets, composed of the inhabitants of Mataro, left that post, made use of their arms to force the people of Badalona to embark and convey them on board his Britannic Majesty's ship under my command, under the impudent pretence of having business with me. A becoming substitute for the hardy and vigilant Badalonians, who, night and day watched on the other side of the river, and under the very walls of the citadel of St. Carlos. Had I acted with half the military severity towards them that the unfortunate Badalonians have met with, for wishing to remain the advanced guard, I should have sent the

whole picquet under a guard to Mataro, as soldiers who had deserted their post.

"You have now disarmed the Simotines of Badalona, part of whom had been furnished with arms by Captain Taylor, my predecessor, who had the intelligence to see through the dark clouds of clamour and accusation against that unfortunate people, and to discover that they were not surpassed in zeal and patriotism by any of their neighbours*. By so doing you have deprived me of the only aid I possessed in the arduous task of blockading Barcelona, and defending the coast against the advances of the enemy, as you must be well aware that I have no assistance from the Spanish navy. Having stated these few instances of what appears to me to be *bad policy*; and having made these representations under a conviction that they are just and true, and for the good of the cause in which our two nations are mutually embarked; I beg to assure you, that there is nothing meant personally by me, but that this letter is addressed to you as Supreme of the Junta of the district; and I have the honor to be, &c. &c.

(Signed) "G. MUNDY."

"*To the Supreme of the Junta
of Mataro.*"

Had Captain Mundy's persevering exertions on this coast been met by a corresponding energy on the part of the Spanish leaders, and the enthusiastic spirit of the peasantry been directed by able and active commanders, there is little doubt that the French army would have been driven out of Catalonia. But such was the apathy and inactivity of those in power, that although the manly appeal addressed to the Junta in the first of the preceding letters, was printed and circulated in the province with excellent effect, yet treachery thwarted, and incapacity paralysed, the ardent energies of the people, and General Lecchi was permitted to escape un molested; nor was any attempt made on Barcelona, notwithstanding the garrison remaining in that city after his departure amounted to no more than 2500 men.

Mortified as he was at such imbecile conduct on the part of the allies, Captain Mundy was nevertheless indefatigable in his exertions; and by a spirited proclamation addressed to

* Captain Bridges Watkinson Taylor, of the Apollo frigate, was drowned in 1814, by the upsetting of his boat off Brindisi, in the Adriatic, where he had previously caused the destruction of the French frigate Uranie, by threatening to enter the harbour and attack her. His exemplary conduct and amiable character obtained him universal respect. He was the youngest brother of Major-General Sir Herbert Taylor, the present Military Secretary to H. R. H. the Duke of York.

the Italian and German troops in the French army, promising them protection on board the British squadron, many were induced to desert.

On the 9th May, 1809, a proposition was made to Captain Mundy, by the commander of the Spanish forces, to co-operate with him in an attack on Barcelona : the following extract from his report to Lord Collingwood on the subject will sufficiently explain why the attack did not take place ; and will serve to demonstrate with what description of allies he had to unite his services ; how little reliance could be placed on their exertions, and how hopeless were all his views and efforts, under such circumstances, to effect any thing substantially favorable to the general cause. The Simotines, indeed, had always displayed much spirit and activity, and seldom neglected an opportunity of attacking the enemy ; but without the aid of regular troops, and without discipline, they could accomplish no very essential service :

" Hydra, off Barcelona, May 13, 1809.

" My Lord,—On the day of the Apollo and Minstrel joining me, and of the fleet appearing off, I endeavoured to communicate with your Lordship, to explain a plan of attack on Barcelona, which had been submitted to my consideration ; the outline of which was, that the officer in Montjuï being bought over, three or four hundred Spaniards were to proceed by night up to that fortress and take possession, being provided however against any treachery on the part of the French. On getting footing, the Spaniards were to commence a fire on the Tarrosana, and gate of St. Antonio, on which the inhabitants were to rise, and seizing the various gates looking towards the land, were to let in Lieutenant-Colonel Claros, with 500 cavalry, a strong force of Miquelets*, and other troops. At the same moment the ships were to commence an attack on the citadel, to keep that garrison from lending their aid to those troops who were in the town.

" This all appeared very well, provided every one acted his part. However, I did not consider the plan as definitively settled ; but, on my return the next evening, I found that a letter had been received by Captain Taylor, from the commanders of the troops, stating ' their full determination to attack the place at eleven at night,' and requiring the assistance of the ships. The answer returned was, ' that the ships would do their part, and be at their station, provided the wind and weather permitted them.'

* The Miquelets are a race of freebooters who occupy the Pyrenean mountains, especially towards the frontier of France, into which country they were formerly accustomed to make incursions, like the predatory ones of the Scottish borderers. Of late years their depredations have been confined to travellers.

To secure a diversion on the side of the citadel in case of calm, or the wind not answering for the ships, I sent the carronade-boats and two Spanish gun-boats to take a position close in-shore, with orders to commence a fire on St. Carlos, on observing the appointed signal at Montjui or the town. About ten the wind came off the land; I weighed, but at half-past one finding no attack, and the breeze dying away, I anchored again. No symptom of attack took place; and from what I have since learnt, it is most fortunate for the inhabitants that it did not. It appears that the garrison of Montjui was relieved on the day before, therefore that part of the plan was done away with; and I understand, as if with an intention of marring the whole affair, that General Coupigny had (at the same time) ordered one of his aides-de-camp to proceed to Moulins de Re, and take the command of the whole. The imaginary laurels of the other chiefs now vanished from their sight, and 'like true Spanish Patriots,' they determined within themselves, that through their assistance the unwelcome aid-de-camp should not gain the wreath: they accordingly threw every difficulty in his way. Moreover, Colonel Green informs me, that this commander was quite appalled at the miserable banditti which had been placed under his orders. They consisted of 200 hussars, the scum of a Spanish regiment, some Miquelets, and the rest Simotines. But, my Lord, the reply that was made by the officer at the head of General Coupigny's staff, to the inquiry of Colonel Green, 'what were likely to be the movements of the Spanish army of Tarragona?' will better explain to your Lordship the style of action, and manner of thinking of the General and his advisers, than if I were to write volumes; viz. 'That the troops would not change their quarters, until the result of the attack on Barcelona should be known.' So that 10,000 regular troops were to rest upon their arms and look on, while a handful of armed peasantry should attack one of the strongest fortresses in the Spanish dominions."

On the 11th July following, Captain Mundy writes thus to Lord Collingwood:

"My Lord.—I have the honor to report, that the French General Duhesme, came out of Barcelona on the night of the 7th inst., with a force of near 2,000 troops, 2 howitzers, and 3 field-pieces, and early the next morning occupied the heights in the rear of Badalona and Mongat, also those villages. His intention was to have surprised and surrounded the inhabitants of that part of the country, and to have forced them to repair the bridge and broken roads of Mongat, in order that he might get his artillery towards Mataro, and occupy the coast. The Spaniards, however, got previous notice of his project, and quitting their habitations fled to the mountains. The enemy did not appear in any number until some hours after day-break; and when discovered, were only in small detachments. The carronade-boats under the orders of Lieutenant Hawkins were sent to annoy them, which service was performed with such effect, that the enemy was obliged to bring the whole of his guns, &c. on the beach to their support. The boats returned the fire with their usual firmness. I immediately weighed to cover them; and with a few well-directed broadsides, obliged the artillery to make a precipitate retreat into Barcelona, and with

some loss. The French troops now appeared in great force, and the ships and boats kept up a constant fire on them till sun-set, while the Simotines resisted their advances. We had the misfortune to have two men wounded by musketry in the boats. On the 9th, the enemy still retained Badalona and Mongat, but the greatest part of the troops had marched up the mountains, and they shewed no guns, notwithstanding the boats kept up a continual fire. The Simotines acted with great spirit. On the 10th, General Dulhesme had not advanced his head-quarters from Badalona, but we were informed that he had moved his guns near Mongat. Yet the firing of the boats on his various scattered parties did not draw them out until late in the evening, when the enemy brought them down, and opened a fire of shot and shells behind some houses at the foot of Mongat, just at the moment four Spanish gun-boats arrived from Tarragona, which I immediately pushed in-shore, and with their assistance the fire of the enemy was silenced by eight o'clock, and they thought it advisable to re-enter Barcelona at midnight, with the loss of near 300 killed and wounded, among whom are a large proportion of officers. I have to regret that one of the launch's crew received a severe wound this evening from a musket-ball; and I beg leave to observe, that the spirit of enterprise and intrepidity of the officers and men employed in the boats during the period detailed, has been most creditable to the service, and that the gun-boats performed their part much to my satisfaction."

To this letter Lord Collingwood returned the following answer :

"The activity and skill which you opposed to the enemy's progress, when he attempted to open a communication to the eastward, renders to the Spaniards the greatest benefit, and must reduce the enemy's force in Barcelona very much; and were the army of Tarragona to take an active part on the other side, would soon bring their case to extremity."

The Hydra continued on this harrassing service till the month of October, when she was ordered off Toulon for the purpose of watching the enemy's fleet in that harbour. In Feb. 1810, being surveyed and found very defective, she proceeded to Gibraltar, where Captain Mundy acted as senior officer until Aug. following, when he sailed for England with several transports under his protection, on board of which were embarked 1400 French prisoners, whom the humanity of the British government had redeemed from the truly pitiable situation in which they had been long held by the Spaniards. They were the remnant of General Dupont's army, the greater part of which had perished on the barren island of Cabrera*.

* General Dupont having crossed the mountains of the Sierra Morena, with an army of 15,000 men, entered Cordova on the 7th June, 1808, and surrendered that city for three days to the unlicensed pillage of the soldiery. On the 20th July, with 8,000 men, he attacked 25,000 Spaniards com-

On her arrival the *Hydra* was found to be totally unfit for service, and shortly after put out of commission. Captain Mundy's next appointment was, at the close of 1814, to the *Ajax* 74; and in the spring of 1815 he joined the fleet under Lord Exmouth on the Mediterranean station, where he was soon employed on a service which required no small degree of discretion and good judgment, and wherein he displayed his accustomed ability and discernment.

Napoleon Buonaparte having returned to France from Elba, was at the beginning of June employed making preparations for that grand conflict, which a few days afterwards decided his fate, and struck the last bolt off the fetters of Europe. Captain Mundy was despatched to Marseilles, with instructions to ascertain, if possible, the sentiments of the inhabitants of that city; and his proceedings there were to be regulated according to a discretionary power vested in him by the commander-in-chief, by such circumstances and events as might occur in the course of the service in which he was engaged, and from the intelligence he might be able to obtain. On his arrival off that port, he received information from the light-house, as well as from some fishermen, that almost all the forts and batteries had been dismantled, and the whole of the troops, with the exception of 300, marched over the mountains; that the people were very discontented, assassinations frequent, and that at the barracks, and there only, the white flag was hoisted. This and other important intelligence he immediately forwarded to the Duke d'Angoulême and Lord

manded by General Castanos; and after a sanguinary battle, during which he was reinforced by another French division, 6,000 strong, under General Wedel, was obliged to surrender at discretion, with the loss of 3,000 killed and wounded. On his return to France, Buonaparte, in whose military code defeat and disgrace found no lenient construction, ordered him to be tried by a court martial. He was condemned to death, and immediately shot by torch light, though it is evident that his discomfiture and surrender arose from no misconduct on his part, but from the positive superiority of force opposed to him. His troops were transported by the Spaniards to Cabrera, an island to the southward of Majorca, producing nothing but water and a few wild goats, with no other inhabitants than the garrison of a small fort at the entrance of the haven, and occasionally a few fishermen. General Wedel and his division were more fortunate, they being allowed to return home by sea.

Exmouth, from the former of whom he received the following reply :

“ *Barcelona, June, 30, 1815.*

“ Sir.—I received yesterday, by the favour of Captain Lock, your letter of the 26th instant, and I return you all my thanks for the interesting details you give on Marseilles and Toulon. I flatter myself that both these places, and all the country, will soon be delivered from the yoke, and able to testify their sentiments of loyalty. Believe, me, Sir, with high regard, your most affectionate,

(Signed)

“ LOUIS ANTOINE.”

“ *To Captain Mundy, H. B. M. Ship Ajax.*”

On the 29th June, Captain Mundy sent another despatch to Lord Exmouth, which we here insert, together with a copy of that officer's letter acknowledging the receipt thereof :

“ My Lord.—I have the honor to inform you, that yesterday morning a detachment from Marseilles came alongside, acquainting me that a great battle had been fought, in which Buonaparte's army had been defeated ; that he had flown to Paris, and abdicated in favour of his son, whom the people of Marseilles refused to acknowledge, and had therefore hoisted the white flag, driven away the troops, and organized themselves, in number effective about 2,500 men ; at the same time inviting me to an interview with the Royal Committee appointed as a Provisional Government, which I immediately attended. The enthusiasm of the multitude was great, and they greeted the English in common with the King. On my appearing at the Prefecture, I was addressed by the President, who congratulated me on the brilliant victory and its consequences, and begged me to assist them as much as lay in my power to forward their intentions of establishing the old monarchy. I offered to proceed immediately to Barcelona for the Duke d' Angouleme, which, however, they requested I would not do, as the appearance of the ship would give confidence to the people, in case Murat should send a force from Toulon against them ; and they requested me to anchor close to the town. This I promised to do, provided they shewed such confidence in me as to place the forts of Chateau d' Iff and Ratonneau in my hands, or allow half the garrison to be British. This question they retired to deliberate upon ; and when they returned, gave it as their opinion, that they did not conceive themselves authorized to put the King's forts into the hands of foreigners ; on which I told them that they could not expect me to remain in the situation they required, without possessing the sea defences. They then requested I would supply them with such arms as I could spare, which I immediately did, taking a receipt for the same. I then asked for three *avisos*, one to despatch to your Lordship, another to Sir Hudson Lowe, and a third to the Duke d'Angouleme, which they have promised. The white flag, I am informed, is flying to-day at Cette and Arles. I have almost forgot to mention, that the Committee begged for some British troops. In consequence thereof, I have written this morning to Sir Hudson Lowe, to request such as

he can spare, and have also informed Sir James Wood of the state of affairs here *. The Committee also requested I would press your Lordship to shew yourself off here, and, if possible, to bring the troops. They do not seem to like the idea of any other than English troops, for the plain reason I hinted to them, 'that our Commissariat pays for every thing,' which they candidly acknowledged. Should the *Volontaire* appear off this place, I shall send her for H. R. H. the Duke d'Angouleme. I have the honor to be, &c.

"Admiral Lord Exmouth."

(Signed) "G. MUNDY."

"Boyne, off Genoa, 4th July, 1815.

"Sir.—I have received your letter of the 29th ultimo, with a full and satisfactory account of your proceedings before Marseilles, in the execution of the service confided to you. It affords me much satisfaction in assuring you, that I highly approve of all you have done, and that I consider you to have acted with great prudence and judgment in declining to place your ship within the command of the forts of Marseilles. I am, Sir, &c.

"Captain Mundy, *Ajax*."

(Signed) "EXMOUTH."

During the time Captain Mundy was employed before Marseilles, he captured several French vessels, which by any other nation than the British would have been deemed legal prizes; for notwithstanding they carried the white flag, the whole of their papers had Louis XVIII. partially erased, and "au nom de l'Empereur" inserted in lieu thereof; but policy, perhaps, dictated forbearance on the part of the English government, and the vessels were restored to their respective owners.

In March 1816, Captain Mundy accompanied Lord Exmouth to Algiers, Tunis, and Tripoli, at which places treaties, having for their object the abolition of Christian slavery, were concluded, and 1792 Europeans released from their chains.

The *Ajax* was paid off in the ensuing month of July, since which period Captain Mundy has not been afloat. He was nominated a C. B. in 1815, and elected M. P. for Boroughbridge in 1818. During the preceding disturbances, occasioned by the disaffection of the lower classes, in the eastern part of Derbyshire, he accepted the command of a troop of yeomanry cavalry, in which he had previously offered to serve

* Sir James Athol Wood, in the *Pompée* 74, was entrusted with the blockade of Toulon, and the command of a squadron employed on the coast of Provence in 1815. He also commanded a division of line-of-battle ships stationed off Catalonia during part of the winters of 1812 and 1813. We were not aware of those circumstances when we compiled the memoir of that officer. See Vol. I, p. 784, *et seq.* The *Pompée* was paid off Nov. 27, 1815.

as a volunteer. It is sufficient to say, that in three months from the period of their enrolment, his patriotic companions were armed, accoutred, and sufficiently disciplined to perform any service that might be required of them.

Agents.—Messrs. Cooke, Halford, and Son.

GEORGE SAYER, Esq.

A Companion of the most Honorable Military Order of the Bath.

THIS officer is a native of Deal in Kent, where his father resided as Collector of the Customs upwards of thirty years. He entered the service at an early age as a Midshipman on board the Phoenix frigate, commanded by the late Captain George Anson Byron, with whom he proceeded to the East Indies, in company with a squadron under Commodore Cornwallis.

In 1790 and 1791, Mr. Sayer served on shore with a body of seamen and marines, at the reduction of Tippoo Saib's forts, and other possessions on the Malabar coast. He was also employed on various boat services in co-operation with the army; and bore a part in the action between the Phoenix and la Resolu, an account of which will be found under the head of Admiral Sir Richard J. Strachan, who commanded the Phoenix on that occasion*.

The Phoenix returned to England in July 1793, and Mr. Sayer was soon after made a Lieutenant into the Carysfort, a 9-pounder frigate, rated at 28 guns, and commanded by the present Sir Francis Laforey. In this ship he assisted at the capture of the Castor French frigate, mounting 26 long twelves and six 6-pounders, after a close action of an hour and a quarter, off Brest, May 29, 1794†.

From this period, Mr. Sayer served as Captain Laforey's first Lieutenant in the Carysfort, Beaulieu frigate, and Ganges 74, till March 1796, when he was promoted by that officer's father to the rank of Commander, and appointed to the Lacedæmonian sloop of war on the Leeward Islands station; in which vessel he was present at the capture of St. Lucia by the military and naval forces under Lieutenant-General Sir Ralph Abercromby, and Rear-Admiral Sir Hugh C. Christian‡.

* See Vol. I, p. 285; and Vol. II, note † at p. 319.

† See Vol. I, p. 447.

‡ See Vol. I, note † at p. 134.

Captain Sayer subsequently commanded the Albicore sloop on the Jamaica station, where he remained but a short time, the Admiralty having confirmed his commission for *rank* only. In 1797, he was attached to the flotilla equipped for the purpose of acting against the mutinous ships at the Nore.

During the ensuing two years, and part of 1800, we find him commanding the Xenophon sloop of war, stationed in the North Sea. In 1799 he brought the notorious Irish rebel, Napper Tandy, and his principal associates, as state prisoners from Hamburgh to England. His next appointment was to the Inspector, of 16 guns, in which vessel he conveyed the present King of the Netherlands and suite from England to the continent. Captain Sayer's zeal and activity in affording protection to the trade of his country was at length represented in the strongest manner by the members of the mercantile community to Earl Spencer, then presiding at the Admiralty, by whom he was advanced to post-rank on the 14th Feb. 1801.

The peace of Amiens took place soon after this promotion; and Captain Sayer, notwithstanding his applications for employment, was not again called into service till the latter end of 1804, when he obtained an appointment to the Proselyte of 28 guns. Early in the following year he sailed for the West Indies, with 150 merchant vessels and three regiments of infantry under his protection; and being fortunate enough to elude the vigilance of the celebrated Rochefort squadron, conducted the whole in safety to Barbadoes*; where he was presented with a complimentary address on the part of the different masters.

In July 1805, Captain Sayer was removed by an Admiralty order to the Galatea of 32 guns, in which frigate he assisted at the capture of the Danish islands †, by Sir Alexander Cochrane and General Bowyer, in Dec. 1807. From this period till his departure for England, we find him entrusted with

* The Rochefort squadron consisted of five sail of the line, three frigates, and two brigs, commanded by Rear-Admiral Allemand, who having got scent of Captain Sayer's departure from England, used every endeavour to intercept his valuable charge. We need not remind our naval readers of the great depredations committed by M. Allemand upon British commerce.

† See Vol. I, p. 263.

the command of a detached naval force, employed at the Virgin Isles and off the Spanish Main.

The *Galatea's* boats appear to have performed several dashing exploits, one of which we may venture to say has rarely been equalled, never surpassed. The following is a copy of Captain Sayer's official letter on the occasion alluded to :

“ *Galatea, Coast of Caraccas, Jan. 22, 1807.*

“ Sir.—Yesterday morning we discovered, from the mast-head, a sail in the S. E., steering for la Guira, and soon compelled her to shape another course for Barcelona. About noon it was nearly calm, when she appeared to be a man of war, and, by her manœuvres, an enemy : she had now the advantage of us by a breeze, and with her lofty flying sails, and sweeps, was leaving us fast. At two o'clock her top-gallant-sails were scarcely above the horizon, but in a situation between the ship and the coast that still afforded me hopes of her, by co-operation of the boats. They pushed off, under the direction of the first Lieutenant William Coombe, manned with 5 officers*, 50 seamen, and 20 marines ; and after rowing about twelve leagues in eight hours, (part of the time under a burning sun,) they came up with her, going, with a light land breeze, about two knots. Having first hailed her, our brave fellows instantly attempted to board on both quarters, but by the fire of her guns, all which had been trained aft in readiness, and having to combat under every disadvantage, with more than double their numbers, were twice repulsed by them. The boats now dropped, and poured through her stern and quarter-ports a destructive fire of musketballs and small arms, that cleared the deck of many of the enemy, who were all crowded aft ; when, after an arduous struggle, a *third time*, for a footing, our men rushed on board, and in a few minutes drove all before them. The bowsprit and jib-boom were covered ; some flew aloft, and others ran below : the Captain and most of his officers were lying wounded on the deck, leaving the remainder of this handful of men in proud possession of the French Imperial corvette, le *Lynx*, of fourteen 24-pounder carronades, and two long 9-pounders, pierced for 18 guns, and with a complement of 161 men. She is two years old, and a well-equipped fine vessel, in all respects fit for his Majesty's service. At the head of our invaluable mens' names, who fell in this quarter of an hour's sharp contest, stands that of the second Lieutenant, Harry Walker, of his third wound ; of the officers commanding our five boats, only Lieutenant Robert Gibson escaped unhurt. It may be unnecessary to add Lieutenant Coombe's report, that every man did his duty. I am satisfied they did, &c. &c.

(Signed) “ GEO. SAYER.”

“ *To Rear-Admiral*

Hon. Sir Alex. Cochrane, K. B.”

* Lieutenants Coombe, Walker, and Gibson ; Messrs. John Green and Barry Sarsfield, Masters-Mates.

The loss sustained by the British on this brilliant occasion amounted to 9 killed and 22 wounded; the enemy had 14 slain and 20 wounded. When we take into consideration the fatigue of so long a row as the boats' crews had before they came up with *le Lynx*, their great disparity in numbers, their having to attack a man of war under sail, completely prepared for their reception, and their perseverance in the attack, without a chance of support from the *Galatea*, after being twice repulsed, we can have no hesitation in declaring that more determined bravery was never displayed, and that the eulogy afterwards pronounced in the House of Peers was highly merited. In the death of Lieutenant Walker, who had some time before been promoted from the *Northumberland* 74, the service lost a most promising officer. Lieutenant Coombe's conduct speaks for itself; although he had previously lost a leg, his activity in the execution of his duty had always been remarked: in this action a musket-ball passed through the muscular part of his thigh, above the former amputation. The zeal and gallantry manifested by the whole party were deservedly praised by the Board of Admiralty, who promoted the surviving officers, each of whom received a sword from the Patriotic Fund. *Le Lynx* being a fine brig of 337 tons, was added to the navy as a sloop of war, and the command of her given to Lieutenant Coombe*.

The *Galatea* returned to England in the spring of 1809, and being found very defective, was soon after put out of commission and taken to pieces at Woolwich. In Nov. following Captain Sayer was appointed to the *Leda*, a new frigate of 42 guns; and at the commencement of the ensuing year, ordered to convoy a number of transports with troops to Cadiz, from whence he came home with the flag of Vice-Admiral Purvis, on that officer being relieved in his command by Sir Charles Cotton†.

* There being already a *Lynx* in the British navy, the *Galatea's* prize was named the *Heureux*, after a vessel so called which had foundered with all her crew in the preceding year. Captain Coombe was killed by a 24-pound shot, when heading his boats in an attack on several French vessels at Guadaloupe, Nov. 29, 1808; an account of which will be given under the head of Captain DANIEL LAWRENCE.

† See vol. 1, p. 241.

Captain Sayer subsequently escorted a fleet of Indiamen to Bengal, and joining Vice-Admiral Drury at Madras, in Jan. 1811, was directed by that officer to assume the command of a squadron, having on board 500 soldiers belonging to the 14th and 89th regiments, sent to pave the way for the reduction of Java and the enemy's remaining possessions in the Eastern seas.

Previous to the arrival of the armament prepared in India to effect those conquests, a detachment from the squadron, consisting of 200 seamen, marines, and soldiers, defeated 500 of the enemy's troops near the city of Bantam; and a fort mounting 54 guns, with a garrison of 180 men, besides the crews of 2 gun-vessels, was stormed by a Lieutenant and 34 sailors belonging to the *Minden*,—events which compelled the enemy to weaken his force at Batavia, by detaching a body of 1000 men to Bantam, at a time when the former place was threatened with an immediate attack*.

Captain Sayer's services during the subsequent operations in the island of Java, are thus related by Commodore Broughton and Rear-Admiral Stopford, the latter of whom joined the expedition and took upon himself the direction of the naval part thereof on the 9th Aug. 1811 :

Commodore Broughton to Rear-Admiral Stopford.

On the 3d Aug., in the afternoon, we saw the coast about Murderer's Point; and on the following day, about 3 P. M. we anchored off the village of Chillinghill, in five fathoms water. The greater part of the army was landed before dark, without the smallest opposition; and in the course of the next day, every thing the army required was on shore. On the 6th, the *Leda* and the small cruisers proceeded off the entrance of the river Antziol, and we anchored off Panjong Priock, where the advance of the army took post in the course of the day. On the 7th, the advance crossed the Antziol, on a bridge of flat boats, prepared by the navy, under the direction of Captain Sayer, and the Commanders Maunsell and Reynolds. In the morning of the 8th, a flag of truce was sent into Batavia, and a deputation came out from the city, requesting to surrender at discretion, and put themselves under our protection. The General (Sir Samuel Auchmuty) and myself agreed to respect the private property of those inhabitants who remained in the city; and the advance, under the command of Colonel Gillespie, took immediate possession; the men of war

* See Captains EDWARD WALLIS HOARE, and EDMUND LYONS.

and transports in consequence removed from their former anchorage towards Batavia.

I beg to acquaint you, the Captains Sayer, Festing, and Owen, had the direction of disembarking the troops, and have since continued attached to the army. * * * * * I have great pleasure in acknowledging the zeal and ability displayed by all the above-named officers in the execution of their orders, and that the most perfect harmony has subsisted between the army and navy on all occasions.

The Hon. Robert Stopford to the Secretary of the Admiralty, Aug. 28, 1811.

I have to request you will acquaint my Lords Commissioners of the Admiralty, with the unconditional surrender of the capital city of Batavia, on the 8th inst., and the destruction or capture of the greatest part of the enemy's European troops, by a successful assault made upon a strongly entrenched and fortified work, called Meester Cornelis, on the morning of the 26th, by the army under the command of Lieutenant-General Sir Samuel Auchmuty, who had also with him the royal marines of the squadron.

Previous to this important and decisive advantage, the Lieutenant-General had caused batteries to be erected, consisting of twenty 18-pounders, which were entirely manned by 500 seamen from his Majesty's ships, under the direction of Captain Sayer, assisted by Captains Festing, Maunsell, Reynolds, and Stopford.

The enemy was enabled to bring 34 heavy guns, (18, 24, and 32-pounders) to bear upon our batteries; but from the superior and well-directed fire kept up by the British seamen, the enemy's guns were occasionally silenced, and on the evening of the 25th completely so; their front line of defence also appeared much damaged, and many of their guns were dismounted. So favourable an opportunity was therefore seized by the General, and the fortunate result of the assault, on the morning of the 26th, followed, as before mentioned.

The fatigue of the seamen was great, and much increased by being exposed to the hot sun of this climate, for three successive days, during which time the fire was kept up with little interruption; but it was borne with their characteristic fortitude, Captain Sayer and the officers above mentioned setting them noble examples.

As a farther proof of the high estimation in which Captain Sayer's conduct was held by the superior authorities, we here

* Meester Cornelis was an entrenched camp, situated about nine miles from the city of Batavia, and defended by two rivers, one on the east, the other on the west, with a number of redoubts and batteries guarding each pass. The circumference of these fortified lines was nearly five miles, and there were mounted in different parts of them 280 pieces of cannon.

present our readers with copies of several documents, which we have reason to believe were not published in the London Gazette :

The Supreme Government of India, to Captain Sayer.

"Sensible as this Government is of the value of your services in advance of the expedition against the enemy's settlements to the eastward, his Lordship, the Governor-General, has much pleasure in acknowledging the exertions made by his Majesty's squadron under your command."

General Order issued by the military Commander-in-Chief.

"Lieutenant-General Sir Samuel Auchmuty requests Captain Sayer, the senior officer of the naval detachments, and all the officers and seamen of the Royal Navy under his command, to accept his thanks for the able and active assistance rendered by the naval detachments from the moment of their disembarkation to join the army and assist in the batteries. The eager exertions of the corps of seamen, when permitted at their earnest request to leave the batteries and join in the pursuit of the enemy, gave the most satisfactory proof that British sailors, though not acting on the element particularly their own, are in every situation ready, able, and happy, to oppose with vigour and effect the enemies of their King and Country."

The Hon. Rear-Admiral Stopford to Captain Sayer.

"I feel great satisfaction in expressing to you my fullest approbation of your conduct during the tedious service entrusted to your charge in landing the army stores of all descriptions from the transports at Batavia, as well as the more arduous service you had to perform whilst in command of the seamen employed in the batteries which reduced the enemy's very superior force to complete silence, on the evening of the 25th Aug. I have taken care to impress my Lords Commissioners of the Admiralty with as perfect an idea as possible of the great share you have had, in co-operation with Captains Festing, Maunsell, and Reynolds, in effecting the success which has already attended the British arms upon the island of Java. Captain Stopford's early misfortune * will I hope procure him that next step which he is so anxious to get. I have to request that you will accept yourself, and communicate to the officers above-mentioned, my warmest thanks for the meritorious and indefatigable exertions displayed under many discouraging circumstances ; and believe me, when I assure you, that in any similar enterprise I shall always feel confident of success, with such officers to execute my orders."

* Captain Edward Stopford, a statement of whose services will appear in its proper place, had his right arm shot off whilst actively employed in the batteries.

From the same, to the same, Sept. 7, 1812.

"I have great pleasure in fulfilling the commands of my Lords Commissioners, by expressing to you their Lordships' high approbation of the zeal, gallantry, and good conduct, displayed by yourself and the officers and men employed under your orders in the distinguished services at Batavia, and at the assault of Meester Cornelis."

After the subjugation of Java, Captain Sayer was left, as senior officer of a squadron, to secure and garrison its numerous valuable dependencies. The manner in which he executed this important duty may be inferred from the following testimonial:

The Government of Java, to the Government of India, June 25, 1812.

"The Honorable the Lieutenant-Governor cannot omit expressing the very high sense he entertains of the services rendered by Captain Sayer, since the capture of the island, while exercising the chief naval command. His ready compliance with every requisition, and the zealous co-operation of his Majesty's navy under his command, on all occasions, *have claimed the particular acknowledgments of this Government.*"

In January, 1813, when the late Sir Samuel Hood, who at that period commanded on the East India station, received intelligence of the war between Great Britain and America, Captain Sayer was again detached to the Eastern seas. In the course of the same year it was found necessary to send an expedition against the Sultan of Sambas, in the island of Borneo, whose lawless depredations had become so daring and extensive as to threaten the extinction of our commerce in that quarter, and who had some time before repulsed a respectable force sent to check his piracies. Captain Sayer commanded the vessels employed on this occasion; and, in conjunction with Colonel James Watson, succeeded in taking the town, and subduing the whole province of Sambas. During this trying service, the British naval and military forces proceeded seventy miles up the principal river, and stormed several batteries and redoubts, mounting in the whole 40 guns. Previous to their separation, Captain Sayer received the following letter from his colleague, Colonel (now Major-General) Watson:

"The service on which we have been mutually employed, being so happily terminated by the capture of the defences of Sambas, my feelings will not allow me to depart without first endeavouring to express my sen-

time on the powerful and effectual assistance afforded by you from his Majesty's squadron under your command. Allow me to express my warmest thanks for the honor you have done me in accompanying me during the operations, and personally affording your assistance and advice ; as also to convey my thanks to the whole of the captains, officers, seamen, and marines landed from the squadron under your command. I trust we have convinced these daring pirates, as well as the enemies of our country in all parts of the world, that his Majesty's navy and army, when acting together heart and hand, are invincible."

The following is an extract from the general orders published by the Supreme Government of India, on learning the result of the expedition against Sambas :

" Although it is not within the immediate province of the Supreme Government to bestow on the officers, seamen, and marines of his Majesty's squadron, who so cordially and zealously co-operated with the troops, and shared with them the fatigues and dangers of the contest, those encomiums of exalted praise which their unanimity, perseverance, and characteristic bravery so justly merit, his Lordship in Council would nevertheless do violence to his feelings were he to refrain on the present occasion from expressing his deep acknowledgments to Captain Sayer, who commanded the squadron ; to Captain the Hon. George Elliot, of the Hussar, who was entrusted with the immediate arrangement and command of the armed boats ; to Captain Norton, of the *Procris* ; to Captain Samuel Leslie ; and to all the captains, officers, seamen, and marines, of his Majesty's ships, who so ably seconded the troops in the attack on Sambas."

Sir Samuel Hood, when transmitting an account of the Borneo expedition to the Admiralty, expressed himself as follows :

" The cordial co-operation with which this service has been executed, does great honor to the officers of the army and navy employed thereon ; and more distinguished gallantry has been seldom shewn than by those who had the good fortune to be engaged in carrying the works of the enemy. Captain Sayer's services are well known to their Lordships, and require no comment of mine to heighten their value ; and he appears to have been most ably seconded on this arduous service by the Hon. Captain Elliot, the other captains, officers, seamen, and marines under his command."

Vice-Admiral Sir Samuel Hood died at Madras, Dec. 24, 1814, after an illness of only three days ; and the command of the squadron consequently devolved on Captain Sayer, as the officer next in seniority, at a period when the relations of amity between Great Britain and various European powers

were scarcely re-established in India, and no reduction had taken place in our naval force there, as war with the United States still continued, and that station had become the object of additional enterprise on the part of the American Government. He accordingly hoisted a broad pendant in the *Leda*, and made so judicious a disposition of the force under his orders, that Rear-Admiral Sir George Burlton, on his arrival from England in June 1815, to assume the chief command, sent him from Madras to the Straits of Sunda and China sea, for the purpose of directing the movements of the ships he had already despatched thither to counteract the designs of the enemy.

At Java, July 23, Captain Sayer heard officially the fate of the American frigate *President* *, the ratification of peace on the part of the United States †, and the formal cessation of hostilities by the only American cruiser ‡ in those seas, whose commander, in conformity to an article of the treaty, had restored the Hon. Company's brig *Nautilus*, captured by him off Anjier Point, on the 30th of the preceding month.

After giving the necessary directions to the ships of war in that neighbourhood, Captain Sayer proceeded towards the China sea; and finding our peaceable relations with America every where completely confirmed, was returning from thence at the first change of the monsoon to re-join Sir George Burlton, when he experienced a *Ty-foong*, in which the *Leda* sustained much damage, and was nearly lost. Thus retarded in his progress, Captain Sayer did not enter the Straits of Malacca till the 19th Nov. 1815, when he received intelligence of the Rear-Admiral's death at Madras, on the 21st Sept., by which event he again found himself authorized to hoist the distinguishing broad pendant, and assume the denomination of a Commodore.

Great Britain being now at peace with all the world,

* See Captain HENRY HOPE, C. B.

† Feb. 17, 1815.

‡ The *Peacock* sloop of war, Captain Warrington, was the only vessel that reached the Eastern seas; the rest having been prevented by the vigilance of our cruisers.

several of the ships composing the East India squadron were ordered home, and the remainder gradually relieved. At the close of 1816, Rear-Admiral Sir Richard King having arrived from Europe as successor to Sir George Burlton, Captain Sayer resigned the command to that officer, and returned to England after an absence of nearly seven years. Previous to his departure from India he received a letter, of which the following is an extract, from Lieutenant-General Sir Robert Brownrigg, Governor of his Majesty's possessions in the island of Ceylon, &c.

"Your attention during the interval of Sir Samuel Hood's absence (in 1814) on a voyage to the Eastern seas, left no doubt of your friendly disposition towards this island, and prepared me to expect that communication of your sentiments for which I beg you will be pleased to accept my grateful thanks. I shall always be happy to have an opportunity of making my acknowledgments for the ready attention with which you have honored my applications in the prosecution of my duties here; and my humble testimony of your exertions in the public service will never be withheld."

Captain Sayer received a gold medal, and, in common with his brother officers, was honored with the thanks of Parliament for his services at the reduction of the enemy's settlements in the Eastern hemisphere*. He was nominated a C. B. in 1815.

Agents.—Messrs. Goode and Clarke.

ROBERT MANSEL, Esq.

THIS officer is the second son of Major-General Mansel, who was killed at the head of a brigade of dragoons, when serving under the command of H. R. H. the Duke of York, in 1794.

He entered the naval service as a Midshipman on board the *Sampson 64*, bearing the flag of Vice-Admiral Milbanke in

* On the 10th Jan. 1812, the thanks of both Houses of Parliament were unanimously voted to the naval and military commanders, officers, &c. &c. employed at the capture of Batavia and its dependencies, for their "*skilful, gallant, and meritorious exertions.*"

1784; sailed for the West Indies with Captain Peter Rainier in the *Astrea* frigate, about Oct. 1786; removed with that officer into the *Monarch* 74, at the period of the Spanish armament; and subsequently accompanied him into the Suffolk of similar force, from which latter ship he was promoted to the rank of Lieutenant in Nov. 1793. His first appointment as such was to *la Prompte* of 20 guns, commanded by Captain (now Vice-Admiral) Taylor, under whom he afterwards served as senior Lieutenant of the *Andromeda* frigate, on the North Sea, Newfoundland, and Halifax stations.

In 1797 we find Lieutenant Mansel serving as first of the *Iris* frigate, Captain Thomas Surridge, under the orders of Admiral Duncan; from which ship he appears to have been appointed to the *Mary* yacht, when our late *Monarch* made an attempt to visit his fleet at the Nore*. His advancement to the rank of Commander took place in 1798.

Captain Mansel commanded the *Adventure* 44, armed *en flute*, during the expeditions against the *Helder* and *Quiberon* †, and subsequently the *Penguin* of 18 guns, on the Irish station. In Feb. 1801, being on his passage to the Cape of Good Hope with despatches for Sir Roger Curtis, he fell in with and was attacked by a French squadron, consisting of a corvette mounting 24 guns, and two other ships, of 16 guns each. The action continued with great warmth about three hours, when the *Penguin* obtained the weather gage of the sternmost vessel, bore up to cut her off from her consorts, and succeeded in breaking the enemy's line and throwing them into confusion; but, unfortunately, at the moment when Captain Mansel's gallant attempt seemed likely to be crowned with success, his own fore-top-mast fell, and in such a direction as to render the fore-sail useless, which, added to the disabled state of his other sails, some of which were on fire, caused the *Penguin* to become quite ungovernable, and afforded the enemy an opportunity of making off. The next morning they were again discovered and pursued by Captain Mansel, but succeeded in effecting their escape into *Teneriffe*. The *Penguin's* loss on this occasion was very trifling, considering the length of the contest, and the superiority of the

* See Vol. I, p. 152 and 153.

† See Vol. I, p. 414, *et seq.* and p. 219.

enemy, whose fire appears to have been directed principally against her rigging. She had not a man slain, and only a few persons wounded.

In May following, Captain Mansel sailed from the Cape of Good Hope, with three vessels under his convoy, bound to the Red Sea; but was compelled to put back in consequence of a heavy gale, during which two of the vessels parted company, and are supposed to have sunk. On his return he found himself promoted to post rank, by commission bearing date Feb. 14, 1801, and accordingly took a passage to England in the *Adamant* of 50 guns.

Soon after his arrival Captain Mansel was appointed to the *Berschermer* 50, the command of which ship he retained till Dec. 1803, when he received a severe wound by the splitting of the main-top-sail clue-line block, one half of which, in its descent towards the deck struck him on his head, and rendered him incapable of serving any longer afloat. In addition to this severe injury, by which Captain Mansel was doomed to a state of inactivity during the late war, he was four times slightly wounded in the service of his country.

Agent.—Isaac Clementson, Esq.

CHARLES TINLING, Esq.

THIS officer entered the naval service as a Midshipman on board the *Porcupine* frigate, commanded by Sir Charles H. Knowles, Bart. Mar. 15, 1780; and on the 22d July following bore a part in an action between that ship and two Spanish men of war, near the coast of Valencia*. He was subsequently appointed to the command of a gun-boat, forming part of the flotilla employed in the defence of Gibraltar, under the late Sir Roger Curtis, and greatly distinguished himself during the memorable attack made on that fortress by the combined forces of France and Spain, in September 1782; the following account of which we have extracted from a work now out of print:

“The Spanish monarch expressed so much joy at the reduction of the island of Minorca, (Feb. 5, 1782) that he appointed the Duc de Crillon Captain-General of the Spanish armies; and Don B. Moreno, who com-

* See Vol. I. p. 114.

manded the naval expedition, was advanced in rank ; these officers were destined to command his forces against Gibraltar, where the Spaniards and French had collected upwards of 40,000 troops, and forty-seven sail of the line, besides floating batteries, frigates, and other vessels of war. For the more effectual means of reducing the fortress, the Chevalier D'Arçon, a French engineer of high repute and abilities, made a proposition to the Spanish Court to project floating batteries, that should be constructed on such a principle that they could neither be sunk nor set on fire by shot. The first of these properties was to be acquired by the extraordinary thickness of timber with which their keels and batteries were to be fortified ; and which was to render them proof to all danger in that respect, whether from external or internal violence. The second danger was to be opposed by securing the sides of the ships wherever they were exposed to shot, with a strong wall composed of timber and cork, a long time soaked in water, and including between a large body of wet sand ; the whole being of such a thickness and density, that no cannon ball could penetrate within two feet of the inner partition. A constant supply of water was to keep the parts exposed to the action of fire always wet ; and the cork was to act as a sponge in retaining the moisture.

“ For this purpose, ten large ships, from 600 to 1400 tons burden, were cut down to the state required by the plan, and 200,000 cubic feet of timber, with infinite labour, worked into their construction. To protect them from bombs, and the men at the batteries from grape, or descending shot, a hanging roof was contrived, which was to be worked up and down by springs, with ease and at pleasure : the roof was composed of a strong rope-work netting, laid over with a thick covering of wet hides ; while its sloping position was calculated to prevent the shells from lodging, and to throw them off into the sea before they could take effect. To render the fire of these batteries the more rapid and instantaneous, the ingenious projector had contrived a kind of match to be placed, so that all the guns on the battery were to go off at the same instant.

“ But as the red hot shot from the fortress was what the enemy most dreaded, the nicest part of this plan seems to have been the contrivance for communicating water in every direction, to lessen their effect. In imitation of the circulation of the blood, a great variety of pipes and canals perforated all the solid workmanship in such a manner, that a continued succession of water was to be conveyed to every part of the vessels, a number of pumps being adapted to the purpose of an unlimited supply. By those means it was expected that the red hot shot would operate to the remedy of its own mischief ; as the very action of cutting through those pipes would procure its immediate extinction. So that these terrible machines, teeming with every source of outward destruction, seemed in themselves invulnerable, and entirely secure from all danger.

“ General Elliot having observed that the enemy's works were nearly completed on the land side, and some of them pretty far advanced towards the fortress, resolved to try how far a vigorous cannonade and bombardment, with red hot balls, carcasses, and shells, might operate to their de-

struction. Accordingly, at seven o'clock in the morning on the 8th September, he opened a most tremendous and admirably directed fire, the effect of which far exceeded his expectations ; and was supported through the day with the usual unrivalled skill and dexterity of the artillery officers. At ten o'clock the Mahon battery, with the one adjoining to it, were observed to be in flames ; and by five in the evening they were entirely consumed, together with their gun-carriages, platforms, and magazines, the last of which were bomb proof. A great part of the eastern parallel, and of the trenches and parapet for musketry, were likewise destroyed. A large battery near the bay was so much damaged by having been repeatedly set on fire, that the enemy were under the necessity of taking down the greater part of it. The loss the combined armies sustained, in their endeavours to extinguish the flames, must have been immense, as the troops were exposed to a dreadful and incessant fire from the garrison. This fresh insult irritated the allied commanders to such a degree, that the next morning at day-break they opened a new battery of 64 heavy cannon, which, with the artillery from the lines, and 60 mortars, continued to play upon the garrison without intermission the whole day. At the same time seven Spanish ships of the line, and two French, with some frigates and small vessels, got under way from the Orange Grove, and passed along the works under an easy sail, discharging their broadsides, until they had cleared Europa Point and got into the Mediterranean. The Spanish Admiral then formed his squadron in order of battle, leading himself, and stood in to the attack of the batteries at Europa.

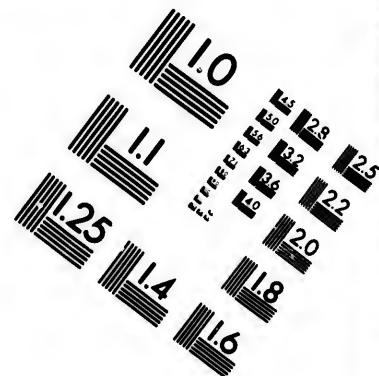
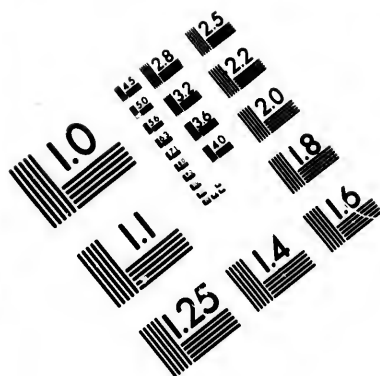
"The small naval force, by the vast superiority of the enemy, had been for some time rendered entirely inactive. The seamen were therefore landed and formed into a brigade, under the command of Captain Curtis, of the Brilliant frigate. General Elliot conferred on him the temporary rank of Brigadier, and entrusted the defence of the batteries at Europa to his particular care ; a trust which was so ably discharged by himself, and the brave fellows under his command, that they soon compelled the Spanish squadron to retire out of reach of their shot. Two of the line-of-battle ships were so much disabled, that they were under the necessity of running into Algeziras to repair. The enemy, notwithstanding the rough treatment they had received, made repeated attacks on Europa, but scarcely ever approached near enough for the shot to produce much effect.

"For several days they were observed to be extremely busy in making the necessary preparations for the grand attack by land and sea. It was said that no less than 1200 pieces of heavy ordnance of various kinds had been accumulated before the place. The quantity of shot, shells, powder, military stores and provisions, were so immense as to exceed all credibility. The gunpowder alone amounted to 83,000 barrels. Above 12,000 French troops reinforced the already enormous army. The Count D'Artois, Duc de Bourbon, and many others of the most distinguished nobility of France, were assembled in the allied camp, in order to partake in the glory which was expected to be derived from so illustrious an enterprise

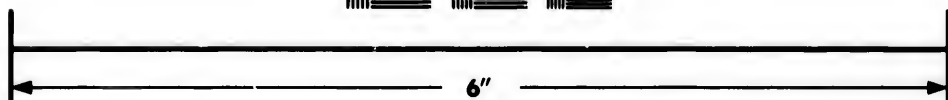
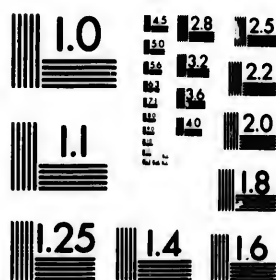
as the reduction of this fortress. Besides the combined fleet, forty gun-boats with heavy cannon, as many bomb-vessels, with each a twelve-inch mortar, and five large bomb-ketches on the usual construction, were destined to second the powerful efforts of the battering ships; 300 large boats were collected from every part of Spain, which were to be employed in landing the troops so soon as the breach should be made.

"About eight o'clock on the morning of the 13th September, the battering ships lying at the head of the bay, under the command of Rear-Admiral Moreno, were observed to be getting under sail, and proceeded to the attack of the garrison. At ten o'clock, that officer having taken his station opposite the capital of the King's bastion, the other ships extended themselves at moderate distances from the Old to the New Mole, in a line parallel with the rock, at the distance of about 1000 yards, and immediately commenced a heavy cannonade, supported by the cannon and mortars from the enemy's lines. The garrison at the same time opened a tremendous fire; the red hot shot were thrown with such precision, that about two o'clock in the afternoon smoke was seen to issue from the Spanish Admiral, and another ship; and men were perceived pouring water into the holes, endeavouring to extinguish the fire. Their efforts proved ineffectual: by one o'clock in the morning those two ships were in flames, and seven more took fire in succession. Evident marks of confusion appeared among them; and repeated signals of distress were made by throwing up rockets. The launches, feluccas, and boats of their fleet, were observed to be taking the men out of the burning ships, it being impossible to remove them. Captain Curtis availed himself of this favourable opportunity to employ his gun-boats, twelve in number, each carrying a 24 or 18-pounder, with which he advanced, and drew them up so as to flank the enemy's battering ships, while they were extremely annoyed by an incessant, heavy, and well-directed fire from the garrison. The Spanish boats were so assailed by showers of shot and shells, that they dared no longer to approach, and were compelled to abandon their ships and friends to the flames, or to the mercy of their enemy. Several of the enemy's boats were sunk before they submitted to this necessity; in one of these were fourscore men, who were all drowned excepting an officer and twelve of them, who floated on the wreck under the walls, and were taken up by the garrison. At day-light two Spanish feluccas, which had not escaped, submitted upon a shot being fired from a gun-boat, which killed some of their men. Nothing can exceed the horrors of the scene which now appeared: numbers of men were seen in the midst of the flames, imploring relief; others floating on pieces of timber; even those on board the ships where the fire had made but little progress, expressed the deepest distress and despair, and were equally urgent in soliciting assistance. The number saved amounted to 13 officers and 344 men, 29 of whom were wounded, and taken from among the slain in the holds of the ships. Upon a moderate estimate, it is supposed that the Spaniards lost in their attack by sea not less than 1500 men. The intrepidity, conduct, and generous humanity of Captain Curtis, and the marine brigade, reflect on





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them immortal honour. Exposed to the most imminent danger, they eagerly boarded the burning ships, to rescue from inevitable destruction that enemy to whom they had just before been opposed. While engaged in this glorious service, one of the largest of the ships blew up, spreading its wreck to a vast extent, by which one of the English gun-boats was sunk, and another considerably damaged. A piece of the falling timber struck a hole through the bottom of the barge in which was Captain Curtis: his coxswain was killed, and two of the crew wounded: the rest were saved from perishing by the seamen stuffing their jackets into the hole, which kept her afloat until relieved by other boats. Nine of these battering ships were burnt; the tenth shared the same fate, as it was found impracticable to bring her off. Rear-Admiral Moreno left his flag flying, and it was consumed with the ship."

Shortly after this celebrated event, the *San Miguel*, a Spanish two-decker, was driven under the walls of Gibraltar, and captured by the garrison*. This ship being commissioned by Sir Charles H. Knowles, Mr. Tinling served in her till the conclusion of the war.

During the ensuing long peace we find him successively employed as Midshipman and Master's-Mate, in the *Ganges* and *Bedford*, third rates; *Aquilon* frigate; *Formidable*, of 98 guns; and *Spitfire* sloop of war; under the respective commands of Captains Sir Roger Curtis, Robert Mann, Robert Montagu, Henry Nicholls, and John Woodley.

On the 28th Dec. 1792, Mr. Tinling joined the *Queen*, a second rate, fitting for the flag of Rear-Admiral (afterwards Lord) Gardner, with whom he proceeded to the West Indies, where he served for some time as acting Lieutenant of that ship; but his appointment to her not being confirmed, he was subsequently removed into the *Orion* 74, in which ship he assisted at the defeat of the French fleet under M. Villaret de Joyeuse on the 1st June, 1794 †.

A vacancy at length occurring in the *Queen*, Lieutenant Tinling was appointed to fill it, at the particular request of Sir Alan Gardner; and on the 23d June, 1795, we find him

* See Vol. I, note † at p. 114.

† We believe that Mr. Tinling was fourth Lieutenant of the *Orion* in the great battle of June 1, and preceding actions of May 28 and 29, 1794. His commander, the late Sir John Thomas Duckworth, was one of the Captains who were specially named by Earl Howe, as having particular claim to his Lordship's attention. To this it is only necessary to add, that the *Orion* was much cut up by the enemy's fire, and sustained a loss of 29 men killed and wounded.

present at the capture of three French two-deckers off l'Orient. He afterwards accompanied his patron into the Royal Sovereign of 110 guns, and became first Lieutenant of that ship previous to his being made a Commander in the Scorpion sloop of war, Sept. 7, 1797; from which time he was actively employed on the North Sea and West India stations till Nov. 1800, when his vessel, being found unfit for further service, was paid off and broke up.

Captain Tinling was appointed to the Snake sloop, Jan. 1, 1801; and advanced to post rank on the 14th of the following month. His last appointment was, Nov. 23, 1803, to the Dictator 64, stationed in the King's Channel, the command of which ship he retained till April 28, 1804.

Agent.—William Marsh, Esq.

*Sup Rear Adm
23 July 1830*

SIR PHILIP BOWES VERE BROKE, BART.

Knight Commander of the Most Honorable Military Order of the Bath.

THIS officer is the eldest son of the late Philip Bowes Broke, of Nacton, co. Suffolk, Esq. by Elizabeth, daughter of the Rev. Charles Beaumont, M. A. of Witlesham, in the same county*. He was born Sept. 9, 1776; completed his education at the Royal Academy, Portsmouth; and commenced his naval career as a Midshipman on board the Bull Dog sloop of war, June 25, 1792. From her he removed with Captain George Hope into l'Eclair, a French prize corvette on the Mediterranean station, where he was employed in much active service, particularly at the siege of Bastia.

L'Eclair was for some time commanded by the late Commissioner Towry, with whom Mr. Broke continued until May 25, 1794, when he joined his former Captain in the Ro-

* From a pedigree now in the possession of the family, the Brokes appear to trace their descent from Willielmus de Doyto del Brooke, son of Adam, Lord of Leighton, in Cheshire, previous to the reign of King Henry III. From this Willielmus descended Thomas de la Brooke, of Leighton, who married the heiress of John Parker, Esq. of Copenhall, and had issue, 1st, John, ancestor of the Brookes of Leighton; the Brookes of Norton, co. Cheshire, created Baronets in 1662; the Brookes of Meire, &c.: 2nd, Ralph Broke, of Namptwich; 3rd, Robert; and 4th, Sir Richard Broke, Knt., Chief Baron of the Exchequer in the reign of Henry VIII., from whom the subject of this memoir derives his descent.

mulus of 36 guns, which ship was attached to the fleet under Vice-Admiral Hotham in the action off Genoa, Mar. 14, 1795*. On the 8th June following, he was removed into the *Britannia*, a first rate, bearing the flag of that officer, by whom he was appointed third Lieutenant of the *Southampton* frigate, shortly after the skirmish off Frejus, which ended in the destruction of a French 74 †.

The *Southampton's* action with *la Vestale* French frigate, and the capture of *l'Utile* corvette, together with the other services performed by her, have already been described in our memoir of Rear-Admiral Macnamara, with whom Lieutenant Broke returned to England, after witnessing the defeat of the Spanish fleet by Sir John Jervis, Feb. 14, 1797. We subsequently find him serving under the late Hon. Captain Charles Herbert in the *Amelia* frigate, and bearing a part in the battle between Sir John B. Warren and M. Bompard, off the coast of Ireland, Oct. 12, 1798 ‡.

Lieutenant Broke was advanced to the rank of Commander in Jan. 1799; and made a Post-Captain Feb. 14, 1801. Previous to this latter promotion he commanded the *Shark* sloop of war, employed in affording protection to the trade, and occasionally cruising off the Dutch coast.

At the renewal of the war in 1803, Captain Broke made several unsuccessful applications for a ship; but as inactivity formed no part of his character, he employed himself in training the peasantry in his neighbourhood to arms, for the purpose of opposing the threatened invasion from France. In April 1805, he was appointed to the *Druid* frigate; and the scarcity of seamen then being so great that many ships were lying idle for want of hands, he offered to proceed to sea with scarcely a sufficient number to work her. His offer being accepted, the *Druid* sailed on a cruise for men off the Land's End and in the Bristol Channel; and after making up her complement, was placed under the orders of Lord Gardner, on the Irish

* See vol. I, note at p. 340.

† See Vol. I, note at p. 254.

‡ Captain Herbert, second son of the Earl of Carnarvon, was a brave officer, and a gentleman of respectable literary talents. He unfortunately lost his life by the swamping of a boat near Gijon, on the coast of Spain, Sept. 12, 1808. Captain Herbert married a sister of the present Rear-Admiral Viscount Torrington.

station, where she captured the Prince Murat, French ship privateer, of 18 six-pounders and 127 men.

On the 1st May, 1806, Captain Broke fell in with le *Pandour*, a national brig of 18 guns and 114 men, which, after a run of 160 miles, was arrested in her flight by the squadron under Rear-Admiral Stirling, and conducted to Plymouth by the *Druid*. Captain Broke also took some smaller vessels; and about the same time pursued a large frigate into the *Passage du Raz*, near Brest. His next appointment was, in June 1806, to the *Shannon*, rated at 38 guns; in which ship he established his fame as a British commander in the first rank of naval renown.

In April 1807, Captain Broke was sent, with the *Meleager* of 32 guns under his orders, to protect the whale fishery in the Greenland seas. On the 7th May, he fell in with the ice; and after pushing through it with much perseverance and difficulty, made the southern part of Spitzbergen on the 17th June. Thence the two frigates proceeded to Magdalena harbour, lying in the 80th degree of north latitude, and nearer to the pole than any ships of war had ever reached before, excepting those under the late Lord Mulgrave.

After making a correct survey of the bay and harbour of Magdalena, Captain Broke stood to the northward till his progress was prevented by the ice, in 80° 6' N.; he then directed his course to the westward; and after speaking several whalers, made the coast of Greenland on the 23d July. During the ensuing autumn the *Shannon* and *Meleager* cruised off Shetland, from whence the former returned to North Yarmouth at the latter end of September.

Towards the close of the same year, Captain Broke accompanied the expedition sent against Madeira, in consequence of the Portuguese Government having declared war against Great Britain. Possession of that island being obtained by a mere display of force, he was ordered by Sir Samuel Hood to convoy the transports back to England, where he arrived on the 7th Feb. 1808. In November following he joined company with Captain Seymour, of the *Amethyst*, about an hour after that officer had captured the *Thetis* French frigate, several of whose crew were received, and the prize herself, being wholly dismasted, taken in tow by the *Shannon*. On

the 27th Jan. 1809, he took, after a long chase, le Pomme-reuil cutter privateer, of 14 guns and 60 men.

The comparatively unimportant series of services to which Captain Broke was now restricted, he being attached to the Channel fleet, and principally employed in watching the enemy's ports, would not justify us in trespassing on the patience of our readers by entering into a detail of them : we shall therefore proceed with him to the Halifax station, where he arrived Sept. 24, 1811. At this period the machinations of the French government to produce a war between England and America had long been sufficiently evident, and the hostile inclination of the United States was now equally obvious.

On the 18th June, 1812, a formal declaration of war against Great Britain was made on the part of Congress ; and on the 5th of the ensuing month Captain Broke was despatched by Vice-Admiral Sawyer, with the *Africa* 64, and *Belvidera* and *Æolus* frigates under his orders, to blockade the enemy's ports*. Eleven days afterwards he captured the American brig *Nautilus*, of 14 guns and 106 men, off Sandy Hook. The same evening another vessel was seen, which proved to be the *Constitution*, of 56 guns. All sail was immediately made in chase, and by 3^h 30' A. M. on the 17th, one of the British squadron had arrived within gun-shot of the enemy's ship, notwithstanding which the latter succeeded in effecting her escape, after an anxious pursuit of sixty-five hours †. Captain Broke now proceeded to the eastward in quest of Commodore Rodgers, who had sailed from New York with a squadron to intercept our homeward bound West India trade.

On the 29th Captain Broke fell in with the fleet from Jamaica, under convoy of the *Thetis* frigate; and having seen them in safety over the banks of Newfoundland, stood back towards the enemy's coast, where he destroyed many American merchantmen, and re-captured several British vessels. His provisions and stores being at length exhausted, he returned to Halifax on the 20th September, and there had the mortification to learn that the *Guerriere* had been taken by the *Constitution*. ‡.

* The *Guerriere* was subsequently added to Captain Broke's squadron.

† See Captains RICHARD BYRON, C. B. and JAMES R. DACRES.

‡ The *Guerriere*, *Belvidera*, *Africa*, and *Æolus*, had successively parted

Vice-Admiral Sawyer's squadron had by this time been reinforced by several frigates, and he had sent them to join the Shannon at Long Island. Captain Broke was on the point of sailing again, when Sir John B. Warren arrived from England and assumed the chief command. Intelligence being received soon after of the wreck of the Barbadoes on Sable Island*, the Shannon was despatched to bring off the crew and specie saved from her; which service being performed in company with the Bream schooner, she again returned to Halifax, bringing with her an enemy's privateer taken on the way. During a subsequent cruise with the Tenedos, Nymphe, and Curlew, under his orders, Captain Broke intercepted the Thorn, American brig privateer, of 18 long 9-pounders and 140 men, and recaptured a British merchant vessel.

Sir John B. Warren resolving to spend the winter at Bermuda, Captain Broke was left in charge of the naval force stationed on the coasts of Nova Scotia, New Brunswick, and New England. In December he escorted a homeward bound fleet half way across the Atlantic; and being impeded in his return by adverse winds, went round the Azores, but without having the good fortune to meet with an enemy. On the 21st March 1813, he was joined by Captains Oliver and Capel, in the Valiant and la Hogue 74's, when the former officer relieved him in the command of the northern stations.

The Shannon and Tenedos soon after separated from the squadron in a gale, and steered for Boston, which port they reconnoitred on the 2nd April. Observing the American ship Congress ready for sea, the President nearly so, and the Constitution under repair, they then returned to the rendezvous to make their report. It was at this time that the ill-fated Chesapeake got into Boston through the eastern channel.

The Commodore having taken a station off New York, and left Captain Capel in command of the squadron before

company with the Shannon, the latter on the 28th August. Left thus by himself, Captain Broke maintained his station off the enemy's coast; and previous to his departure from thence compelled the Essex of 46 guns and 328 men to seek for safety in an ignominious flight.

* See Captain THOMAS HUSKISSON.

Boston, the latter officer directed the Shannon and Tenedos to watch the harbour, while la Hogue, with the other ships under his orders, cruised in the offing. Under this judicious arrangement, the squadron was kept sufficiently active by the enemy's privateers and traders, several of which were captured*; but notwithstanding the exertions and vigilance of Captains Broke and Parker, the President and Congress succeeded in making their escape.

Having ascertained that the Chesapeake would soon be ready for sea again, Captain Broke, on the 25th May, took a supply of provisions and water from the Tenedos, and detached her, with orders not to rejoin him before the 14th June, the earliest date at which, it was considered, the Constitution could be got ready to accompany the Chesapeake, should the latter wait in port for that purpose. Seven days afterwards he addressed the following letter to the commanding officer of the Chesapeake :

“ *H. B. M. S. Shannon, off Boston, June 1, 1813*

“ Sir,—As the Chesapeake 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. To an officer of your character it requires some apology for proceeding to further particulars. Be assured, Sir, that it is not from any doubt I can entertain of your wishing to close with my proposal, but merely to provide an answer to any objection which might be made, and very reasonably, upon the chance of our receiving unfair support.

“ After the diligent attention which we had paid to Commodore Rodgers; the pains I took to detach all force but the Shannon and Tenedos to such a distance that they could not possibly join in any action fought in sight of the Capes, and the various verbal messages which had been sent into Boston to that effect, we were much disappointed to find the Commodore had eluded us by sailing on the first change, after the prevailing easterly winds had obliged us to keep an offing from the coast. He, perhaps, wished for some *stronger* assurance of a fair meeting. I am

* On the 16th May, 1813, the Shannon and Tenedos drove a large ship on shore near Cape Ann Town, from whence she was brought off by the boats under Lieutenant George T. L. Watt, of the former frigate. She proved to be l'Invincible a French privateer of 16 guns, which had lately been captured by a British sloop of war, and retaken by an American cruiser. Several other armed vessels were taken by the Nymph, Tenedos, and Rattler. See Captains F. P. EPWORTH, HYDE PARKER, and ALEX. GORDON.

therefore induced to address you more particularly, and to assure you, that what I write I pledge my honor to perform, to the utmost of my power.

"The Shannon mounts 24 guns upon her broadside, and one light boat-gun; 18-pounders upon her main-deck, and 32-pr. carronades on her quarter-deck and fore-castle; and is manned with a complement of 300 men and boys, (a large proportion of the latter,) besides 30 seamen, boys, and passengers, who were taken out of recaptured vessels lately. I am thus minute, because a report has prevailed in some of the Boston papers, that we had 150 men additional lent us from *la Hogue*, which really never was the case. *La Hogue* is now gone to Halifax for provisions; and I will send all other ships beyond the power of interfering with us, and meet you wherever it is most agreeable to you, within the limits of the undermentioned rendezvous; viz.—

"From six to ten leagues east of Cape Cod light-house; from eight to ten leagues east of Cape Ann's light; on Cashe's Ledge, in latitude 43° north; at any bearing and distance you please to fix off the south breakers of Nantucket, or the shoal on St. George's Bank.

"If you will favor me with any plan of signals or telegraph, I will warn you (if sailing under this promise) should any of my friends be too nigh, or any where in sight, until I can detach them out of my way; or I would sail with you under a flag of truce to any place you think safest from our cruisers, hauling it down when fair to begin hostilities.

"You must, Sir, be aware that my proposals are highly advantageous to you, as you cannot proceed to sea singly in the Chesapeake, without imminent risk of being crushed by the superior force of the numerous British squadrons which are now abroad; where all your efforts, in case of a rencontre, would, however gallant, be perfectly hopeless. I entreat you, Sir, not to imagine that I am urged by mere personal vanity to the wish of meeting the Chesapeake; or that I depend only upon your personal ambition for your acceding to this invitation: we have both nobler motives. You will feel it as a compliment if I say, that 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. I have the honor to be, Sir, your obedient humble Servant,

(Signed) "P. B. V. BROKE."

"N. B. For the general service of watching your coast, it is requisite for me to keep another ship in company, to support me with her guns and boats when employed near the land, and particularly to aid each other, if either ship in chase should get on shore. You must be aware that I cannot, consistently with my duty, wave so great an advantage for this *general* service, by detaching my consort, without an assurance on your part of meeting me directly; and that you will neither seek nor admit aid from any other of *your* armed vessels, if I detach *mine* expressly for the purpose of meeting you. Should any special order restrain you from thus answering

a formal challenge, you may yet oblige me by keeping my proposal a secret, and appointing any place you like to meet us (within three hundred miles of Boston) in a given number of days after you sail; as, unless you agree to an interview, I may be busied on other service, and, perhaps, be at a distance from Boston when you go to sea. Choose your terms, but let us meet."

Endorsement on the envelope of the above.

"We have 13 American prisoners on board, whom I will give you for as many British sailors, if you will send them out; otherwise, being privateers' men, they must be detained."

This letter was confided to Mr. Slocum, a discharged prisoner, who immediately departed in his boat for Marblehead. At the same time the Shannon, with colours flying, stood in close to the light-house, and there hove-to. She had been as near to Boston during several of the preceding days; but thick rainy weather had obstructed the view of the harbour. The Chesapeake was now seen at anchor in President Roads, with royal yards across, and apparently ready for sea. She soon after loosed and sheeted home her topsails. Between noon and 1 P. M. while the Shannon's crew were at dinner, Captain Broke went himself to the mast-head, and there observed the Chesapeake fire a gun, hoist her topsails, and set top-gallant sails. She was presently under way, and made more sail as she came down, having a light breeze in her favour. While aloft, Captain Broke saw that Mr. Slocum's boat had not reached the shore in time for the delivery of his challenge to the American commander*. The action that ensued was thus described in the London Gazette:

"Shannon, Halifax, June 6, 1813.

"Sir,—I have the honor to inform you, that being close in with Boston light-house, in H. M. S. under my command, on the 1st inst., I had the pleasure of seeing that the United States' frigate Chesapeake (whom we had long been watching) was coming out of the harbour to engage the Shannon; I took a position between Cape Ann and Cape Cod, and then hove-to for him to join us. The enemy came down in a very handsome manner, having three American ensigns flying†; when closing with us he sent down his royal-yards.

* See James's *Naval History*, vol 5, p. 380.

† One at the mizen-royal-mast-head, one at the peak, and one in the

I kept the Shannon's up, expecting the breeze would die away. At half-past 5 P. M. the enemy hauled up within hail of us on the starboard side, and the battle began, both ships steering full under their topsails: after exchanging between two and three broadsides, the enemy's ship fell on board of us, her mizen-channels locking in with our fore-rigging. I went forward to ascertain her position; and observing that the enemy were flinching from their guns, I gave orders to prepare for boarding. Our gallant bands appointed to that service immediately rushed in, under their respective officers, upon the enemy's decks, driving every thing before them with irresistible fury. The enemy made a desperate, but disorderly resistance. The firing continued at all the gang-ways, and between the tops, but in two minutes time the enemy were driven sword in hand from every post. The American flag was hauled down, and the proud old British Union floated triumphant over it. In another minute they ceased firing from below, and called for quarter. The whole of this service was achieved in fifteen minutes from the commencement of the action*.

starboard main-rigging. See a plate representing the action in *Ralfe's Naval Chronology*, vol. 3, facing p. 210. "She had also, flying at the fore, a large white flag, inscribed with the words: 'FREE TRADE AND SAILORS' RIGHTS;' upon a supposition, perhaps, that that favourite American motto would paralyse the efforts, or damp the energy, of the Shannon's men. The Shannon had only an old rusty blue ensign at the peak; nor was her outside appearance at all calculated to inspire a belief of the order and discipline that reigned within." See James, v. 5, p. 381.

* "The good effects of an officer being able, when the range is once ascertained, to direct all the guns in the ship to be elevated or depressed alike, were exemplified in the action of the Shannon and Chesapeake: the guns of the former were all laid by Captain Broke's directions, consequently the fire was thrown in one horizontal line, not a shot going over the American frigate. Had Captain Broke, however, trusted the laying them to the captains of the guns, it cannot be supposed that the Shannon's fire could have been thrown with such admirable precision, notwithstanding her men were exceedingly well-trained, and perfectly understood gunnery. Had this been attended to and adopted before, half our long and hard fought actions might have been finished in as little time as the Shannon's. The Chesapeake was beaten in eleven minutes, and taken in fifteen!" See a very useful little pamphlet written by Captain SAMUEL JOHN PEACHELL, R. N. C. B. entitled, "*Observations upon the fitting of guns on board his Majesty's ships.*"

"I have to lament the loss of many of my gallant ship-mates, but they fell exulting in their conquest. My brave first Lieutenant, Mr. Watt, was slain in the moment of victory, in the act of hoisting the British colours: his death is a severe loss to the service*. Mr. Aldham, the Purser, who had spiritedly volunteered the charge of a party of small-arm men, was killed at his post on the gangway. My faithful old clerk, Mr. Dunn, was shot by his side; Mr. Aldham has left a widow to lament his loss. I request the commander-in-chief will recommend her to the protection of my Lords Commissioners of the Admiralty. My veteran boatswain, Mr. Stephens, has lost an arm. He fought under Lord Rodney on the 12th April, 1782. I trust his age and service will be duly rewarded. I am happy to say, that Mr. Samwell, a Midshipman of much merit, is the only other officer wounded, besides myself, and he not dangerously. Of my gallant seamen and marines, we had 23 slain, and 56 wounded. I subjoin the names of the former†. No expressions I can make use of can do justice to the merits of my valiant officers and crew; the calm courage they displayed during the cannonade, and the tremendous precision of their fire, could only be equalled by the ardour with which they rushed to the assault. I recommend them all warmly to the protection of the commander-in-chief.

"Having received a severe sabre wound at the first onset, whilst charging a party of the enemy who had rallied on their forecastle, I was only capable of giving command till assured our conquest was complete; and then directing second Lieutenant Wallis to take charge of the Shannon, and secure the prisoners, I left the third Lieutenant, Mr. Falkiner (who had headed the main-deck boarders), in charge

* "The gallant first Lieutenant of the Shannon was struck on the head by a grape-shot from one of that ship's foremost guns, while in the act of hoisting the British colours over the American. Another gun was discharged, unfortunately, before the officer commanding that division knew of the Chesapeake's surrender; and three or four of the Shannon's men shared the lamented fate of Mr. Watt, besides several being wounded." See James, v. 5. pp. 384 and 385.

† The list of killed annexed to this letter, contained only 24 names, including those of Lieutenant Watt, the Purser, and Captain's Clerk. See *Naval Chronicle*, vol. 30, pp. 84 and 85.

of the prize*. I beg to recommend these officers most strongly to the commander-in-chief's patronage, for the gallantry they displayed during the action, and the skill and judgment they evinced in the anxious duties which afterwards devolved upon them.

"To Mr. Etough, the acting Master, I am much indebted for the steadiness with which he connd the ship into action. Lieutenants Johns and Law, of the marines, bravely boarded at the head of their respective divisions.

"It is utterly impossible to particularize every brilliant deed performed by my officers and men; but I must mention, when the ships' yard-arms were locked together, that Mr. Cosnahan, who commanded in our main-top, finding himself screened from the enemy by the foot of the top-sail, laid out at the main-yard-arm to fire upon them, and shot three men in that situation. Mr. Smith, who commanded in our fore-top, stormed the enemy's fore-top from the fore-yard-arm, and destroyed all the Americans remaining in it. I particularly beg leave to recommend Mr. Etough, the acting Master; and Messrs. Smith, Leake, Clavering, Raymond, and Littlejohn, Midshipmen. The latter officer is a son of Captain Littlejohn, who was slain in the Berwick.

"The loss of the enemy was about 70 killed, and 100

* Mr. James says, "after those upon the fore-castle had submitted, Captain Broke ordered one of his men to stand sentry over them, and sent most of the others aft, where the conflict was still going on. He was in the act of giving them orders to answer the fire from the Chesapeake's main-top, when the sentry called lustily out to him. On turning round, the Captain found himself opposed by three of the Americans; who, seeing they were superior to the British then near them, had armed themselves afresh. Captain Broke parried the middle fellow's pike, and wounded him in the face; but instantly received from the man on the pikeman's right, a blow with the butt-end of a musket, which bared his scull, and nearly stunned him. Determined to finish the British commander, the third man cut him down with his broadsword, and, at that very instant, was himself cut down by one of the Shannon's seamen. Captain Broke and his treacherous foe now lay side by side; each, although nearly powerless, struggling to regain his sword, when a marine despatched the American with his bayonet. * * * * * Soon after this, Captain Broke's senses failed him from loss of blood; and the Shannon's jolly-boat arriving with a supply of men, (the two ships having separated, owing to the Chesapeake's quarter-gallery giving way,) he was carried on board his own ship." See *Nav. Hist. id.* pp. 383—385.

wounded. Among the former were her fourth Lieutenant, a Lieutenant of Marines, the Master, and many other officers. Captain Lawrence is since dead of his wounds *. The enemy came into action with a complement of 440 men ; the Shannon, having picked up some recaptured seamen, had 330 †. The Chesapeake is a fine frigate, and mounts 49 guns, eighteens on her main-deck, two-and-thirties on her quarter-deck and forecastle. Both ships came out of action in the most beautiful order, their rigging appearing as perfect as if they had only been exchanging a salute. I have the honor to be, &c.

(Signed) " P. B. V. BROKE."

" *To Captain the Hon. T. Bladen Capel.*"

The foregoing letter was immediately transmitted to the Board of Admiralty, and replied to by their Secretary in the following terms :

* Lieutenant Augustus C. Ludlow was also mortally wounded. Lieutenant George Budd, the senior surviving officer of the Chesapeake, in his official letter to the Secretary of the American navy, reporting that ship's capture, only acknowledged a loss of 47 killed, and 99 wounded. The total that reported themselves, including several slightly wounded, to the Shannon's Surgeon, three days after the action, were 115. The American Surgeon, writing from Halifax, and most probably omitting those who were very slightly hurt, estimated the whole number of killed and wounded at from 160 to 170.

† Two muster-rolls were found on board the Chesapeake, one of which, written up to the morning of the action, contained 391 names ; and some of the petty-officers confessed that 30 or 40 hands, principally from the Constitution, joined her as she was getting under way ; but whose names, owing to the hurry and confusion, were not entered in the purser's books. Even 440, the number given as the complement of the Chesapeake in Captain Broke's letter, was not founded on mere surmise. That number was known to have been her complement on a former occasion ; and several weeks after her capture, a letter was found dated in 1811, from the American Secretary of State, directing houses of rendezvous to be opened at Boston for the purpose of completing her crew to 443. This, too, was in a time of profound peace, when no Shannon was cruising, in defiance, off the harbour. See James's *Naval Occurrences*, pp. 235 and 236. The Shannon went into action with 276 officers, seamen, and marines, of her proper complement ; 8 recaptured seamen ; 22 Irish labourers, who had been but forty-eight hours in the ship, and only four of whom could speak English ; and 24 boys, of whom about 13 were under twelve years of age. See *id.* p. 228.

"Admiralty Office, 9th July, 1813.

"Sir,—I have had the pleasure of receiving and communicating to my Lords Commissioners of the Admiralty, a letter from Captain the Hon. T. B. Capel, of H. M. S. Hogue, enclosing a copy of his letter to you, and of that of Captain Broke to him, announcing the capture, in fifteen minutes, of the United States' frigate Chesapeake, of 49 guns and 440 men, by H. M. S. Shannon.

"My Lords have before had occasion to observe with great approbation, the zeal, judgment, and activity, which have characterized Captain Broke's proceedings since the commencement of the war; and they now receive with the highest satisfaction a proof of professional skill and gallantry in battle, which has seldom been equalled, and certainly never surpassed; and the decision, celerity, and effect, with which the force of H. M. S. was directed against the enemy, mark no less the personal bravery of the officers, seamen, and marines, than the high discipline and practice in arms to which the ship's company must have been sedulously and successfully trained.

"My Lords, to mark their sense of this action, have been pleased to direct a medal to be presented to Captain Broke;—Lieutenants Wallis and Falkiner, who, in consequence of the wound of Captain Broke, and the death of the gallant first Lieutenant, Watt, succeeded to the command of the Shannon and the prize, to be promoted to the rank of Commanders, and Messrs. Etough and Smith to that of Lieutenants; and my Lords will be glad to attend to the recommendation of Captain Broke in favor of the petty officers and men who may have particularly distinguished themselves.

"You will convey to Captain Broke, his officers and ship's company, these sentiments of their Lordships, with an expression of their satisfaction at hearing that the Captain's wound is not likely long to deprive his country of his valuable services. I am, Sir, your most obedient humble servant,

(Signed) "J. W. CROKER."

"To Admiral Sir John Borlase Warren, Bart., &c. &c. &c."

On the 2d Nov. following, Captain Broke was raised to the dignity of a Baronet of Great Britain, "in consideration of the distinguished zeal, courage, and intrepidity displayed by him in his brilliant action with the Chesapeake;" and in Feb. 1814, he received the royal permission to bear a crest of honorable augmentation to his family arms, together with the motto, "*Sævumque tridentem servamus.*"

It would be endless to detail the various instances of compliment and congratulation paid to Captain Broke, on account of this glorious achievement. The underwriters of Halifax, in Nova Scotia, presented him with the following address, Aug. 25, 1813:

"Sir,—The Committee of Underwriters of Halifax, on behalf of their constituents and themselves, composed of a number of the principal mer-

chants of the town, beg leave to offer their congratulations on your recovery, not in the ordinary style of addresses, but with heart-felt and unfeigned satisfaction and joy.

"We do not attempt to express at large our sense of your magnanimous and disinterested conduct, while engaged in the command of a squadron, or singly cruising after the enemy, lest it should appear like flattery, which neither our candour, nor our regard for your feelings, would allow us to offer; but we feel peculiar pleasure in observing the manner in which the Lords of the Treasury have marked such conduct, and their having recommended it to the notice of H. R. H. the Prince Regent, in the disposal of American prizes, condemned as droits of the crown. As Underwriters, we are more especially called upon to express our thankfulness for your exertions in our favor, under the pressure of such difficulties as you had to encounter, in recapturing and preserving some of our most valuable risks, and sending them home to us, even while in the face of the enemy; at the same time declining to send in valuable prizes, but preferring to destroy them, rather than weaken the force of your ship.

"To a late brilliant event we will only point in silent admiration, well knowing that our feelings are in perfect unison with those of the nation at large; the public expression of which, from the highest authority, no doubt awaits you, and the brave officers and crew of the Shannon. In further testimony of our esteem, we beg your acceptance of a piece of plate, value 100 guineas, which will be presented to you in London by a gentleman who was lately one of our number.

(Signed) "LAWRENCE HARTSHORNE, Chairman."

The Court of Common Council of London voted Captain Broke their thanks, with the freedom of the city, and a sword of 100 guineas value. The thanks of the corporation of Ipswich (the freedom of which he was by birth entitled to), were also presented to him, and a subscription opened by the gentry and other inhabitants of the county of Suffolk, for the purpose of purchasing him a piece of plate, which closed at an amount of about 730*l*. A convivial society at Ipswich, called "The Free and Easy Club," likewise subscribed 100 guineas for the purchase of a silver cup, bearing a chaste and unostentatious inscription.

On his return to England, the Shannon being found unfit for further service, Sir Philip Broke was offered the command of one of the new ships built to match the large American vessels, misnamed frigates; but his wound was not then sufficiently healed to allow of his immediately serving again. He was nominated a K. C. B. Jan. 2, 1815.

Sir Philip married, Nov. 25, 1802, Sarah Louisa, daughter

of Sir William Middleton, Bart., by whom he has several children. His second son, William, was unfortunately drowned Aug. 1, 1823. This promising youth had gone out alone fishing, and had been sitting upon the rails of a pond near his father's mansion, from which he must have fallen into the water, where he remained some time before he was discovered. No time was lost in having recourse to every means of recovery; but alas! they proved of no avail. Sir Philip has two brothers in the army.

Agents.—M'Inerheny, Esq.

FREDERICK LEWIS MAITLAND, Esq.

A Companion of the Most Honorable Military Order of the Bath; and a Knight Commander of the Neapolitan Order of St. Ferdinand and of Merit.

THIS officer is the third son of the late Hon. Frederick Maitland, Captain R. N. (uncle to the present Earl of Lauderdale *), by Margaret Deck, heiress and representative of the Makgills, a very old family of Rankeillor and Lindores, in Fifeshire.

He was born at Rankeillor, Sept. 7, 1777; commenced his naval career at an early age; and after serving for some time as a midshipman on board the *Martinsloop* of war, commanded by Captain George Duff, was removed into the *Southampton* frigate, where he continued under the command of the Hon. Robert Forbes, until promoted to the rank of Lieutenant in the *Andromeda* of 32 guns, April 5, 1795 †.

The *Southampton* was attached to Earl Howe's fleet in the memorable actions of May 28, 29, and June 1, 1794; and was subsequently ordered to attend on his late Majesty at Weymouth, where Mr. Maitland had the honor of acting as a sidesman to the royal family for a period of six weeks, during which they made daily excursions to sea in that ship.

* The Hon. Captain Maitland was a younger son of Charles, sixth Earl of Lauderdale, by Lady Elizabeth Ogilvy, daughter of James, fourth Earl of Findlater and Seafield, the last Lord High Chancellor of Scotland. He died Dec. 16, 1786, in his 57th year. The names of several other members of this noble family will be found at Vol. I. p. 840, and note at the bottom.

† Captain Duff was the same officer who fell at Trafalgar, when commanding the *Mars* 74. Captain Forbes was drowned in 1795.

From the *Andromeda*, Lieutenant Maitland removed into the *Venerable* 74, bearing the flag of Admiral Duncan ; with whom he continued till April 1797, when he proceeded to the Mediterranean station, for the purpose of joining Earl St. Vincent, who, out of friendship for his deceased father, had kindly offered to promote him whenever an opportunity should occur.

The flag-ship having her full complement of officers, Mr. Maitland was appointed first Lieutenant of the *Kingsfisher* sloop of war, in which vessel he assisted at the capture of many privateers belonging to the enemy ; one of which, *la Betsey*, a ship of 16 guns and 118 men, defended herself with considerable bravery, and had 9 of her people killed and wounded. Upon the prize-money for this vessel being distributed, the *Kingsfisher's* crew subscribed 50*l.* to purchase Lieutenant Maitland a sword, in token of their respect and esteem.

In Dec. 1798, the *Kingsfisher* was wrecked at the entrance of the Tagus, when proceeding to sea under the temporary command of Lieutenant Maitland *, who on his arrival at Gibraltar was tried by a court-martial, and honorably acquitted of all blame on the occasion of her loss. Immediately after his trial he was appointed Flag-Lieutenant to Earl St. Vincent, who had about that period taken up his residence on the rock.

In June 1799, the French and Spanish fleets, amounting to forty sail of the line, and upwards of thirty frigates and smaller vessels, formed a junction at Carthage, and on the 7th July were seen from Gibraltar close in with the Barbary shore. The Earl, then on the eve of his departure for England, sent Lieutenant Maitland in the *Penelope* armed cutter, to reconnoitre them. Anxious to gain the most accurate information, he stretched across the Gut with very light winds during the night, and at day-break on the 8th found himself nearly within gun-shot of the enemy's advanced ships, whose boats were instantly ordered, by signal from the Spanish Admiral Mazzaredo, to tow the *Vivo*, a brig of 16 guns, alongside the *Penelope* ; but the reception she met with was such as induced her soon to drop astern again. A breeze now springing up, the *N. S. del Carmen* frigate, mounting 42 guns,

* See note * at p. 184.

ran down, and placing herself about a cable's length on the cutter's weather-beam, opened a heavy fire, by which she was soon unrigged, and consequently rendered unmanageable. The *Penelope* being at length compelled to surrender, was boarded by an officer from the *Vivo*, who demanded Lieutenant Maitland's sword, but received a peremptory denial, the British colours having been struck to the frigate; a boat from which shortly arrived to take possession, and sent the *Vivo*'s away.

The *Penelope* had on board a sum of money, intended for Minorca, which it was not deemed advisable to remove, under the pressing urgency for her immediate departure from Gibraltar. When her crew found there was no chance of escape from the combined fleets, they made an attempt to plunder the treasure, which Lieutenant Maitland most honorably and successfully resisted, alleging, that as public property, it was the lawful prize of the captors.

Lieutenant Maitland was conveyed to the *Principe d'Asturias*, a Spanish first rate, bearing the flag of Admiral Gravina, who received him into his cabin, and treated him with the utmost kindness *. The day after his arrival at Cadiz, Admiral Mazzaredo sent his Captain to acquaint Lieutenant Maitland that he was too much occupied in refitting his ships to see him; but as they were to sail again in a few days, their departure from port should be immediately followed by his liberation. This promise was punctually performed, and he returned to Gibraltar without being exchanged, a compliment to his patron that must have afforded the noble Earl a considerable degree of gratification.

Soon after Earl St. Vincent's arrival at Portsmouth (Aug. 18, 1799), he heard of a death vacancy which had occurred in the Mediterranean previous to his quitting that station †; and

* Admiral Gravina had his flag on board the same ship in the battle of Trafalgar, and on that occasion received a wound, which, being improperly treated, deprived the Spanish navy of a brave commander and an excellent man.

† The vacancy alluded to was occasioned by the death of Captain Ralph Willet Miller, who lost his life by the explosion of some shells on board the *Theseus* 74, in May 1799; see *Nav. Chron.* v. II. p. 580, *et seq.* Captain Maitland's commission as a Commander was dated back to June 14, in the same year.

claiming his privilege as commander-in-chief at the time the event took place, signed a commission, promoting Lieutenant Maitland, who had accompanied him home, to the rank of Commander in the *Camelion* sloop of war, which vessel our officer joined off El Arish, in time to be present at the signing of a convention between the commissioners appointed by General Kleber and the Grand Vizier, having for its object the evacuation of Egypt by the French republican army*.

This treaty was acceded to by Sir W. Sidney Smith, and a copy thereof brought home overland by Captain Maitland †, who soon after rejoined his sloop in the Mediterranean, where he made several captures; and on the 10th Dec. 1800, was appointed by Lord Keith to the *Waassenaar* 64, armed *en flute*; but as that ship was lying at Malta, unfit for service, he obtained his Lordship's permission to accompany the expedition then preparing against the French in Egypt, where his conduct in command of the armed launches employed to cover the landing of Sir Ralph Abercromby's army, and in the subsequent battles of March 13 and 21, 1801, obtained him the thanks of the naval and military commanders-in-chief.

An account of the debarkation will be found in our memoir of the Hon. Sir Alexander Cochrane ‡: the following is an outline of what followed:

After the defeat of the enemy on the 8th, Sir Ralph Abercromby advanced three miles on the neck of sand lying between the sea and the lake of Aboukir, leaving a distance of about four miles between the British and French camps. In this position the hostile forces remained till the 13th, when the republicans were attacked and driven back to their lines before Alexandria. On this occasion the flotilla under the command of Captains Maitland and Hillyar accompanied the

* See Vol. I. p. 312.

† Captain Maitland having conveyed the intelligence to Lord Keith, then at Malta, was ordered by his Lordship to proceed home overland, in company with Major Douglas of the marines. In the mean time General Kleber, rendered desperate by the refusal of Lord Keith to ratify the treaty, re-commenced hostilities, defeated the Turks, and regained many important posts which he had either evacuated or left in an ungarrisoned state, and from whence his troops were not expelled until the arrival of a British army in the following year.

‡ See Vol. I. note † at p. 259.

army, and covered its wings on the lake of Aboukir and the sea. Seven days afterwards a column of French infantry and cavalry entered Alexandria by the Cairo gate, and an Arab chief sent a letter to the commander of the naval battalion serving on shore, informing him of the arrival of General Menou, and that it was his intention to attack the British camp next morning. Although this intelligence did not receive much credit at head-quarters, it was soon amply confirmed, as will be seen by Sir W. Sidney Smith's letter to Lord Keith, dated Mar. 22, a copy of which we here present to our readers :

" My Lord,—The menaced attack of our whole line, as announced by the friendly Arab, whose letter I transmitted to the commander-in-chief, and to your Lordship, took place just before day-light yesterday morning. The army was under arms to receive the enemy; the same order, steadiness, and courage, which gave victory to our excellent army on the two former occasions, have again given us a most complete one. The enemy have been repulsed with great loss, such as ought to make General Menou, who commanded in person, respect our troops too much to risk a second attempt of the kind; at all events we are prepared to receive him. I was in too much pain to enter into any details in writing last night, having received a violent contusion from a musket-ball, which glanced on my right shoulder. The pain has subsided, and I am enabled, by the surgeon's report to say, that if the fever does not increase, I may still continue my duty, which I am particularly anxious to do at this crisis of our affairs, when either another battle, or a happy issue to the negotiation your Lordship has been pleased to authorise me to enter into in your name, conjointly with Sir Ralph Abercromby, must bring them to a speedy conclusion. I am apprehensive lest matters should be delayed by the absence of that excellent man, the wounds he has received having been found to be worse than he would at first admit. I met him in the field, in a most perilous situation, surrounded by French dragoons, with the sword of their commanding officer in his hand, which he had wrested from him, after having received a thrust, which glanced on his breast. I gave his excellency my horse, of course*. General Stewart's brigade brought down most of the French horsemen singly, who were coming back through the interval in our line, and making off, having been roughly handled by the 42d regiment. The Swiftsure's seamen secured me a horse among those of the French dragoons. The push was a most desperate one on the part of the enemy; but General Moore's brigade, as usual, found itself equal to bearing the brunt of it. Enclosed are a series of letters from General Menou and the chief of the French staff, to General Roiz, together with

* Sir Ralph Abercromby's mortal wound was occasioned by a musket-ball in the upper part of his thigh. See p. 38.

the general orders for the attack, found on the field of battle ; which prove that the enemy had assembled all the force they could spare from the defence of Cairo, particularly cavalry, in order to make a decisive action of this : they have bought the experience of their inferiority dearly. Our position was precisely the same as that we drove them from on the 13th. I cannot conclude this without expressing my approbation of the manner in which Captain Maitland executed the orders I gave him, to place himself with his armed vessels on the sea-side, so as to flank the front of our redoubt on the right, the attack on which was considerably checked when his fire opened on the enemy's left wing. The attack on our left having been a mere feint, Captain Hillyar, who commanded the armed flat-boats on the lake, had no opportunity of renewing his exertions on that side. Captain Riboulean, the captains, officers, and seamen attached to the field-pieces in the line, behaved with their usual energy and bravery : they have been indefatigable in the execution of all the arduous duties required of them, and merit your Lordship's approbation. The weight of the attack bearing on the right, Captain Guion, Lieutenant Davies, &c., and those on that wing, had the greatest opportunity of distinguishing themselves. The Turkish marines are landing *, and the natives come in ; both naturally look to the person who has been so long invested with authority from their sovereign, and the re-opening of the market has been the first good effect of this victory. The preservation of harmony and good order, and the due administration of justice, occupy me at present †. I have the honor to be, &c. &c.

(Signed)

" W. SIDNEY SMITH."

" To Admiral Lord Keith, K. B."

The battle of Alexandria may be said to have decided the fate of Egypt, although the campaign was not brought to a final close till September following ; and it is rather a singular circumstance, that Captain Maitland's post commission was confirmed by the Admiralty on the very day that this great victory was achieved ‡.

In the ensuing month Captain Maitland was appointed *pro tempore* to the Dragon 74, forming part of the squadron that

* A Turkish squadron had arrived in Aboukir Bay on the 18th, and the castle of that name surrendered on the same day.

† Captain Maitland and the other officers named in the above letter had previously been highly praised by Sir W. Sidney Smith in his despatch relative to the battles of March 8 and 13, a copy of which will be given in another part of the present volume.

‡ Captain Maitland, on his return to the Mediterranean, after carrying home the treaty of El Arish, took out an order for his promotion ; but although Lord Keith attended to it so early as Dec. 10, 1800, he was not confirmed in his post rank until Mar. 21, 1801.

had arrived on the Egyptian coast in quest of M. Gantheaume *; and he continued to command that ship, under the orders of Sir John Borlase Warren, till August following, when he was removed to la Carrere, a French frigate taken near Elba †.

Captain Maitland remained in the Mediterranean till the peace of Amiens; paid off la Carrere Oct. 4, 1802; and eleven days afterwards was appointed, by his steady friend Earl St. Vincent, to the Loire, a remarkably fine frigate, mounting 46 guns.

During the night of June 27, 1803, two boats of the Loire, commanded by Lieutenants Francis Temple and John Bowen, boarded in a most gallant manner, and after a very severe conflict of nearly ten minutes on her deck, carried the French national brig *Venteux*, of four long 18-pounders, six brass 36-pr. carronades, and 82 men, lying close under the batteries of the Isle of Bas, where she had been stationed to guard the coast, and regulate the convoys of stores, &c. bound to Brest. The British, in performing this brilliant exploit, had 1 warrant officer and 5 men badly wounded. The *Venteux's* loss consisted of her second Captain and 2 seamen killed, her commander, the remainder of her officers (4 in number) and 8 men wounded.

On the 16th Mar. 1804, Captain Maitland captured the Braave French ship privateer, of 16 guns and 110 men, on the Irish station. In August following, while cruising for the protection of the homeward bound convoys, he had the good fortune to fall in with, and after a pursuit of twenty hours, and a running fight of fifteen minutes, capture the *Blonde* of thirty 9-pounders, and 240 men, 2 of whom were mortally, and 5 others badly wounded. The Loire on this occasion had a Midshipman and 5 men wounded ‡.

On the 12th May, 1805, Captain Maitland, being in lat. 43° 20' N., long. 19° 20' W., discovered a squadron consisting of one 3-decker, four 2-deckers, three frigates, and two brigs; and having ascertained them to be French ships, kept

* See p. 232.

† See Vol. I. p. 431.

‡ The *Blonde* was a frigate-built privateer, belonging to Bourdeaux. Since the renewal of the war she had been of very great annoyance to our trade; and some time previous to her falling in with the Loire, captured a British sloop of war. See Captain HENRY GORDON.

company till after dusk, when he made sail for Ferrol ; off which place he joined Sir Robert Calder on the evening of the 16th, carrying with him an account of his own track, the course steered by the enemy, and the position he judged them to be in at that time. Upon the receipt of this intelligence, the Vice-Admiral stood to the northward with one second rate, five 2-deckers, the Loire, and one other frigate ; but at noon the next day, not seeing the French squadron, and considering his orders to relate more particularly to the enemy's ships in Ferrol, he despatched Captain Maitland to the fleet off Brest, and returned himself to his station. The following day, the Loire boarded a brig which had seen the enemy on the 17th, not more than fourteen or fifteen leagues from the spot where Sir Robert had given up the chase. By this unfortunate step the French ships were enabled to reach Rochefort without molestation.

The following official letters from Captain Maitland, afford another proof of his indefatigable exertions for the good of the public service ; and, at the same time, evince his anxiety to do justice to the merits of his officers and crew :

“ Loire, off Cape Finisterre, June, 2, 1805.

“ Sir,—I have to inform you, that, after delivering the despatches Lord Gardner charged me with to Sir Robert Calder, in stretching to the westward to regain my station, a small vessel was discovered standing into the bay of Camarinas, to the eastward of Cape Finisterre. Being quite calm after dark, I sent the launch and two cutters, under Mr. Yeo, first Lieutenant, assisted by Lieutenant Mallock of the Marines, and Messrs. Clinch, Herbert, and Mildridge, Midshipmen, to endeavour to bring her out. From the intricacy of the passage, the boats did not get up till break of day, when they found two small privateers moored under a battery of 10 guns ; undaunted, however, by a circumstance so little expected, Mr. Yeo ordered the launch, commanded by Mr. Clinch, to board the smallest, while he, with the two cutters, most gallantly attacked and carried the largest, a felucca armed with three 18-pounders, four 4-pr. brass swivels, and 50 men.

“ The launch had the same success in her attack ; the fort immediately opened a fire ; so ill-directed, however, as to do little damage. Being still perfectly calm, close under the guns of the battery, and no possibility of receiving assistance from the ship, Mr. Yeo was under the painful necessity of abandoning the smallest vessel, a lugger of two 6-pounders and 32 men, to secure the felucca ; which, I am happy to add, was effected with only 3 men slightly wounded.

“ The loss on board the lugger cannot be ascertained. When the crew

of the felucca was mustered, 19 out of 50 were missing, some of whom had jumped overboard, but the greatest part were killed by the pike, there being no weapons used but the pike and sabre. When we call to mind the inequality of force, officers included, there being not more than 35 of the Loire's opposed to 82 Spaniards, with their vessels moored to the walls of a heavy battery, it must be allowed to confer the greatest credit on the officers and men employed on the service.

"Mr. Yeo, in coming out, took possession of three merchant vessels; but finding their cargoes consisted only of small wine for the enemy's squadron at Ferrol, I have destroyed them. The name of the privateer captured, is the *Esperanza*, alias *San Pedro*, of *Corunna*. She is quite new, only out four days, and was victualled and stored for a cruise of one month. Mr. Yeo assures me that he was assisted by Mr. Mallock with the greatest bravery, and gives the highest praise to Mr. Clinch for the gallantry and promptness with which he carried his orders into execution in the launch. He also speaks in the warmest terms of the officers and other men under his command. I have the honor to be, &c. &c.

(Signed) "FRED. L. MAITLAND."

"To Rear-Admiral Drury, &c. &c., Cork."

"Loire, Muros Road, Spain, June 4, 1805.

"Sir,—Being informed that there was a French privateer of 26 guns, fitting out at Muros, and nearly ready for sea, it struck me, from my recollection of the bay, (having been in it formerly, when Lieutenant of the *Kingsfisher*,) as being practicable either to bring her out or destroy her, with the ship I have the honor to command. I accordingly prepared yesterday evening for engaging at anchor, and appointed Mr. Yeo, with Lieutenants Mallock and Douglas, of the marines, and Mr. Clinch, Master's-Mate, to head the boarders and marines, amounting, officers included, to 50 men, (being all that could be spared from anchoring the ship and working the guns) in landing and storming the fort, though I then had no idea its strength was so great as it has proved. At nine this morning, on the sea breeze setting in, I stood for the bay in the ship, the men previously prepared, being in the boats ready to shove off. On hauling close round the point of the road, a small battery of 2 guns opened a fire on the ship; a few shot were returned; but perceiving it would annoy us considerably, from its situation, I desired Mr. Yeo to push on shore and spike the guns; reminding the men of its being the anniversary of their Sovereign's birth, and that, for his sake, as well as their own credit, their utmost exertions must be used. Though such an injunction was unnecessary, it had a great effect in animating and raising the spirits of the people. As the ship drew in, and more fully opened the bay, I perceived a very long corvette, of 26 ports, apparently nearly ready for sea, and a large brig of 20 ports, in a state of fitting; but neither of them firing, led me to conclude they had not their guns on board, and left no other object to occupy my attention, but a heavy fort, which at this moment opened to our view, within less than a quarter of a mile, and began a wonderfully well-directed fire, almost every shot taking place in the hull. Perceiving

that, by standing further on, more guns would be brought to bear upon us, without our being enabled to near the fort so much as I wished, I ordered the helm to be put down ; and when, from the way she had, we had gained an advantageous position, anchored with a spring, and commenced firing. Although I have but little doubt that, before long, we should have silenced the fort, yet from the specimen they gave us, and being completely embrasured, it must have cost us many lives, and caused great injury to the ship, had not Mr. Yeo's gallantry and good conduct soon put an end to their fire.

" I must now revert to him and the party under his command. Having landed under the small battery on the point, it was instantly abandoned ; but hardly had he time to spike the guns, when, at the distance of a quarter of a mile, he perceived a regular fort, ditched, and with a gate, which the enemy (fortunately never suspecting our landing) had neglected to secure, open a fire upon the ship ; without waiting for orders he pushed forward, and was opposed at the inner gate by the Governor, with such troops as were in the town, and the crews of the French privateers. From the testimony of the prisoners, as well as our own men, it appears that Mr. Yeo was the first who entered the fort ; with one blow laid the Governor dead at his feet, and broke his own sabre in two ; the other officers were dispatched by such officers and men of ours as were most advanced, and the narrowness of the gate would permit to push forward : the remainder instantly fled to the further end of the fort, and from the ship we could perceive many of them leap from the embrasures upon the rocks, a height of above 25 feet : such as laid down their arms received quarter. For a more particular account of the proceedings of Mr. Yeo and his party, I beg leave to refer you to his letter enclosed herewith, and I have to request you will be pleased to recommend him to the notice of the Lords Commissioners of the Admiralty ; being a very old officer ; and in the two late instances, he has displayed as much gallantry as ever fell to the lot of any man. He speaks in the strongest language of the officers and men under his command on shore : and I feel it but justice to attribute our success wholly to their exertions ; for, although the fire from the ship was admirably directed, the enemy were so completely covered by their embrasures, as to render the grape almost ineffectual.

" The instant the Union was displayed at the fort, I sent and took possession of the enemies' vessels in the Road, consisting of the *Confiance* French ship privateer, pierced for 26 twelves and nines, none of which, however, were on board ; the *Belièr*, French privateer brig, pierced for 20 eighteen-pounder carronades ; and a Spanish merchant brig in ballast. I then hoisted a flag of truce, and sent to inform the inhabitants of the town, that if they would deliver up such stores of the ship as were on shore, there would be no further molestation. The proposal was thankfully agreed to. I did not, however, think it advisable to allow the people to remain long enough to embark the guns, there being a large body of troops in the vicinity. A great many small vessels are in the bay, and hauled up on the beach. None of them having cargoes of any value, I conceive

it an act of inhumanity to deprive the poorer inhabitants of the means of gaining their livelihood, and shall not molest them. On inspecting the brig, as she had only the lower rigging over head, and was not in a state of forwardness, I found it impracticable to bring her away, and therefore set fire to her: she is now burnt to the water's edge. I cannot conclude my letter without giving the portion of credit that is their due to the officers and men on board the ship. They conducted themselves with the greatest steadiness and coolness; and although under a heavy fire, pointed their guns with the utmost precision, there being hardly a shot that did not take effect. To Lieutenants Lawe and Bertram I feel much indebted, as well as to Mr. Shea the Purser, (who volunteered his services, and to whom I gave the charge of the quarter-deck carronades in Mr. Yeo's absence,) for the precision and coolness displayed by the men under their command in pointing the guns, as well as the exact attention paid to my orders, and ceasing to fire the instant the union jack made its appearance on the walls, by which, in all probability, the lives of several of our men were saved. Mr. Cleverly, the Master, brought the broadside to bear with much quickness and nicety, by means of the spring. I send you herewith a list of our wounded on board and ashore, with one of the enemies' killed and wounded, and an account of their force at the commencement of the action. I have been under the necessity of being more detailed than I could wish; but it is out of my power, in a smaller compass, to do justice to the exertions and conduct of the officers and men employed on the different services. It is but fair at the same time to state that, much to the credit of the ship's company, the Bishop and one of the principal inhabitants of the town came off to express their gratitude for the orderly behaviour of the people, there not being one instance of pillage; and to make offer of every refreshment the place affords.

"I am now waiting for the land breeze to carry us out, having already recalled the officers and men from the fort, the guns being spiked and thrown over the parapet, the carriages rendered unserviceable, and the embrasures, with part of the fort, blown up. I have the honor to be, &c. &c.

(Signed) "FRED. L. MAITLAND *."

"Rear Admiral Drury."

* From the returns alluded to in the above letter, we find that Lieutenant Yeo, Mr. Clinch, 3 seamen, and 1 marine were slightly wounded on shore; and 2 seamen dangerously, 2 very severely, and 5 slightly wounded on board.—Total, 2 officers, 12 seamen, and 1 marine wounded. The fort contained twelve Spanish 18-pounders, mounted on travelling carriages, 22 soldiers, several gentlemen and townsmen volunteers, and about 100 of the Confiance's crew. The battery on the point, two 18-pounders, 8 artillery-men, and 10 other Spaniards. The enemy's loss amounted to 12 officers and men slain, and 30 wounded. Forty barrels of powder, 2 small brass guns, and 50 stand of arms, were brought off by the assailants. The

Three weeks after this dashing affair, Captain Maitland captured *le Vaillant*, of Bourdeaux, a frigate-privateer, mounting 24 eighteen-pounders, and 6 sixes, with a complement of 240 men. On the 27th of the same month, the Common Council of the city of London voted him their thanks for his distinguished conduct in Muros Bay. About the same period he also received an elegant sword from the Committee of the Patriotic Fund at Lloyd's; and on the 18th Oct. following, the Mayor and Corporation of Cork unanimously resolved to present him with the freedom of that city, in a silver box, as a reward for his zeal and gallantry displayed on many occasions in the public service, and for his unremitting and successful exertions for the protection of the Irish trade.

On the 13th Dec. 1805, the *Loire*, accompanied by the *Alcmene* frigate, fell in with the Rochefort squadron, consisting of six sail of the line, three frigates, and three corvettes. Captain Maitland immediately sent the *Alcmene* to the fleet off Brest, himself keeping company with the Frenchmen. Being to leeward, and desirous of obtaining the weather gage, as the safest situation for his own ship, he carried a heavy press of sail, and in the night of the 14th, having stretched on as he thought sufficiently for that purpose, put the *Loire* on the same tack as they were. About 2 A. M. it being then exceedingly dark, he found himself so near one of the largest ships as to hear the officer of the watch giving his orders. As the noise of putting about would have discovered the *Loire's* situation, Captain Maitland very prudently abstained from doing so, until by slacking the lee braces and luffing his ship in the wind, the enemy had drawn sufficiently ahead. At day-light he had the satisfaction to observe them 4 or 5 miles to leeward; and although he was chased both on that and the following day by a detachment from the enemy's squadron, he returned each evening and took his station on the French Admiral's weather beam, sufficiently near to keep sight of them till the morning. During the night between the 16th and 17th, several large ships were seen to windward running down, and which, on perceiving the *Loire* and those to leeward, was 116 feet long on the main-deck, 30 feet wide, measured about 450 tons, and was to have sailed for India in a few days, with a complement of 300 men.

ward of her, made such signals as proved them also to be enemies. Captain Maitland had now no alternative but to make sail in order to get from between those two squadrons; the latter of which afterwards proved to be from Brest, and was the same that Sir J. T. Duckworth encountered off St. Domingo, on the 6th Feb. 1806*.

The last service performed by Captain Maitland in 1805, was that of capturing, in company with the *Egyptienne* frigate, *la Libre* of 40 guns and 280 men, which ship surrendered after an obstinate resistance of half an hour, during which she had 20 men killed and wounded, and received so much damage that all her masts fell soon after the British had taken possession of her. The *Loire* on this occasion, although the first in action, had not a man hurt; but 8 of her consort's crew were wounded, 1 of whom mortally. Captain Maitland took the French frigate in tow, and arrived with her at Plymouth Jan. 4, 1806, eleven days after the action. On the 22nd April following, he captured the *Princess of Peace*, Spanish privateer, pierced for 14 guns, mounting one long 24-pounder, with a complement of 63 men.

On the 24th July, 1806, the *Loire* fell in with another French squadron, consisting of four frigates, and used every effort to close with them, but without being able to get nearer than 8 or 9 miles, the enemy having hauled to the wind as soon as they made her out to be a ship of war. The night proving dark and stormy, Captain Maitland steered for the rendezvous of Sir Richard Kents' squadron, 50 leagues west of Belleisle, and having met with that officer on the 27th, was making his report to him on the *Superb's* quarter-deck, when the enemy were discovered by the ships to windward. Chase was immediately given; but the day being far advanced, the *Mars* alone kept sight of them, and the next evening succeeded in cutting off *le Rhin*, of 44 guns and 318 men †.

* See vol. I. p. 261. The French squadrons do not appear to have recognized each other as friends; if that had been the case it is more than probable they would have formed a junction; instead of which the Rochefort ships returned to port immediately, while those from Brest proceeded direct to the West Indies.

† See vol. I. p. 726.

On the 28th Nov. following, Captain Maitland was appointed to the *Emerald*, a 36-gun frigate; and in April 1807, we find him capturing the *Austerlitz* French privateer, of 14 guns and 96 men; and a Spanish polacre from *la Guira*, laden with cocoa, bark, indigo, &c. He also recaptured the *Zulema*, an American ship, which had been taken by a French privateer. In July of the same year he took an American brig, having on board 90 men belonging to the French ships in the Chesapeake.

The following extracts from a letter addressed by Captain Maitland to Admiral Lord Gardner, dated March 14, 1808, contain an account of a gallant exploit, which reflects credit on all concerned, for their undaunted spirit and perseverance:—

“ My Lord,—I beg to state that, having fulfilled the first part of your Lordship’s order, bearing date the 13th ult., I was proceeding to communicate with the commanding officer off Ferrol, when, in running along shore about 5 o’clock yesterday afternoon, a very large schooner was discovered at anchor in Vivero harbour, with a French ensign and pendant flying. Though I had never been in that port, from its appearance, and the place laid down in *Tofino’s* chart, it seemed to me not a very difficult matter either to bring her out or destroy her. It was late in the day for such an undertaking; but as we had a full moon, and alarm guns were firing from the forts and schooner, I without hesitation decided on putting it instantly into execution, as they would doubtless have been better prepared for our reception had it been deferred till morning. At about 5^h 30’ P. M. the first fort on the right going in, mounting eight 24-pounders, opened on the ship, as did the other, containing five of the same calibre, on the left, as soon as she was within range. As I saw it was impossible to place the ship in a situation to act upon both batteries at the same time, I sent the first Lieutenant, Mr. Bertram, accompanied by Lieutenants Meek and Husband, of the marines, and Messrs. Mildridge and Saurin, Master’s-Mates, to storm the outer fort, and proceeded with the ship as near the other, which was about a mile farther in, as the depth of water would allow, where she was placed, the sails furled, &c. I sent Mr. W. Smith, the third Lieutenant, with another party, to endeavour to spike the guns of the fort, then engaged with the *Emerald*; Mr. Bertram having happily succeeded in driving the Spaniards out of the battery he had been sent to attack, and spiked the guns. Lieutenant Smith, almost immediately on landing, was opposed by a party of soldiers, most of whom fell, and their officer among the number; but before they were completely subdued they had led him a considerable distance into the country, being by that time quite dark, and from the nature of the ground, having been obliged to land nearly a mile from the fort, he was

under the necessity of returning without finding it, as it had been silenced a considerable time by our fire ; it opened again, however, about ten o'clock, and continued engaged with the ship till near midnight, when she was out of range.

"While these occurrences were taking place, Mr. Bertram with his party had walked on over land, and joined Mr. Baird, the Midshipman, who had been sent to take possession of the schooner which had run on the rocks, as soon as she had made out our determination of entering the port. On the road, he was met by a part of the schooner's crew, consisting of about 60 men ; they gave and received a discharge of musketry, but on our people advancing with the pike and bayonet, took to flight, leaving several dead on the road. Mr. Bertram's anxiety to save the schooner induced him to persevere, for several hours, in attempting to get her off (which was rendered impracticable from her having gone on shore at high water), during which time a large body of infantry had been collected, and galled our men so excessively with musketry, that it became absolutely necessary to set her on fire, which was accordingly done about one A. M., when she soon blew up, and at day-light there was not a vestige of her to be seen. From the papers I have in my possession, the schooner appears to have been *l'Apropos*, commanded by Mons. Lagary, Lieutenant de Vaisseau, who had arrived with despatches from the Isle of France, on the 24th Dec. ; she mounted twelve 8-pounder carronades, but pierced for 16 guns, with upwards of 70 men. She had yesterday put to sea, but returned to an anchor on a signal being made for an enemy. She appeared to me the largest schooner I ever saw ; our officers inform me she must have been upwards of 250 tons burthen, copper-bottomed, and in all respects a most complete vessel. * * * *. The *Emerald's* damages are trifling to what might have been expected, which I account for by the enemy not being able to distinguish where the shot fell ; and having taken a bad elevation, most of them passed over her. When the boats returned, after firing the schooner, we weighed, and had the good fortune to obtain a light air of wind, that sent us just out of the reach of the batteries, when we were obliged again to anchor, otherwise our situation this morning would have been by no means pleasant, as the Spaniards must by that time have unsiked the guns in the outer fort, and at day-light six gun-boats were seen pulling from the westward. About 8 A. M. a light breeze springing up, we weighed and made sail towards them. When within about two gun-shots of the enemy, it again fell perfectly calm, and they had the temerity still to row for us. Finding the ship's broadside could not be kept towards them by the boats, I ordered the anchor to be let go with a spring, and when within reach of grape, opened a fire, which they received and returned with tolerable spirit for about half an hour, when they made the best of their way into Veres Bay ; and as several shot were seen to strike them, I have no doubt they were considerably damaged ; the total want of wind prevented me from following and destroying them. I cannot conclude this letter, my Lord, without once more expressing how highly I apprehend the behaviour of every

officer and man in the ship I have the honor to command*, during a most arduous and fatiguing service, that lasted for 18 hours, the whole of which time they were either at their guns or expecting every instant to be called to them. Our loss, I am extremely sorry to say, is very great in killed and wounded, and most of them the best men in the ship. What the enemy's may be, from the nature of the service it is impossible to ascertain, though we know it to be very considerable †."

On the 21st March, 1809, Captain Maitland captured l'Enfant de Patria of 640 tons, 8 guns, and 60 men; and two days afterwards, l'Aventurier of 4 guns and 30 men. These vessels were letters of marque; the former bound to the Isle of France, and the latter to the relief of Guadaloupe. In the following month, the Emerald was attached to the fleet under Lord Gambier, and formed part of the advanced squadron at the destruction of four French 2-deckers in Aix Roads ‡.

From this period, Captain Maitland continued to cruise with his usual activity; and previous to his quitting the Emerald, he was fortunate enough to add the following vessels to his already long list of captures:

Two French letters of marque, one of 4 guns, bound to Guadaloupe with a small reinforcement for the garrison of that island; the other of 4 guns and 26 men, coming from thence with a cargo of coffee and other colonial produce. L'Incomparable, brig privateer of eight 6-pounders and 60 men; this vessel, when discovered, was in the act of capturing an English merchant brig. Le Fanfaron, national corvette of 16 guns and 113 men, commanded by a Capitaine de frigate, bound to Guadaloupe, with a cargo of flour, salt provisions, &c. &c. Le Belle Etoile letter of marque of 350 tons, 8 guns (pierced for 20) and 56 men, laden with wine, flour, oil, and various other merchandise, bound to the Isle of France; and l'Auguste, a remarkably fast sailing ship privateer, of 18 guns and 130 men.

Captain Maitland's next appointment was, June 3, 1813, to the Goliah, a cut down 74 §; in which ship he served about twelve months, on the Halifax and West India stations.

* The enlogiums bestowed by Captain Maitland upon his officers in a former part of this letter, are purposely omitted. They will appear in our memoir of Captain CHARLES BERTRAM.

† The Emerald had 9 men killed, Lieutenant Bertram, the two marine officers, Mr. Mildridge, 11 men, and 1 boy wounded.

‡ See p. 318, and Vol. I. p. 84.

§ The Goliah, originally a 74 of the smallest class, mounted twenty-eight long 32-pounders, the same number of 42-pr. carronades, and two long twelves, making 58 guns on two flush decks.

The *Goliah* being found very defective, was paid off at Chatham in Oct. 1814; and on the 15th of the ensuing month, Captain Maitland was appointed to the *Boyne*, a second rate, fitting at Portsmouth for the flag of Sir Alexander Cochrane, commander-in-chief on the coast of America*. In Jan. 1815, he proceeded to Cork, and collected a large fleet of transports and merchant vessels; but owing to a continuance of strong westerly winds, was detained at Cove till the return of Napoleon Buonaparte from Elba, when his orders were countermanded, and he was removed to the *Bellerophon* of 74 guns.

Captain Maitland sailed from Cawsand Bay, in company with a squadron under Sir Henry Hotham, May 24, 1815; and was soon after sent by that officer to watch the motions of two French frigates and two corvettes, lying at Rochefort, off which place he detained a transport, having on board nearly 300 soldiers from Guadaloupe.

The battle of Waterloo terminated the military career of Buonaparte, who, it will be remembered, fled from the scene of carnage, leaving his unfortunate partisans to shift for themselves. Finding on his arrival at Paris that a speedy retreat from the French territory was the only means of ensuring his personal safety, the usurper proceeded from the metropolis to Rochefort, where he formed numerous plans for his escape by sea; the whole of which were happily frustrated by the vigilance of Captain Maitland and the detachment under his orders. The hopes of Napoleon being now at an end, he endeavoured to stipulate for his future treatment, but in vain; Captain Maitland informing him that he had no authority whatever for granting terms of any sort; and that he could do nothing more than convey him and his suite to England, to be received in such a manner as H. R. H. the Prince Regent might think proper. Thus situated, the fugitive at length resolved to throw himself on the generosity of "*the most powerful, the most constant, and the most generous of his enemies* †;" and accordingly surrendered *unconditionally* to Captain Maitland, on the 15th July.

* On his arrival in America, Captain Maitland was to have been removed into a 2-decker.

† See the ex-Emperor's celebrated letter to H. R. H. the Prince Regent, wherein he compares himself to Themistocles, dated at Rochefort, July 13, 1815.

The subject of this memoir had thus the good fortune to take captive and convey to the shores of Great Britain, a man who had been for so many years the scourge of Europe, and destroyer of the human race. Buonaparte's subsequent removal from the *Bellerophon*, his transportation to St. Helena, and dissolution, have already been recorded *. Previous to his quitting that ship, he sent one of his attendants to her commander, proposing to present him with a gold box, containing his portrait set with diamonds, the value of which was said to be 3000 guineas ; but the offer was declined by Captain Maitland, who some time afterwards addressed the following letter to the printers of the "Edinburgh Annual Register," correcting several mistatements contained in that publication respecting his prisoner :

"I must state, that Buonaparte never conducted himself with arrogance whilst he was on board the ship which I commanded. He knew the world too well, and was aware he could not have adopted a measure more likely to defeat any wish he might have entertained, of being considered as a crowned head ; but, in fact, he never attempted to exact such respect ; and so far from its being shewn to him, he had not even the honors due to a General-Officer paid on his coming on board the *Bellerophon* ; any honors that could be construed into those due to the former rank he had held, did not originate with me, and certainly were not demanded by him. Where the other paragraph could originate I am at a loss to conceive, as I can assert most solemnly, that at no period in my presence (and I was the only person in the ship who had direct communication with him, his own people excepted) did he ever threaten to commit suicide. It is true, some of his attendants hinted that he would be guilty of that crime—whether with his concurrence or not, I cannot pretend to say ; but when the question was put to them by me, if he had ever said he would put himself to death, they acknowledged he had not ; and the expression they had construed into that threat was, that he had determined not to go to St. Helena ; and if I may be allowed to judge from the sentiments he expressed on the subject, it was an act he never had in contemplation †."

* See Vol. I. p. 527, and note *, at p. 721.

† Buonaparte arrived in Torbay nine days after his surrender ; from thence proceeded to Plymouth, off which port he was removed to the Northumberland on the 7th August.

His fate is no doubt still deplored by the remainder of the revolutionary factions in England and France ; but certainly not by any patriotic individual of either country. We ourselves feel much greater regret for the poor *Bellerophon*, a ship which after contributing in an eminent degree to the defeat of our implacable enemy in the three great battles of June 1,

Early in Oct. 1818, Captain Maitland was appointed to the *Vengeur* 74, intended to bear the flag of Rear-Admiral Otway on the Leith station; but in June, 1819, two line-of-battle ships being required for the service in South America, she was directed to proceed thither under the orders of Sir Thomas M. Hardy, with whom she sailed from Spithead on the 9th Sept. In the preceding month, Captain Maitland had the honor of dining twice with his present Majesty, then on an aquatic excursion.

The *Vengeur* being recalled in 1820, conveyed Lord Beresford from Rio de Janeiro to Lisbon, where she arrived on the 10th Oct. † From thence she was ordered to Naples, where Captain Maitland received the King of the two Sicilies on board for a passage to Leghorn, on his way to attend the Congress at Laybach.

His Majesty arrived at Leghorn, Dec. 20, and expressed his sense of Captain Maitland's great attention during a very unfavorable passage of seven days, by *personally* investing him, immediately after his landing, with the insignia of a Knight Commander of the Order of St. Ferdinand and of Merit; in addition to which, he presented him with a very valuable gold box, containing his portrait set round with large diamonds, and wrote a most handsome letter, respecting the treatment he had received, to Vice-Admiral Sir Graham Moore, commander-in-chief on the Mediterranean station. The King likewise, through Captain Maitland, presented the Hon. Captain Pellew, of the *Revolutionnaire*, with a gold snuff-box, having the initial letter F on the lid; and a similar token of his regard to the commander of the French frigate, *Duchesse de Berri*, both of which ships formed part of his escort. He also ordered six thousand ducats to be distributed among their respective crews, *viz.* three thousand to the *Vengeur*, and fifteen hundred to each of the frigates.

1794, Aug. 1, 1798, and Oct. 21, 1805, (see Vol. I. p. 509, 270, and 205), besides performing other services of importance, was at length doomed, like the rock of St. Helena, to become a receptacle for the outcasts of society. She is now used as a *dépôt* for convicts at Sheerness.

† The Revolution in Portugal commenced a short time previous to the *Vengeur's* arrival in the Tagus; and Lord Beresford being refused permission to land, was obliged to return to England in a packet.

The *Vengeur* arrived at Spithead from the Mediterranean, March 29, 1821; and being found defective, was paid off at Sheerness May 18th following; on which day Captain Maitland commissioned the *Genoa* 74, as a guard-ship at that port, where he continued until Oct. 3d in the same year: on which day he was superseded by Sir Thomas Livingston, in consequence of his having completed the usual period of service on the peace establishment. Previous to their separation, the Midshipmen of the *Genoa* presented him with a very elegant sword, as a mark of their respect and esteem.

Captain Maitland married, in April 1804, Catherine, second daughter of Daniel Connor, Esq., of Ballybricken, in the county of Cork. He was nominated a Companion of the Bath in 1815*.

Agent.—Thomas Stilwell, Esq.

SIR JAMES BRISBANE, KNT.

A Companion of the Most Honorable Military Order of the Bath.

THIS officer is the fifth son of the late Admiral John Brisbane, and a brother of the present Sir Charles Brisbane, K. C. B.† He was born in 1774; entered the naval service as a Midshipman on board the *Culloden* 74, Captain Thomas Rich, during the Dutch armament of 1787; and in the spring of the following year, was removed into the *Andromeda* frigate, commanded by H. K. H. Prince William Henry, (now Duke of Clarence), under whom he served till that ship was put out of commission in 1789‡. He then joined the *Southampton* 32, commanded by the late Sir Andrew Snape Douglas; which ship, as we have already stated, was the first his late Majesty ever went to sea in§.

* Captain Maitland received the Turkish gold medal, for his conduct during the campaign in Egypt, 1801.

† See vol. I. p. 730.

‡ The *Andromeda* was employed on the Halifax and West India stations; but ordered home from the latter, in consequence of our late monarch's alarming indisposition, in 1789.

§ See Vol. I. note †, at p. 706. *N. B.* The *Southampton* was subsequently commanded by Captain (now Sir Richard G.) Keats; see *id.* p. 342.

At the period of the Spanish armament, we find Mr. Brisbane serving under H. R. H. the Duke of Clarence, in the *Valiant* of 74 guns. That ship being put out of commission at the close of 1790, he was transferred to the *Shark* sloop, commanded by the Hon. A. K. Legge, with whom he continued as acting Lieutenant till the breaking out of the French revolutionary war in 1793, when he joined the *London*, a second rate, fitting for the flag of his royal patron ; but circumstances occurring to prevent the Duke from going to sea, she was paid off, and Mr. Brisbane received on board the *Queen Charlotte* of 100 guns, bearing the flag of Earl Howe, under whom he had the honor of serving as a Signal Midshipman, in the memorable battle of June 1, 1794.

In the month of September following, Mr. Brisbane was promoted to the rank of Lieutenant, and appointed to *l'Espiegle* sloop of war, stationed in the Channel. From that vessel he exchanged into the *Sphynx*, a 20-gun ship ; and in her assisted at the reduction of the Cape of Good Hope by Sir George K. Elphinstone, and Major-General Clarke * ; after which event he was removed into the *Monarch* 74, bearing the Vice-Admiral's flag.

In our memoir of Viscount Keith, we have already recorded the capture of a Dutch squadron in Saldanha Bay, Aug. 18, 1796. Mr. Brisbane, at that time first Lieutenant of the *Monarch*, was immediately made a Commander into one of the prizes ; and a few days afterwards, appointed to the command of the *Daphne*, a small frigate, in which he accompanied the commander-in-chief on his return to Europe.

Captain Brisbane's post commission not being confirmed by the Admiralty, he remained on the half-pay list of Commanders from his arrival in England, about Jan. 1797, till early in 1801, when he was appointed to the *Cruiser* of 18 guns, on the North Sea station. He subsequently proceeded to the Sound, in company with the expedition under Sir Hyde Parker, sent thither to dissolve the Northern Confederacy ; and whilst on that service, distinguished himself by his "unremitting exertions" in ascertaining the channels round the great shoal called the Middle Ground, and in laying

* See Vol. I, p. 47, *et seq.*

down fresh buoys, the Danes having either removed or misplaced the former ones. His good conduct on this occasion was officially reported by Lord Nelson, who in a private letter to Earl St. Vincent, mentioned him as highly deserving of promotion *. During the absence of Captain Robert Waller Otway, who had been charged with the commander-in-chief's despatches, relative to the great victory obtained over the Danes, Captain Brisbane commanded the London, bearing Sir Hyde Parker's flag †. He afterwards acted successively in the Ganges 74, and Alcmene frigate; and Lord Nelson's recommendation being at length attended to, he was finally confirmed as a Post-Captain to the Saturn 74, the flag-ship of Rear-Admiral Totty, by commission dated back to the day of the battle.

In Dec. 1801, Rear-Admiral Totty obtained the chief command at the Leeward Islands, where he fell a victim to the yellow fever, a few months after his arrival. In consequence of this melancholy event, the Saturn returned to England and was paid off in the summer of 1802.

At the renewal of the war in 1803, Captain Brisbane was appointed to the command of the Sea Fencibles on the coast of Kent, where he continued till the autumn of 1805, when he joined the Alcmene on the Irish station; where he captured le Courier French privateer, formerly a British hired cutter of 7 guns, pierced for 14, with a complement of 70 men, Jan. 4, 1807.

On Lord Gardner's removal from Ireland to command the Channel fleet, the Alcmene was transferred with that nobleman, and continued under his orders till the spring of 1808; when Captain Brisbane was appointed to la Belle Poule, a 38-gun frigate, in which he shortly after convoyed a large fleet of merchantmen to the Mediterranean. On his arrival there, he received directions from Lord Collingwood to assume the command of the squadron employed blockading Corfu, and watching the entrance of the Adriatic Sea.

* The Cruiser was attached to Lord Nelson's division in the battle off Copenhagen, an account of which will be found under the head of Vice-Admiral Sir THOMAS FOLEY.

† The same ship in which he had served as a Midshipman at the commencement of the war.

Whilst thus employed, Captain Brisbane materially interrupted the enemy's trade, cut off all the supplies sent from Italy for the French garrison at Corfu, and amongst numerous other vessels, captured one having on board the military chest. In Feb. 1809, that island being greatly distressed for want of corn, the enemy determined to risk one of their frigates for a supply; and accordingly, *le Var*, pierced for 32 guns, but having only 26 mounted, availing herself of a strong southerly gale and dark night, pushed out for Brindisi, but was discovered by Captain Brisbane at day-light on the following morning, and pursued by him into the Gulf of Valona, where she moored with cables to the walls of the Turkish fortress, mounting 14 heavy guns, with another fort on an eminence above her, completely commanding the whole anchorage.

Light and partial winds prevented Captain Brisbane closing with the enemy till one P. M. on the ensuing day (Feb. 15), when he anchored in a position at once to take or destroy the frigate, and at the same time to keep in check the formidable force he saw prepared to support her. A most animated and well-directed fire was immediately opened by *la Belle Poule*; and the forts, contrary to expectation, making no effort to protect *le Var*, the latter was soon compelled to surrender*.

Some time after this event, the enemy's force at Corfu having encreased so much as to induce Lord Collingwood to attach a ship of the line to that station, Captain Brisbane was superseded in the command of the squadron by Captain Eyre of the *Magnificent*; with whom he proceeded in September following, to join the expedition sent from Sicily to re-establish the Septinsular republic. The following are extracts from the public letters of Captain Spranger, the senior officer of the naval force employed on that occasion:

"H. M. S. Warrior, Oct. 3 5, 1809.

"I sailed from Messina on the 23d ultimo, in company with the *Philomel*, two large gun-boats, and the transports with troops, under the command of Brigadier-General Oswald, and proceeded off Cephalonia, where we arrived on the 28th, and continued until the 1st Oct.; during which

* *Le Var* had a complement of 200 men, most of whom escaped to the shore, so that her loss could not be ascertained; *la Belle Poule* had not a man hurt.

days we were joined, as had been previously arranged, by the Spartan from Malta ; and the Magnificent, Belle Poule, and Kingsfisher, from Corfu ; and anchored that night in the bay of Zante, just without reach of the nearest battery.

" At day-light on the following morning, the boats assembled alongside the Warrior, and under cover of the Spartan, Belle Poule, and gun-boats, who soon silenced the batteries, landed a division of the army, in the most perfect order, about three miles from the town ; and whilst General Oswald was advancing, Captains Brenton and Brisbane, and the gun-boats conducted by Mr. Cole, my first Lieutenant, were actively employed in keeping the enemy, who had re-manned their batteries, in check, and covering the second disembarkation ; when the whole army moved forward, and closely invested the castle, to which the French had retired from every direction. A proclamation was in the mean time distributed among the inhabitants, explanatory of our views ; and finding, as was expected, that they rejoiced in the expulsion of these common disturbers of mankind, I forbore attacking with the ships a strong battery on the mole-head, which could not be taken without destroying a great part of the town ; and I have the satisfaction of adding, that in the course of the day the enemy, though advantageously situated in a most important and commanding position, thought proper to capitulate.

" No time was lost after the surrender of Zante, in establishing a provisional government, re-embarking the troops, and proceeding on the 4th inst. with the squadron, augmented by the arrival of the Leonidas, to Cephalonia, the port of which was entered with the men of war formed in two columns, and the transports in the rear, and taken possession of without any opposition on the part of the enemy ; which, indeed, from the formidable force I had the honor to command, would have been perfectly useless : and having landed the advance the same evening, the General summoned the fort of St. George, situated on a steep hill, two leagues from the town, which immediately surrendered on the same terms as those granted to the garrison at Zante ; both islands were fortunately occupied by his Majesty's forces without any loss whatever, and the Septinsular flag, together with the British, to the great joy of the inhabitants, displayed at each *.

" *To Rear-Admiral George Martin.*"

In the spring of 1810, Captain Brisbane assisted at the reduction of St. Maura ; and during part of the siege had the sole charge of the naval arrangements, as will be seen by the following letter from Captain Eyre to Rear-Admiral Martin :

" *Magnificent, at St. Maura, April 18, 1810.*

" Sir,—Having, in my letter to Lord Collingwood of the 8th of last

* The island of Ithaca was taken by the Philomel sloop of war, and a detachment of troops, Oct. 8 ; and Cerigo by the Spartan, and a party of soldiers under Major Clarke, on the 12th of the same month.

month, stated the principal reasons which induced General Oswald and myself to determine upon attacking the enemy in the Island of St. Maura, I have now the satisfaction to inform you of the complete success of our expedition.

"Immediately this measure was resolved upon, I sailed from Cephalonia to collect the squadron, and directed Captain Griffiths of the *Leonidas* to cruise to the northward of St. Maura, in order to prevent any supplies or reinforcements being sent to Corfu; a service which was most effectually performed. On the 18th March we were all assembled at Zante; but the *Montagu*, in working into the road, through the ignorance of the pilot, got upon the shoal, and knocked her rudder off, by which unfortunate accident she was prevented from accompanying us. The troops which she was intended to take being divided amongst the other ships, as also her marines, under the command of Captain Snow, and the General having done me the honor to embark on board the *Magnificent*, I sailed with the *Belle Poule*, *Imogene*, three gun-boats, and five transports, early on the morning of the 21st, and arrived at St. Maura the same evening. I gave directions to Captain Stephens of the *Imogene*, to anchor as close to the shore as possible, taking the gun-boats with him, in order to cover the landing of the troops, and to silence two small batteries which were situated near the landing-place.

"The disembarkation began at day-break the following morning, and was very expeditiously effected, under the immediate direction of Captain Brisbane. The marines belonging to the *Magnificent*, *Montagu*, and *Belle Poule*, were landed at the same time, and attached to the army. One of the batteries fired at the *Imogene*; but upon a brisk return being made from the gun-boats, the enemy abandoned it, as he also did two other batteries, which commanded the entrance of a large lake that extends to the town and citadel.

"The citadel of St. Maura is situated upon a low neck of land, projecting into the sea, on the north-east end of the island; and though nearly surrounded by the sea, is, from its embayed position, and shallowness of the water, unassailable by ships.

"The want of secure anchorage on that side of the island obliged me to place the transports in a port six or seven miles from where the operations were to be carried on.

"As soon as the troops were landed, they began their march towards the town, which was given up without opposition, and taken possession of by Colonel Lowe and a body of troops. Another division continued on its route towards the citadel. I thought it necessary to accompany the General, in order to facilitate such supplies and co-operation from the ships as the circumstances of the moment might render necessary. When we reached the northern shore, it was discovered that the enemy had constructed two strong redoubts upon a neck of land a considerable distance in advance of the citadel, and which it was necessary to drive him from before any thing could be undertaken against the principal work. A battery of two guns, still further in advance, the enemy had been forced to

abandon, by a detachment of troops under the command of Major Church. The *Leonidas* was then only a few miles from the shore; and the weather being fine, it was judged a favorable opportunity to make an immediate and joint attack upon the first redoubt.

"Captain Brisbane, who was with me, ever anxious to render himself of use, volunteered to take any orders to the *Leonidas*. I therefore sent directions by him to Captain Griffiths, to anchor as near the redoubt as possible, and cannonade it; which was executed with his usual promptitude. The troops, at the same time, with the General at their head, advanced under a heavy fire of grape and musketry to the assault, drove the enemy from his entrenchments at the point of the bayonet, and followed him so close, that he had not time to rally at the second redoubt, but fled through it without stopping, and was pursued close to the walls of the citadel. The acquisition of these posts, which from that moment we retained possession of, was of the greatest importance to the future operations.

"Being myself wounded in the head, I was under the necessity, for a few days, of giving up the naval arrangements to Captain Brisbane, to whose zealous ardour, whatever service he is employed upon, it is impossible for me to do sufficient justice.

"On the 25th, finding myself able to give all such directions as could be necessary for the service going forward, and that it was very essential to increase the force on the north side of the island, I directed Captain Brisbane to proceed there in the *Belle Poule*, taking with him the *Imogene* and gun-boats.

"Captain Stephens had been wounded in the foot at the storming of the redoubts, but was too zealous to allow it to interfere with his personal exertions. I am sorry to say that he still suffers from it very considerably.

"Ten of the *Magnificent's* guns were landed, and 150 seamen, under the command of Lieutenant Astley, whose assiduous attention and activity in performing every duty entrusted to him, the General speaks of in strong terms of approbation.

"On the 30th the *Montagu* joined me. Captain Moubray, by the greatest exertions, had re-hung his rudder at Zante, and lost not a moment afterwards in following us. On her arrival, two of her lower-deck guns were landed, and 100 of her seamen, to do duty on shore. I at the same time directed Captain Moubray to superintend all the operations that were going forward, that no assistance which the ships could give might be omitted. On the 7th April, I left the transports under the care of the *Montagu*, and proceeded to the opposite side of the island, where our batteries opened the following morning. The seamen of the *Magnificent*, in consequence of the ship going to sea, were withdrawn from the shore, and an additional number sent from the *Montagu*, the whole being then under the command of Lieutenant Lyons of that ship.

"The only way the citadel could be approached with cannon being a narrow neck of land, and which is composed principally of loose gravel thrown up by the sea, the difficulties in erecting our batteries had been very great; but the ardour and energies of the soldiers and sailors, ani-

mated in every danger and every fatigue by the continual presence of General Oswald, rose in proportion as the obstacles presented themselves. Captains Brisbane and Griffiths, with the masters of their ships, took great pains to sound about the citadel; but it was found impracticable to carry the ships nearer than a mile. On the 5th, the Kingsfisher joined us from Malta; and information having been received that the enemy had made great preparations at Corfu and Parga, to throw supplies into St. Maura, I directed Captain Tritton to keep under way at a short distance in the offing, and Captain Stephens to anchor in the Imogene, just out of gun-shot of the enemy's works. The vigilant attention paid by these officers to that important piece of duty, is highly creditable to them; and, I believe, not a boat made its way. The citadel kept up a spirited fire till the night of the 15th, when a detachment of troops, under the command of Colonel Moore, drove the enemy from an advanced entrenchment, and lodged itself in their place. A very heavy fire of grape and musketry continued for many hours; but the enemy finding that the British troops were immovable, and that his own men were picked off in the embrasures, he sent a flag of truce to propose terms of capitulation. Captain Moubray and Colonel Lowe were authorized by the General and myself to treat with the Governor. In a short time terms were agreed upon, and that night the gates put into our possession.

"It is a great pleasure to me, Sir, to represent to you the flattering terms in which the General speaks of the uninterrupted good conduct of the seamen and marines employed on shore during this siege, and which is so creditable to the officers who were with them; and though the part which the ships could take, from the peculiar situation of the place, was very limited, yet I am sure you would readily believe, from the known character of the Captains I had the honor to have under my command, that the greatest zeal and anxiety were shewn by them to do every thing that was possible. The assistance I received from Captain Moubray, and his unremitting attention to every piece of duty that was going forward, demand my warmest acknowledgments. To Lieutenant Elphick, the first Lieutenant of the Magnificent, a very gallant and zealous officer, I am much indebted, for his attention and assiduity, at a time when I was unable to exert myself as usual; and it would be injustice if I omitted to mention the readiness and alacrity shewn by Lieutenant Bussel, agent of transports, in attending any duty which was required of him, when the Lieutenants of the Magnificent were employed on shore."

On the 11th Dec. in the same year, Captain Brisbane captured the Carlotta, Italian brig of war, pierced for 14 guns, but only 10 mounted, with a complement of 100 men, from Venice bound to Corfu. About the same period he assisted at the capture of a French national schooner on the coast of Dalmatia.

At 10 A. M. on the 4th May 1811, la Belle Poule, being on a cruise off the coast of Istria, in company with the Alceste

frigate, discovered and chased a French 18-gun brig into the small harbour of Parenza. Having received intelligence that such a vessel might be expected conveying supplies of all descriptions for the French frigates which had escaped into Ragusa, after their action with a British squadron off Lissa *, Captain Brisbane felt that no means should be left untried to capture or destroy her. After reconnoitring her position, and consulting the pilots and Mr. Boardman, an officer belonging to the Acorn, who from his general local knowledge of the Adriatic, had handsomely volunteered his services for the cruise, he found it impracticable for the frigates to enter the port, there being only fifteen feet water in it, but that the brig might nevertheless be cannonaded with effect where she was then lying: according at 3 P. M. both ships stood in, within a cable's length of the rocks at the entrance of the harbour, and opened an animated fire on her, and a battery under which she lay. In about an hour from the commencement the brig hauled on shore near the town completely out of the reach of shot; and all further efforts from the frigates being perfectly useless, Captain Brisbane determined on taking possession of an island in the mouth of the harbour, and within musket-shot of the town. The ships being anchored after the close of day, about four miles from the shore, 200 seamen and the whole of the marines were landed, under the orders of Lieutenant John M'Curdy, and took possession thereof about 11 o'clock. With incessant labour, and the most extraordinary exertions, a defence was thrown up, and a battery of two howitzers and two 9-pounders erected on a commanding position, by five A. M. A field-piece was also placed at some distance to the left, to divide the attention of the enemy, who, aware of what was going on, had been busily employed during the night planting guns in various parts of the harbour. Soon after five o'clock the French opened a cross fire from four different positions, which was immediately returned, and kept up on both sides with great vigour for five hours; when the brig being cut to pieces, the detachment, guns, ammunition, &c. were re-embarked with the most perfect order and regularity. This service was performed with the loss of 4 men killed and the same number wounded. The frigates were frequently

* See Captain Sir WILLIAM HOSTE, Bart. .

hulled by the batteries, but received no other damage that could not be instantly repaired.

La Belle Poule returned to England in August following, and was subsequently employed cruising on the Channel station, where she captured the *General Gates*, a fast sailing privateer, and several other American vessels. About Sept. 1812, Captain Brisbane was appointed to the *Pembroke* of 74 guns, in which ship he served with the Channel fleet under the command of Lord Keith till the summer of 1813, when he was again ordered to the Mediterranean.

On the 5th Nov. in the same year, the *Pembroke* had 3 men wounded in a skirmish with the rear of the Toulon fleet. Captain Brisbane was soon afterwards detached, with the *Aigle* and *Alcmene* frigates under his orders, to cruise off Corsica and in the Gulf of Genoa. At 10 A. M. April 11, 1814, being off Cape delle Melle, he discovered twenty sail of French vessels, the greater part of which, on seeing the British squadron, ran ashore under the guns of Port Maurice. Passing close along the line of the enemy's batteries, the *Pembroke* and her companions anchored at musket-shot distance from the town, and despatched their boats to endeavour to get the vessels off from the beach; but they had scarcely pulled up to them, before they were assailed with a heavy fire of musketry from behind the houses. The ships now opened their broadsides; but being unwilling to destroy the town, Captain Brisbane sent a flag of truce to command the vessels, but without effect. Determined not to lose time, he ordered the ships to renew their fire, and at the end of an hour had the satisfaction to see the French colours hauled down, and a white flag hung out in token of submission. In the mean time, almost all the vessels had been stripped and scuttled; but by great exertions during the night and following day, four of them were got off, and the greater part of the cargoes of the others which were destroyed. One of the latter was armed with 4 long guns. The captors on this occasion had 2 men killed and 4 wounded.

Soon after the performance of this service, Captain Brisbane fell in with the squadron under Sir Edward Pellew, then proceeding to co-operate with Lord William Bentinck's army, in the reduction of Genoa. The *Pembroke* accompanied this

squadron, and was consequently present at the surrender of that place *; after which event Captain Brisbane was sent, with a small force under his orders, accompanied by Major-General Montessor and 1800 troops, to take provisional possession of Corsica †, where he remained until a convention was signed by his military colleague and the French General Berthier, by which the forts of Ajaccio, Calvi, and Bonifacio, were delivered up to the British, to be retained by them until the ultimate disposal of the island should be decided upon by the respective governments of Europe.

On his return to Genoa, Captain Brisbane was ordered home with four French brigs of war, taken at that place, under his protection. The Pembroke was paid off about Sept. 1814.

In the Spring of the ensuing year Captain Brisbane was appointed to the Boyne, a second rate, bearing the flag of Lord Exmouth, who had been ordered to re-assume the command on the Mediterranean station, in consequence of Buonaparte's return to France from Elba. After contributing to the restoration of the King of Naples, his Lordship proceeded to Genoa, and from thence escorted Sir Hudson Lowe and 4,000 British troops to Marseilles, for the purpose of creating a diversion in favour of the allied armies previous to the decisive battle of Waterloo. The subsequent proceedings of the squadron have already been noticed in his Lordship's memoir, and at pp. 253, of this volume.

During the celebrated expedition against Algiers, Captain Brisbane commanded Lord Exmouth's flag-ship, the Queen Charlotte of 108 guns; and after the bloody battle of Aug. 27, 1816, was selected by the commander-in-chief to negotiate with the Dey, who it will be remembered was compelled to make a public apology before his ministers, and beg pardon of the British Consul, in terms dictated by the subject of this memoir ‡.

* See Vol. I. p. 634.

† An account of Major-General Montessor's proceedings in the island of Corsica will be found in *Phillipart's Royal Military Calendar*, Vol. I. p. 208. *et seq.*

‡ According to Mr. Salané, whose "*Narrative of the Expedition to Algiers*" is well worthy of perusal, the Queen Charlotte expended no less than 30,424lbs. of powder, and 4462 shot. The loss she sustained in the battle has been stated in our 1st vol. at p. 227.

The objects of the expedition having been fully accomplished, Captain Brisbane was charged with the duplicates of his noble chief's despatches, with which he came home overland, and arrived at the Admiralty some days before the original. On the 2d Oct. in the same year, he received the honor of knighthood, as a reward for his able and meritorious conduct. He had been nominated a C. B. for his former services, at the extension of that Order in 1815.

Sir James Brisbane married, in 1800, the only daughter of John Ventham, Esq., by whom he has one son and two daughters.

Agent.—William Marsh, Esq.

JOHN FERRIS DEVONSHIRE, Esq.

THIS officer was made a Lieutenant by Sir John Jervis, into the *Terpsichore* of 32 guns, during the West India campaign in 1794. He subsequently served in succession on the *Halifax*, *Leeward Islands*, *North Sea*, and *Mediterranean stations*.

Early in Oct. 1796, the *Terpichore* was despatched from Gibraltar to inform the commander-in-chief, of the squadron under Rear-Admiral Mann having been chased thither by the Spanish fleet. On her return she fell in with, and captured an enemy's frigate of far superior force. The particulars of the action, with its splendid result, we here submit to our readers in the words of her gallant commander, Captain Richard Bowen, who unfortunately fell at Teneriffe in the following year*.

"Gibraltar, Oct. 23, 1796.

"Sir,—On the morning of the 13th inst., at day-light, we discovered a frigate to windward, standing towards us. About eight I could perceive her making every preparation for battle, and she was then apparently in chase of us; our situation altogether was such as to prevent my being over desirous of engaging her: out of our small complement of men, (215) we had left 30 at the hospital, and we had more than that number still on board on our sick and convalescent lists, all of whom were either dangerously ill, or extremely weak. We were scarcely out of sight of the spot where we knew the Spanish fleet had been cruising only two

* See note * at p. 94.

days before, and in fact we had stood on to look for them, with a view of ascertaining their movements; a small Spanish vessel, which we conjectured to be a sort of tender, was passing us, steering towards Carthagena; so that I could hardly flatter myself with being able to bring the frigate off, in the event of a victory, or of even escaping myself if disabled. On the other hand, it appeared that nothing but a flight and superior sailing could enable me to avoid an action; and to do that from a frigate apparently not much superior to us, except in point of bulk, would have been committing the character of one of his Majesty's ships more than I could bring myself to resolve on. I therefore continued standing on, without any alteration of our course. Having, with infinite satisfaction and comfort to myself, commanded the *Terpsichore's* crew for two years and a half, through a pretty considerable variety of services, I well knew the veteran stuff which I had still left in health to depend upon, for upholding the character of British seamen; and I felt my mind at ease as to the termination of any action with the frigate in sight only. At half-past nine she came within hail, and hauled her wind on our weather beam; as I conceived she only waited to place herself to advantage, and to point her guns with exactness, and being myself unwilling to lose the position we were then in, I ordered one gun to be fired, as a trier of her intention. It was so instantaneously returned, and followed up by her whole broadside, that I am confident they must have done it at the sight of our flash. The action of course went on, and we soon discovered that her people would not, or could not resist our fire. At the end of about an hour and forty minutes, during which time we had twice wore, and employed about twenty of the last minutes in chase, she surrendered. At this period she appeared almost entirely disabled, and we had drawn close up alongside with every gun well charged and pointed. It was nevertheless with considerable difficulty that I prevailed on the Spanish commander to decline receiving such a broadside, by submitting; and from every thing I have since heard, the personal courage, conduct, and zeal of that officer, whose name is Don Thomas Agalde, was such during the action, notwithstanding the event of it, as reflects on him the greatest honor, and irresistibly impressed on my mind the highest admiration of his character. After (from the effect of our fire) his booms had tumbled down, and rendered his waste guns unserviceable, all the standing rigging of his lower masts shot away, and I believe every running rope cut through, and a great number of his people killed and wounded, he still persevered, though he could rally but few of his men, to defend his ship, almost longer than defence was justifiable. Had there been the smallest motion in the sea, every mast must inevitably have gone by the board. Our loss * has been much less than could have been expected; but our masts, sails, and rigging, were found to be pretty much cut up. The spirited exertions of every officer, man, and boy, belonging to the ship I command, as well in the action as in securing the two disabled ships, and bringing them off instantly from a

* Four men wounded.

critical situation, by taking the prize in tow, and by their incessant labour ever since, will, I trust, when their small number is considered, place them in a light superior to any praise I could bestow. I am even unwilling to speak of the particular conduct of any of the officers; but the talents displayed by the first Lieutenant, Devonshire, who was but just out of the sick list, during the action, added to his uncommon fatigue in taking care of the prize, and the very able manner in which he conducted and prepared to defend her, entitle him to this distinction, and prove him highly deserving of the recommendation you gave him with his appointment in the West Indies; and although I had rather any other person should observe the conduct of a brother of mine in action, and speak of it afterwards, yet I feel it my duty, as Captain of the ship, to state that I thought Mr. Bowen's conduct was particularly animating to the ship's company, and useful, from the number of guns he saw well-pointed in the course of the action; added to which, from the absence of the first Lieutenant on board the prize, the labouring oar of this ship has fallen on him, and, in my mind, the task we have had, has been infinitely more arduous than the action itself*. The name of the prize is the *Mahonesa*, carrying on the main-deck twenty-six Spanish 12-pounders, weighing 18 ounces more than ours; 8 Spanish sixes on the quarter-deck, and a number of brass cohorns, swivels, &c.; had on board 275 men, besides six pilots, qualified for the Mediterranean as high as Leghorn, and to be put on board Admiral Langara's fleet, which she had been sent from Carthagena to look for. She was built in 1789, at Mahon; is of very large dimensions, measuring 1114½ tons (Spanish); was before the action in complete good condition; and is considered by the Spanish officers the fastest sailer, one of the best constructed, and what they attach considerable importance to, the handsomest frigate in their navy. Both the ships have this moment anchored in safety. I am, &c.

(Signed) "RICHARD BOWEN."

"*Mahonesa*, by the best accounts I have been able to collect, had about 30 killed or died of their wounds the day of the action, and about the same number wounded, several of whom are since dead.

"R. B."

In consequence of the well-merited commendation bestowed in the above letter, the Admiralty promoted Lieutenant Devonshire to the rank of Commander. His post commission, dated April 27, 1801, was given him as a reward for his gallant conduct when commanding the *Dart* sloop of war, attached to Lord Nelson's division, in the battle off Copenhagen. The *Dart* on that occasion had a Lieutenant and 2 men killed, and 1 man wounded. During the late war he commanded several line-of-battle ships, but

* Mr. George Bowen, second Lieutenant of the *Terpsichore*, died a Post-Captain in 1817. See note * at p. 94.

does not appear to have had any opportunity of further distinguishing himself.

Agents.—Messrs. Cooke, Halford, and Son.

FREDERICK WARREN, Esq.

THIS officer is a son of the late Richard Warren, M. D.* by Elizabeth, daughter of Dr. Shaw, a celebrated physician. He was born in London, March 1775; and entered the naval service in March 1789. After serving for three years as a Midshipman on board the *Adamant* of 50 guns, bearing the flag of Sir Richard Hughes, on the Halifax station, he joined the *Lion* 64, commanded by Sir Erasmus Gower, by whom he was appointed to act as a Lieutenant of that ship, during Lord Macartney's embassy to China in 1793.

The *Lion* returned to Spithead, Sept. 6, 1794; and towards the close of the same year, Mr. Warren received a commission from the Admiralty, appointing him second Lieutenant of the *Jason* frigate, commanded by Captain Charles Stirling; in which ship he was actively employed on the coast of France till 1797, when he removed into the *Latona* as first Lieutenant. Soon after this latter appointment he obtained the rank of Commander in the *Shark* sloop of war, on the Newfoundland station, where he continued till the latter end of 1798; when his vessel was ordered home and put out of commission.

Early in 1800, Captain Warren was appointed to the *Fairy* of 18 guns. After cruising for a short time in the Channel, he proceeded to the West Indies, and remained on that station, employed principally on the coasts of Surinam and Demerara, until advanced to post rank, May 12, 1801. About Oct. following he joined the *Amphitrite* frigate, lying as a guard-ship at the Needles; and on the renewal of the war in 1803, we find him commanding the *Dundee* district of Sea Fencibles. In 1806 he commissioned the *Dædalus* of 32 guns, convoyed a fleet of merchantmen to Jamaica, and made several captures on that station. In April 1808, he was appointed to the *Meleager*, rated at 36 guns; and on the 30th July following had the misfortune to be wrecked on

* Dr. Warren was Physician to his late Majesty, and our present Monarch when Prince of Wales.

Barebush Key, near Port Royal. A court-martial, as is usual in such cases, being afterwards assembled to enquire into his conduct on that occasion, he was fully acquitted of all blame on account of the loss of his ship, and complimented for his exertions after she had struck.

Captain Warren's next appointment was, in May 1809, to command the *Melpomene* frigate on the Baltic station, during the absence of her proper Captain, the late Sir Peter Parker. Whilst at anchor in the Belt, about a mile from the shore, during a perfect calm, and very dark night, the *Melpomene* was attacked by twenty large Danish gun-boats, whose crews attempted to board her, but without success: the action lasted from 10^h 30' P. M. till day-light on the following morning, when the enemy retreated to the shore, leaving the British frigate with several men killed and wounded, and her hull and rigging much damaged. For his gallantry on this critical occasion he received the public thanks of the commander-in-chief, who attributed the safety of more than a hundred sail of merchant vessels, then about six miles distant from the *Melpomene*, to the exertions made by that ship.

The *Melpomene* was subsequently employed under the orders of Captain T. Byam Martin in the Gulf of Finland, where her boats assisted at the capture and destruction of several Russian gun-boats and a number of merchant vessels, some of which were laden with naval stores. She returned to England at the end of the year; and Sir Peter Parker having resumed his command, Captain Warren was immediately appointed to the *Argo* 44, in which ship he soon after sailed for St. Helena, and from thence convoyed home a large fleet of East Indiamen.

On the 28th Nov. 1810, the subject of this memoir was tried by a court-martial at Portsmouth, for not proceeding to Quebec, in compliance with orders from the Admiralty, to escort the trade from thence to England. The court, after hearing the evidence adduced on the part of the prosecution, as also what Captain Warren had to allege in his defence, agreed that the reasons assigned by him for his conduct (arising from the lateness of the season and the bad state of the weather) were perfectly satisfactory, and did therefore adjudge him to be acquitted.

Early in 1811, the *Argo* was placed under the orders of Sir Joseph Sydney Yorke, then about to sail with a reinforcement of troops for the British army in Portugal*. She subsequently took out an Algerine ambassador, and conveyed Sir Robert Liston and *suite* to Constantinople. Captain Warren resigned the command of that ship in Oct. 1812; and from March till August 1814, commanded the *Clarence* of 74 guns, attached to the Channel fleet.

He married in 1804, Mary, only daughter of the late Rear-Admiral Laird, by whom he has two sons and one daughter. His eldest son is a student at the Royal Naval College †.

Captain Warren has four brothers now living, *viz.* 1, Charles, Chief Justice of Chester; 2, John, Dean of Bangor; 3, Henry, Rector of Farnham, and Prebendary of Bangor; and 4, Pelham, a Physician in London. His late uncle was Bishop of Bangor.

Agent.—Harry Cook, Esq.

RICHARD PEACOCKE, Esq.

THIS officer served as a Lieutenant under the late Sir John Thomas Duckworth, in the *Leviathan* 74; was made a Commander into the *Gaieté* sloop of war, at the Leeward Islands, about Sept. 1800; and advanced to the rank of Post-Captain, June 4, 1801. He married, Feb. 27, 1821, Martha Louisa, fourth daughter of the late George Dacre, Esq., of Marwell House, Hants.

Agents.—Messrs. Maude.

JAMES CARTHEW, Esq.

THIS officer was made a Lieutenant in 1790; served as such on board the *Mercury* frigate, in 1796; commanded the *Rosario* sloop of war during the expedition against the Helder; and assisted at the destruction of two Dutch frigates, and the dock-yard at Medenblick, Oct. 12, 1799 †. The *Rosario*, previously fitted as a fire-vessel, was burnt in an

* See vol. I. p. 439.

† Rear-Admiral Laird of Strathmartine House, near Dundee, died in Sept. 1812.

‡ See Captain RICHARD CURRY.

attempt made to destroy a French squadron in Dunkirk Roads, July 7, 1800 *.

Captain Carthew was subsequently appointed to the Shark sloop of war, on the West India station. His post commission bears date July 11, 1801. He afterwards commanded the Garland, Astrea, Crescent, and Gloire frigates; the latter formed part of the squadron under Sir Alexander Cochrane, at the reduction of Martinique in 1809.

Agent.—Isaac Clementson, Esq.

THOMAS BRIGGS, Esq.

Resident Commissioner of the Navy at Bermuda.

THIS officer is a son of Stephen Briggs, Esq., late chief Surgeon at Madras, by Magdalen, sister of the late Admiral Sir Thomas Pasley, Bart. † He was made a Commander into the Salamine brig on the Mediterranean station, about 1800; and obtained the rank of Post-Captain, July 24, 1801. We subsequently find him commanding the Madras 54, bearing the flag of Rear-Admiral Sir Richard Bickerton; Agincourt of 64 guns; and Orpheus frigate. The latter was wrecked on the Jamaica station, Jan. 23, 1807; previous to which she had captured two Spanish armed schooners.

Captain Briggs' next appointment was, we believe, to the Clorinde, a 38-gun frigate; and in her he assisted at the capture of the Isle of France, in 1810. The following is an extract from the General Orders issued by the military commander-in-chief, on that important occasion ‡ :

"The commander of the forces feels it his particular duty to offer his most sincere thanks to Captain Beaver, for the able and judicious manner in which he conducted the disembarkation, as well as for the indefatigable exertions he has since used in discharging the duty confided to him by the Vice-Admiral, in supplying the wants of the army; and Major-General Abercromby is equally indebted to Captains Briggs, Lye, and Street, and to the officers and seamen employed under their orders in the disembarkation of the troops."

In 1814, Captain Briggs was appointed to the Leviathan 74; and from May, 1818, till Feb. 1821, he commanded the

* See p. 290, *et seq.* † See vol. I. note * at p. 583.

‡ See Vol. I. note *, at p. 632.

Queen Charlotte, a first rate, bearing the flag of Sir George Campbell, at Portsmouth.

Agents.—Messrs. Cooke, Halford, and Son.

JOHN BROUGHTON, Esq.

THIS officer was made a Lieutenant in 1789; and during the latter part of the French revolutionary war, he commanded the Strombolo bomb, and Florentina frigate, on the Mediterranean station. His post commission bears date Aug. 3, 1801.

In 1807, we find Captain Broughton cruising in the Me-leager frigate, for the protection of our Greenland whale fishery; on which service he accompanied Captain Broke of the Shannon, to the latitude of 80° 6' N.* He afterwards served on the Jamaica station, and there captured a Spanish letter of marque, laden with dry goods, brandy, and wine. His subsequent appointments were to the Indefatigable of 46 guns, and Cornwall 74.

Agent.— — M^r Inerheny, Esq.

HONORABLE

GEORGE HENEAGE LAWRENCE DUNDAS.

A Companion of the most Honorable Military Order of the Bath.

THIS officer is the ^{5th} son of the late Lord Dundas, by Lady Charlotte Wentworth, sister of Earl Fitzwilliam †. *Born Sept 17, 1785*

On the 17th March, 1800, a most melancholy accident happened to the Queen Charlotte of 100 guns, in which ship Mr. Dundas was then serving as a Lieutenant. Proceeding from Leghorn to reconnoitre the island of Cabrera, and when about three or four leagues distant from the former place, she was discovered to be on fire. Every possible assistance was immediately forwarded from the shore; but a number of boats, it seems, were deterred from approaching her, in consequence of the guns going off when heated, and discharging their contents in all directions. The carpenter, who was one of

* See p. 369.

† Thomas Lord Dundas died June 14, 1820.

*1st Earl of
Zetland*

those saved from that ill-fated ship, gives the following account of the calamitous disaster alluded to :

About twenty minutes after six o'clock in the morning, as he was dressing himself, he heard throughout the ship a general cry of " fire ! " on which he immediately ascended from the cockpit, and found the half-deck, the front bulk-head of the Admiral's cabin, the coat of the main-mast, and the covering of the boats on the booms, all in flames ; which from every report, and in all probability, was occasioned by some hay, lying under the half-deck, having been set on fire by a match, which was usually kept there for signal guns. The main-sail at this time was set, and almost instantly caught fire ; the people not being able to come to the clue-garnets on account of the flames. He immediately went to the fore-castle, and there found Lieutenant Dundas and the boatswain encouraging the people to get water to extinguish the fire. He applied to Lieutenant Dundas, seeing no other officer in the fore part of the ship (and being unable to see any on the quarter-deck, owing to the smoke and flames between them), to give him assistance to drown the lower decks, and secure the hatches, to prevent the fire falling down. Lieutenant Dundas accordingly went down himself, with as many people as he could prevail upon to follow him, opened the lower-deck ports, plugged the scuppers, secured the fore and main hatches, turned the cocks, drew water in at the ports, and kept the pumps going by the people who came down, as long as they could stand to work them. He thinks that by these exertions the lower-deck was kept free from fire, and the magazines preserved for a long time from danger ; nor did Lieutenant Dundas or himself quit their station, but remained there with all the people who could be prevailed upon to stay, till several of the guns overhead came through the middle-deck. About nine o'clock, Lieutenant Dundas and himself, finding it impossible to remain any longer below, went out at the bridle-port, and got upon the fore-castle, on which, he apprehends, there were then about 150 men drawing water, and throwing it as far aft as possible upon the fire. He continued about an hour on the fore-castle ; and then finding all efforts to extinguish the flames unavailing, he jumped from the jib-boom, and swam to an American boat approaching, by which he was picked up and put into a tartan, then in the charge of Lieutenant John Stewart, who had come off from Leghorn to the assistance of the ship, and of whom his messmate, the present Captain Archibald Duff, speaks in the following terms :

" To the active and intrepid conduct of that lamented ornament to the British navy, the major part of those who escaped, owe their preservation *. Stewart had been early in the morning informed of the dreadful situation of our noble ship. The burning of Troy could not have been a more tremendous or awful sight to Aeneas. The ship was in one blaze from stem

* Lieutenant Stewart was afterwards promoted to post rank. He died Oct. 26, 1811. A long memoir of him appears in the Naval Chronicle, vol. 28, pp. 1—47.

to stern, with her guns going off in all directions. His heroic conduct was followed by two other boats, and, to the honor of some American vessels then at Leghorn, one was directly manned by three of their men; but going alongside of the *Queen Charlotte* too incautiously, she fell a sacrifice to the impetuosity of the unfortunate crew, who, urged by the flames, flocked in numbers for deliverance. She sunk alongside, with all on board. Lieutenant Stewart's ardour in the cause of humanity was only equalled by his judgment in affording us relief: when he had reached the *Queen Charlotte*, he judiciously dropped his tartane under the bows, where almost all the remaining crew had taken refuge. Little more than an hour had elapsed, after this assistance was given, before the ship blew up. All that had been left unburnt, immediately sunk down by the stern; but when the ponderous contents of the hold had been washed away, she for an instant recovered her buoyant property, and was suddenly seen to emerge almost her whole length from the deep; and then turning over, she floated on the surface, with her burnished copper glistening in the sun. Amidst the various wonders of the deep which are beheld by those who go down to the sea in ships, this certainly formed a most sublime and awful sight. I had been roused from sleep by the going off of the guns, and had escaped from the surrounding flames by jumping from the poop, in order to swim to the launch then astern, full of men. I providentially reached her just as they were in the act of casting off the tow-rope; and after some entreaties and consultation I was taken in, and had the happiness of being afterwards conducive to the preservation of several lives. I also witnessed, whilst in the launch, the exertions of the boats under the *Queen Charlotte's* bows, directed by Lieutenant Stewart. We had only one oar and the rudder in the launch, and were consequently at the mercy of the wind and sea."

Lieutenant Stewart had the gratification to find, amongst the number who had been preserved by himself, his most intimate friend, the subject of this memoir, and also Mr. Francis Erskine Loch, a Midshipman, who was under his particular care*.

* Lord Keith, whose flag was flying on board the *Queen Charlotte* at the time of her destruction, in a state bordering on distraction, had continued, after Lieutenant Stewart's departure from the shore, to use every possible effort and persuasion with the Tuscans belonging to the country boats at Leghorn, to put to sea; but which, notwithstanding the active interference of the Governor and other authorities, had only an effect on a few. Could the activity, energy, and humanity, possessed by British seamen have been transferred to the drones in the mole of that place, many more valuable lives might have been saved. Among the sufferers were Captain Andrew Todd and his first Lieutenant (William Bainbridge), who remained upon deck to the last moment giving such orders as appeared most likely to prove beneficial to the crew, without providing, or apparently caring for their own safety; Lieutenants Erskine and Kolecken, the latter a Russian officer; Captain Joseph Breedon, of the marines; the

In the course of the same year, Lieutenant Dundas was promoted to the rank of Commander ; and at the commencement of 1801, we find him in the *Calpe*, a polacre-rigged vessel, employed with some gun-boats under his orders on the Gibraltar station, protecting convoys passing through the Gut.

The *Calpe* was with Sir James Saumarez in the actions of July 6 and 13, 1801 ; and her commander's behaviour on those occasions is thus noticed by that most excellent officer, in his official letters :

“ *Cæsar, Gibraltar, July 6.*

“ The Hon. Captain Dundas, of his Majesty's polacre the *Calpe*, made his vessel as useful as possible, and kept up a spirited fire on one of the enemy's batteries.”

“ *Cæsar, off Cape Trafalgar, July 13.*

“ My thanks are also due to Captain Hollis, of the *Thames*, and to the Hon. Captain Dundas, of the *Calpe*, whose assistance was particularly useful to Captain Keats in securing the enemy's ship, and enabling the *Superb* to stand after the squadron, in case of our having been enabled to renew the action.”

The prize alluded to in the last extract was the *San Antonio* of 74 guns, in which ship Captain Dundas soon after returned to England. His post commission bears date Aug. 3, 1801. He subsequently commanded the *Quebec* and *Euryalus* frigates.

Early in 1806, the *Euryalus* sailed from England in company with the *Ocean* of 98 guns, and several other ships of war, having under their protection a large fleet of merchantmen bound to Oporto, Lisbon, the Mediterranean, &c. On

Master, Purser, Surgeon, four Master's Mates, eighteen Midshipmen, the Boatswain, Captain's and Secretary's Clerks, Schoolmaster, and three Surgeon's Mates. The total loss of lives on this disastrous occasion, according to *Schomberg*, was 673, out of a complement (including the Admiral and his retinue, part of whom, together with the Chaplain and three other gentlemen, were on shore at the time), amounting to 840 officers, men, and boys. The *Queen Charlotte* was one of the finest ships in the British navy. She was launched in 1790, and her first cruise was with the fleet fitted out against Spain in consequence of the dispute respecting Nootka Sound. Earl Howe, who was commander-in-chief of that fleet, was then on board of her ; and she also bore his Lordship's flag on the glorious 1st June, 1794. She was rated at 100 guns, but mounted more than that number.

her joining Lord Collingwood off Cadiz, she was ordered to cruise between Capes St. Vincent and St. Mary ; and afterwards sent to watch the port of Carthage ; on which latter service she continued about four months, and by means of her boats captured several small vessels. We subsequently find her cruising in the Gulf of Lyons. At the latter end of 1807, in company with the *Niger* frigate, she escorted several thousand troops, commanded by the late lamented Sir John Moore, from Gibraltar to England.

After docking and refitting his ship at Plymouth, Captain Dundas proceeded to North Yarmouth, from whence he conveyed the Duke d'Angouleme to Gottenburg. On the 11th June, 1808, the boats of the *Euryalus*, assisted by those of the Cruiser sloop of war, burnt two Danish transports, and captured a gun-vessel, mounting two long 18-pounders, with a complement of 64 men, moored within half pistol-shot of a 3-gun battery, near the entrance of the Naskon, in the Great Belt. Although the enemy's troops lined the beach, the British had only 1 man wounded. The Danes sustained a loss of 7 men killed, 12 wounded, and several drowned, exclusive of casualties on shore. This gallant exploit was performed under the directions of Lieutenant Michael Head, of the *Euryalus*.

In the course of the same year, Captain Dundas conveyed his former illustrious guest from Carlscrona to Lebe, a small bay near the Gulf of Dantzic ; and there embarked the late consort of Louis XVIII. the Duke de Berri, and other members of the French royal family, the whole of whom he landed at Carlscrona, received on board again at Gottenburg, and finally brought to Harwich.

The *Euryalus* formed part of the fleet under Sir Richard J. Strachan, during the Walcheren expedition ; and on her return from that service, was placed under the orders of Sir Richard King, off Cherbourg, where she captured l'Etoile, French lugger privateer, of 14 guns and 48 men.

In the spring of 1810, Captain Dundas escorted a large fleet of merchantmen from Spithead to Portugal and the Mediterranean. During the remainder of that year he was attached to the in-shore squadron off Toulon* ; and early in 1811 ap-

* See Vol. I. p. 650.

pointed to the *Achille* 74, in which ship he continued until superseded by Captain Hollis *, when he resumed the command of his frigate. On the 7th June following, the boats of the *Euryalus* assisted at the capture of the *l'Intrepide* French privateer, of 2 guns and 58 men, near Corsica.

In the autumn of 1812, Captain Dundas, being senior to all the officers then commanding frigates on the Mediterranean station, was removed into the *Edinburgh* of 74 guns, that ship having become vacant by the appointment of Captain Rolles to succeed Captain Kent in the *Union* 98 †. He shortly after conveyed the late Sir Thomas Maitland from Port Mahon to Palermo, on his way to assume the government of Malta. From this period till the peace of 1814, we find him actively employed on the coasts of Sicily, Naples, Tuscany, and Genoa. The following is a copy of his official letter to Captain Josias Rowley, communicating the capture of twenty-nine French vessels at d'Anzo, Oct. 5, 1813.

"Sir,—In obedience to your directions, I put to sea, and joined Captain Duncan, of the *Imperieuse*, and the ships named in the margin ‡ this morning, off d'Anzo, where he had been watching a convoy for some days, with the intention of attacking them the first favorable opportunity. The necessary arrangements having been made by that officer for the attack, I added the force of this ship to it, and made the signal that those arrangements would be adhered to, and to prepare for battle. The place was defended by two batteries, mounting 3 heavy guns each on a mole; a tower to the northward with 1 gun, and a battery to the southward with 2 guns, to cover the mole. Every thing being prepared, at 1^h 30' P. M. the ships bore up and took their stations; the *Imperieuse* and *Resistance* to the mole batteries; the *Swallow* to the tower; the *Eclair* and *Pylades* to the southern battery; the *Edinburgh* supported the last-named ships.

"Shortly after the ships opened their fire, which they did by signal together, the storming party, under Lieutenant Travers, of the *Imperieuse*, and marines, under Captain Mitchell, landed in the best order close under the battery to the southward, which Lieutenant Travers carried instantly, the enemy flying in all directions. Lieutenant Mapleton having taken possession of the mole-head, the convoy, consisting of twenty-nine vessels, was brought out without any loss, twenty of which are laden with timber for the arsenal at Toulon. On leaving the place all the works were blown

* See Vol. II. p. 122.

† Captain Kent died Aug. 29, 1811, and was buried in the Bay of Rosas on the following day.

‡ *Resistance*, *Swallow*, *Eclair*, and *Pylades*.

up, and most completely destroyed. I feel the destruction of the defences of this place to be of consequence, as it was a convenient port for shipping the very large quantity of timber the enemy now have on the adjacent coast. The Captains, officers, and ships' companies, deserve my warm acknowledgments for their exertions on this occasion. A few shot in the hulls and rigging of the ships is the only damage done.

" Captain Duncan informs me, that he gained very material and necessary information respecting this place, by a very gallant exploit performed a few nights ago by Lieutenant Travers *, who stormed, with a boat's crew, a tower of 1 gun, destroying it, and bringing the guard away. I am, &c.

(Signed) " G. H. L. DUNDAS."

The following letters contain the details of a gallant enterprise, very ably directed by Sir Josias Rowley, and most zealously executed by the force under his command, in co-operation with the Italian Levy, commanded by Colonel Catanelli:

" *H. M. S. America, off Leghorn, Dec. 15, 1813.*

" Sir,—I have the honor to inform you, that in pursuance of my preceding communication to you from Palerino, I sailed thence on the 29th ult., in company with the Termagant, and anchored at Melazzo on the following night, where, having joined the ships named in the margin †, and embarked on board them on the following day the troops of the Italian Levy, amounting to about 1,000 men, under the command of Lieutenant-Colonel Catanelli, we sailed the same evening, and arrived on the coast of Italy, off Via Reggio, on the 9th inst. Having fallen in with the Armada and Imperieuse off the north of Corsica, I detained them to assist us in getting the troops on shore. Having anchored with the squadron off the town, the troops and field-pieces were immediately landed, a small party of the enemy having evacuated the place, on a summons that had been sent in, and possession was taken of two 18 and one 12-pounder guns, which defended the entrance of the river. The Lieutenant-Colonel proceeded immediately to Lucca, which place was surrendered to him at twelve the same night.

" The following day a detachment of 40 royal marines from this ship, under Captain Rea, was sent to a signal station to the northward, which, on his threatening to storm, surrendered to him, and 11 men who defended it were made prisoners. He found it to be a castle of considerable size and strength, walled and ditched, and capable of containing near 1,000 men. On receiving this report, I sent Mr. Bazelgette, senior Lieutenant of the America, who, with a few barrels of powder, completely destroyed it, bringing off a brass 9-pounder gun, which was mounted in the castle. Parties from the Imperieuse and Furieuse also brought off two other brass guns from the beach to the northward and southward of the town, those at the landing place having also been embarked.

" The Lieutenant-Colonel not judging it advisable to continue at Lucca,

* See Commander EATON TRAVERS.

† Edinburgh, Furieuse, and Mermaid.

had given me notice of his intended return to Via Reggio, where he arrived on the morning of the 12th, and signified his intention to proceed in another direction. Not conceiving my stay with this ship any longer necessary, I had made arrangements for leaving the Edinburgh, Furieuse, and Termagant, under the orders of Captain Dundas, to keep up (if practicable) a communication with the troops, and purposed sailing to rejoin your flag as soon as it was dark; when, towards sunset, we perceived a firing at the town, and found that the troops were attacked by a force of about 600 cavalry and infantry, with a howitzer and 2 field pieces.

"They consisted of a detachment from the garrison of Leghorn, which had been joined on its march by some troops at Pisa. The Lieutenant-Colonel completely routed them, with the loss of their guns and howitzer, and a considerable number of killed, wounded, and prisoners; the remainder retreated in much confusion towards Pisa. Information having been obtained from the prisoners of the weak state of the garrison at Leghorn, the Lieutenant-Colonel proposed to me to intercept the return of the routed troops, by proceeding immediately off Leghorn, in the hopes that by shewing ourselves in as much force as possible, the inhabitants, who it was supposed were inclined to receive us, might make some movement in our favour, and that we might avail ourselves of any practicable opening to force our way into the place.

"I acceded to this proposal, and the troops were immediately embarked in a number of country vessels, which were towed off by the boats of the squadron; and the whole being taken in tow by the ships, we proceeded the same night for Leghorn Roads, where we anchored about three o'clock on the following day, to the northward of the town. The Imperieuse having previously reconnoitred the best spot for landing, the vessels were immediately towed in-shore, and the troops and field-pieces landed without opposition. The boats then proceeded to land the marines; but the weather, which had been hitherto favourable, in the course of the evening became so bad, that only a part could be got on shore; and I regret to state, that the pinnacle of the America was swamped, and Lieutenant Moody (a most valuable officer) and two seamen were drowned. Early in the morning the remainder were landed, and proceeded to the positions assigned them. The corps of the enemy which had been defeated at Via Reggio, was a second time reinforced at Pisa, and at this period made an attack on our marines without the town. I beg to refer you to Captain Dundas's report for the particulars of their defeat. The Lieutenant-Colonel suggested, as a proper time after this advantage, to summon the commandant, which was accordingly done, but an answer returned that he would defend himself.

The gates of the town had been closely examined during this day and the preceding night, to ascertain the practicability of forcing an entrance; but that, or any other means of immediate attack, not being considered practicable against a place, so strong and regularly fortified, and there not appearing any movement of the inhabitants in our favour, the precarious and threatening state of the weather, a change of which

would have prevented all communication with the ships, rendered it expedient to reembark the whole without delay: by very great exertions this was effected in the best order during the night, and early the following morning, in very severe weather, without any molestation from the enemy.

"On returning from the shore to the *America* at sunset, I found a deputation from the mayor and inhabitants of the town, who had been permitted by the commandant to come off with a flag of truce, to petition us to cease our fire from the houses, he having threatened to dislodge us by setting fire to the suburbs. As arrangements were already made for embarking, I consented to a cessation of firing on both sides till eight the next morning; a favourable circumstance for us, the troops on their march to the boats being exposed to a fire from the ramparts.

"I have very great satisfaction in reporting to you the zeal and good conduct of all the officers, seamen, and marines, employed on the above-mentioned service.

"To Lieutenant-Colonel Catanelli every praise is due, for his able and indefatigable exertions; and I feel thankful for his cordial co-operation. The conduct of the troops of the Italian Levy, both for bravery and discipline in the field, and the cheerfulness with which they endured the constant exposure in boats in the most severe weather, excited our admiration. I am much indebted to Captain Grant, for his able advice and assistance; to the Honorable Captain Dundas, who undertook the direction of the marines and seamen; and to Captain Hamilton, who volunteered his services on shore, my thanks are particularly due, for the gallant manner in which they conducted them; and I feel much indebted to the Honorable Captain Duncan, for the ready and useful assistance he afforded me on every occasion. Captain Mounsey, when the landing was effected, had moved with the *Furieuse* and *Termagant*, to watch the motions of three brigs of war lying in the outer mole, but which afterwards moved into the inner one, the crews having landed to assist in the defence of the place.

"Captain Dunn was indefatigable in his exertions at the landing place; and I feel called upon to notice the good conduct of the officers and crews of the boats, through a continued and most fatiguing service.

"I beg that I may be permitted to mention the assistance I received from Lieutenant Bazelgette, senior of this ship, a most deserving officer; and to notice the conduct of Mr. Bromley, the Surgeon, who volunteered his services on shore with the troops.

"I herewith enclose a list of the killed and wounded, and am happy to say our loss is much smaller than might have been expected. I have no account of that of the Italian Levy, but I believe it is not considerable. There have been no correct returns of prisoners; but Captain Dundas informs me, that above three hundred have been taken in the two affairs. I have the honor to be, &c.

(Signed) "Jos. ROWLEY, Captain."

"Vice-Admiral Sir Edward Pellew, Bart."

" *H. M. S. Edinburgh, off Leghorn, Dec. 15, 1813.*

" Sir,—In obedience to your direction, Captain Hamilton and myself landed on the evening of the 13th, with the marines of his Majesty's ships named in the margin *, to co-operate with Lieutenant-Colonel Catanelli. We pushed on that evening with the advance of the marines and Italian Levy, and got possession of the suburbs of the town of Leghorn. The extreme darkness of the night, and the road being nearly impassable, prevented the body of the troops joining until the morning. The moment a sufficient number had come up, in compliance with the Lieutenant-Colonel's arrangements, the Italians occupied the suburbs and buildings close to the ramparts: the marines occupied a position on the Pisa road. As soon after day-light as possible, we reconnoitred the town. Just as we had finished, and were returning from the southern part of the town, a firing was heard in the direction of the Pisa road, where we proceeded instantly, and found the marines were at that moment attacked by a considerable body of the enemy's troops, consisting of at least 700 men, cavalry and infantry, supported by two field-pieces. The charge of the cavalry was received with great coolness by the marines; they opened and allowed them to pass, killing all but about 14, who, with two officers, succeeded in getting through, but who were all killed or wounded, excepting 1 officer, by a small detachment of the Italian Levy, that was formed at the entrance of the suburbs of the town.

" After the charge of the cavalry, the marines instantly closed and charged the enemy's infantry, and put them entirely to the rout. They lost in this affair the officers commanding their cavalry and infantry, with about from 250 to 300 killed, wounded, and prisoners; the remainder retreated in the greatest disorder to Pisa.

" In this affair my most particular thanks are due to Captain Hamilton, who, I am sorry to say, is slightly wounded; as well as to Captain Beale, of the Armada, who commanded the marines; as also to Captains Rea and Mitchell, of the America and Edinburgh; to the other officers, non-commissioned officers, and privates, all possible credit is due for repelling the attack, and putting to rout the enemy, who were certainly double their force. The marines lost on this occasion, 1 killed and 7 wounded.

" The Italian Levy, who were on the houses close round the ramparts, as well as those in the advance, were indefatigable in their exertions; and their bravery was truly conspicuous on all occasions. The enemy suffered by the destructive fire they kept up on the ramparts, killing or wounding those who attempted to come near the guns.

" It being arranged between you and the Lieutenant-Colonel that we should re-embark, the wounded and prisoners, with our two field guns and ammunition, were embarked at twelve o'clock last night, marched off in the best possible order, through bad roads and incessant rain.

" I beg to offer my thanks to Lieutenant-Colonel Catanelli, for his attention in pointing out what he wished to be done by us to forward his

* America, Armada, Edinburgh, Imperieuse, Furieuse, Rainbow, Termagant, and Mermaid.

plan. My thanks are due to Captain Dunn, of the Mermaid, for forwarding every thing from the beach to us in advance ; as well as to Lieutenants Mason, of the America, Mapleton and Leach of this ship, and Travers, of the Imperieuse ; and to the Midshipmen and small-arm men, and those stationed to a howitzer, for their steady good conduct. I have the honor to be, &c.

(Signed) " G. H. L. DUNDAS."

" To Sir Josias Rowley, Bart."

The subsequent operations against Genoa and its dependencies, in which Captain Dundas bore a principal share, are thus related by Sir Josias Rowley, who commanded the naval force acting in conjunction with Lord William Bentinck :

" *H. M. S. America, March 31, 1814.*

" Sir,—I have much satisfaction in informing you, that the fortress of Santa Maria, with the forts and defences on the Gulf of Spezia, are in the occupation of his Majesty's arms. On the 25th instant I anchored with the squadron as per margin (America, Edinburgh, Furieuse, Swallow, Cephalus, and Aurora, the latter a Sicilian Corvette,) off Lerici, the Hon. Captain Dundas having preceded us with the Edinburgh and Swallow, to accompany the movements of the troops under Major-General Montessor, dismantling the batteries as the enemy retired on their advance ; a party of them endeavoured to re-occupy the castle of Lerici, but Captain Dundas, with the marines, was beforehand with them, and the enemy, after some firing from the boats of the squadron, retreated from the town. On the following morning, a deputation from the inhabitants of Spezia came on board, when I learned that the French had, during the night, evacuated that town and all the defences of the gulf, except the fortress of Santa Maria, which I sent an officer to summons, but found they were prepared to defend it. We immediately weighed, and anchored the ships in a position between Spezia and the fortress, which, in the evening, on the arrival of the troops, was invested. Strong parties of seamen were landed from the ships, and six 18-pounders from the Edinburgh, by the active exertions of the Hon. Captain Dundas, were got up the heights through the most difficult places, and three batteries constructed, on which they were mounted. A 36 and 24-pounder, and two 13-inch mortars, were remounted on one of the dismantled forts, with two additional howitzers, under the direction of Lieutenant Bazelgette, of this ship, and a battery of two 36-pounders, under similar circumstances, by Lieutenant Mapleton, of the Edinburgh ; and at 5 P. M. on the 29th, on a refusal from the enemy to capitulate, the fire from the whole opened on the fortress. It was kept up occasionally during the night ; and renewed at day-light the following morning with such vigor and effect as completely to silence that of the enemy. Preparations were making to storm ; but at 11 the enemy shewed a flag of truce, and capitulated. I feel much pleasure in having to report the zealous, able, and indefatigable exertions of the officers and men employed on the above service ; to the Hon. Captain Dundas, who undertook the general direction of the seamen on shore, I am particularly indebted ; and to Captains Mounsey and Stow, and Captain Staite, of his Sicilian Majesty's corvette Auro-

ra, my thanks are due for their assistance : to Captain Flin, Lieutenants Bazelgette, Mapleton, Croker, and Molesworth, Mr. Glen, Master of the America, and Mr. Breary, Mate of the Edinburgh, who had the direction of the guns in the batteries, much credit is due ; the condition of the fort on its surrender plainly evinced the effect of their fire.

" A division of the Sicilian flotilla of gun-boats was conducted in a gallant and able manner by Lieutenant Le Hunte, and much distinguished themselves. A detachment of royal marines, under Captain Rea, has been landed, to act with the advance of Lieutenant-Colonel Travers, who makes favourable mention of their conduct. I am much indebted to Lieutenant-Colonel Travers, who commanded the troops, for his cordial co-operation, and to Major Pym, of the royal artillery, and Captain Tylden, of the engineers, for their assistance in directing our people at the batteries. I am happy to add that our loss is trifling, considering the means of annoyance possessed by the enemy *. I have the honour to be, &c.

(Signed) " JOSIAS ROWLEY."

" To Vice-Admiral Sir Edward Pellew, Bart."

" April 18, 1814.

" Sir,—I have the honor to inform you, that in pursuance of my communication of the 31st ultimo from Leghorn Roads, I sailed from thence on the 7th instant, with his Excellency Lieutenant-General Lord William Bentinck on board. After various communications with the troops at Spezia and other parts of the coast, we anchored off Reece, in the Gulf of Genoa, on the 11th. The Hon. Captain Dundas had, with the Edinburgh, Rainbow, and some of the flotilla, during my absence, co-operated with the advance of the army, with his usual activity and zeal. On the 13th, the transports having arrived from Sicily, the troops were immediately landed, and the ships and gun-boats moved in advance with the army. On the 17th, every preparation having been made for the attack, at day-light the army moved forwards to drive the enemy from their positions, without the town of Genoa. The gun and mortar-vessels, with the ships' boats, armed with carronades, were advanced along the sea line to attack the batteries ; the greater part of the marines, under the command of Captain Rea, were also embarked in the transports' boats, ready to land as occasion might require. As soon as the troops advanced, the whole of the gun-vessels and boats opened their fire with such effect, that on the landing of the seamen and marines, and preparing to storm, the enemy deserted their batteries, and the whole of the sea line without the walls, which were instantly taken possession of and soon turned on the place ; by this means drawing off a considerable portion of the enemy's fire. The arrival of the Caledonia * afforded you, Sir, an opportunity of witnessing the remaining operations, and the spirited fire which was kept up at the battery, under the direction of Lieutenants Bazelgette and White, against a very superior one of the

* One killed and two wounded belonging to the Edinburgh. The other ships had not a man hurt.

* See Vol. I. p. 634.

enemy; by which I regret to state that Lieutenant Bewick, of the Pylades, an officer of much promise, was killed. My warmest thanks are due to the whole of the captains, officers, seamen, and marines I had the honor to have placed under my orders, for their zealous and active co-operation. I was particularly indebted to Captain Brace, for his able assistance; he was so good as to direct the advance of the boats and gun-vessels. Captains Dundas and Hamilton had, as usual, been most assiduous in forwarding the operations of the troops; and my thanks are due to Captains Tower and Wemyss, for their ready assistance. Captain Flin had volunteered to head a party of seamen, landed with scaling ladders, to storm one of the hill-forts, had it been necessary. Captain Thompson, in the Aboukir, who, assisted by the ships and vessels as per margin *, blockaded the fort, and conducted with much effect a false attack to the westward of the town, which drew off a considerable number of the enemy's troops. I have again occasion to notice the good conduct of the Sicilian flotilla, which were led by Lieutenant Pengelly. I beg that I may be permitted to bring to your notice Lieutenant Bazelgette, senior of this ship, whose services I have long had reason to appreciate. That active officer, Lieutenant Mapleton, of the Edinburgh, I am sorry to say, has been wounded, while on service with the army. I am indebted to Lieutenant Bailey, principal agent of the transports, for the zeal and ability with which he has conducted the service of that department. I beg leave to enclose a return of killed and wounded of the squadron, and have the honor to be, &c. †

(Signed) "JOSIAS ROWLEY.

"To Vice-Admiral Sir E. Pellew, Bart."

The war in Europe being now at an end, Captain Dundas quitted the Edinburgh at Genoa, and crossed the continent on his return to England. He was nominated a C. B. in 1815, and has since represented the shires of Orkney and Shetland, in Parliament.

Agents.—Messrs. Cooke, Halford, and Son.

NICHOLAS TOMLINSON, Esq.

THIS officer is the third son of the late Captain Robert Tomlinson, R. N. by Sarah, only daughter of the late Dr. Robinson, President of the College of Physicians, and granddaughter of Dr. Robinson, Bishop of Carlisle. By the paternal

* Aboukir, Iphigenia, Furieuse, Swallow, and Cephalus.

† Total, English 2 killed, 8 wounded, and 1 missing. Sicilian flotilla, 2 wounded. The Berwick and Rainbow, commanded by Captains Brace and Hamilton, had 2 men killed, and 5, including Lieutenant Lyon of the former ship, wounded, when forcing the enemy's posts near the pass of Rona.

*did not
7th 1834*

side, he is descended from Colonel John Tomlinson, of Burntcliffe Thorn, in the West Riding of Yorkshire, who bore a conspicuous part in the civil wars, during the reign of Charles I.

Mr. Tomlinson's earliest patrons were the late Earl of Carhampton and Captain (afterwards Lord) Hotham, with the latter of whom he first went to sea, about 1772, in the *Resolution* 74, of which ship his father was, at that time, senior Lieutenant. He subsequently served as a Midshipman on board the *Thetis* frigate and *Charon* of 44 guns, on the American and West India stations.

In 1779, Mr. Tomlinson acted as aid-de-camp to the Hon. Captain Luttrell, at the siege of St. Fernando de Omoa, and was one of those who scaled the walls of that fortress * ; he also assisted at the capture of le Compte d'Artois French privateer, of 64 guns and 644 men, Aug. 13, 1780†. Early in 1781 we find him commanding a gun-boat, and accompanying Brigadier-General Arnold on an expedition up the rivers of Virginia. Whilst thus employed, he was almost daily engaged with the enemy, and frequently two or three times in the same day, for upwards of two months.

The *Charon* was burnt by hot shot from the enemy's bat-

* See Vol. I. p. 97. N. B. A singular circumstance is *officially* related of a sailor, named Peter Finley, who singly scrambled over the wall of Fort Omoa, with a cutlass in each hand. Thus equipped, he fell in with a Spanish officer just roused from sleep ; and who, in the hurry and confusion, had forgotten his sword. The tar disdaining to take advantage of an unarmed foe, and willing to display his courage in single combat, presented the officer with one of the cutlasses, telling him he scorned any advantage, and adding that they were now on an equal footing. The astonishment of the officer at such an act of generosity, and the facility with which a friendly parley took place, when he expected nothing else but to be cut in pieces, could only be rivalled by the admiration of his countrymen when he related the affair. Upon this circumstance being mentioned to the commander-in-chief (Sir Peter Parker), he appointed this intrepid fellow to be Boatswain of a sloop-of-war. We are sorry to add, that Finley's subsequent conduct brought him to an ignominious end. On the 22d Feb. 1791, he was mulcted of all his pay, and adjudged to serve before the mast, for attempting to embezzle the stores in his charge ; and on the 23d of the following month, was sentenced to be hanged at the yard-arm, for stabbing Mr. Bruton, Master's-Mate of the *Ferret*, the ship from which he had so recently been dismissed.

† See Vol. I. p. 501.

teries when assisting in the defence of York Town, Oct. 10, 1781; and from that period, till the surrender of Earl Cornwallis and his army to the American and French forces, Mr. Tomlinson commanded one of the British advanced batteries, where he conducted himself in such a manner as to obtain his Lordship's personal thanks*. He returned to England in Jan. 1782, and was promoted to the rank of Lieutenant in the Bristol, a 50-gun ship, commanded by Captain James Burney, on the 23d March in the same year.

The Bristol sailed from England with a fleet of Indiamen under her convoy in Sept. 1782; and on the 19th April following lost 19 of her crew by the blowing up of the Hon. Company's ship Duke of Athol, in Madras Road. The total number of lives lost on this melancholy occasion exceeded 200, including 6 Lieutenants, 5 warrant officers, and 127 of the best men belonging to the squadron under Sir Edward Hughes. Lieutenant Tomlinson, who had volunteered to go to the Duke of Athol's assistance, in the room of another officer who was ordered on that service, received a severe contusion in his breast and left side, and his whole body a dreadful shock†. He subsequently bore a part in the last action fought between Sir Edward Hughes and M. de Suffrein‡, on which occasion the Bristol had 13 men wounded.

Lieutenant Tomlinson removed into the Juno frigate, com-

* We have already stated (at p. 63) that Earl Cornwallis had entered into a capitulation for the surrender of York and Gloucester on the 17th Oct. 1781. Two days afterwards those important posts, together with the Guadaloupe frigate, Bonetta sloop of war, many transports, a numerous artillery, and a large quantity of military stores, were given up to the combined armies. About twenty transports had been sunk or burnt during the siege. Earl Cornwallis, with all the military and naval officers, except such as were necessary for the care of the soldiers and seamen, were set at liberty on their parole. The American commissioner who drew up the articles of capitulation, was the son of Mr. Laurens, the late President of Congress, whose capture by the British we have already noticed (see p. 14), and who was still a close prisoner in the Tower of London, under a charge of high treason.

† Mr. Tomlinson was first Lieutenant of the Bristol at this period; a junior officer had been ordered to assist the Indiaman, but, as appears by Captain Burney's certificate, *was not immediately ready to do so.*

‡ See Vol. I. note at p. 425.

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manded by the late Captain James Montagu *, Sept. 14, 1784, and returned to England with that gallant officer in the spring of 1785. His next appointment was, July 10, 1786, to the *Savage* sloop of war, in which vessel he continued till Aug. 12, 1789.

During this latter period of service, nothing very particular occurred, it being a time of peace; but Lieutenant Tomlinson enjoyed the unspeakable felicity of preserving the lives of two of his fellow creatures: one, Mr. Campbell, a young gentleman who could not swim, and whom he rescued by jumping overboard after him; the other, a poor fisherman who had been overset, and to whose assistance he repaired in a small boat during a heavy gale of wind, at the evident peril of his own existence †. During the Spanish armament in 1790, he was sent to Greenock upon the impress service, and while there displayed his usual activity; but as no rupture ensued, he was recommended by Lord Hawke to Count Woronzow, the Russian Ambassador, through whose interference he obtained the command of a ship of the line belonging to the Imperial navy. No sooner, however, did a war between England and France appear inevitable, than relinquishing the most flattering prospects, he returned to his native country, made an offer of his services, and was appointed first Lieutenant of the *Regulus* 44, in which ship he served for eight months, and then left her to take the command of the *Pelter* gun-brig, at the particular request of Sir W. Sidney Smith.

To whatever extent boarding and cutting out the enemies' vessels from under forts, &c. may have since been carried, we have reason to believe Lieutenant Tomlinson had the honor of setting the example in the French revolutionary war (at least in Europe), by boarding and carrying a lugger, in a single boat and in open day-light, while lying within pistol-shot of a battery, with the adjacent sand-hills lined with troops.

The *Pelter* appears to have been engaged in a variety of operations on the coast of France; and on one occasion had an encounter with three armed vessels, two of which were of equal force with herself, lying in the road of Etaples, pro-

* See Vol. I. note at p. 41*.

† Mr. Campbell was related to Mrs. Carter, wife of the Duke of Portland's private secretary.

ected by a battery. In June 1795, she accompanied the fleet under Sir John Borlase Warren to Quiberon Bay, where she was employed to cover the landing of the French royalists*, and in various skirmishes along the coast; in all which Lieutenant Tomlinson's conduct was witnessed and highly approved by Captain Albemarle Bertie, of the Thunderer 74, who had the direction of the gun-vessels attached to the expedition.

The critical assistance rendered to the royalist army on the 21st of the ensuing month deserves particular notice. Unassisted by any other vessel, she went so near, and continued running along the coast so advantageously with the troops, as to be able to cover their retreat, and prevent the republicans from destroying the greatest part of them; and at length, when their situation became desperate, afforded both time and opportunity to conclude a capitulation. On this occasion, Lieutenant Tomlinson was honored with the thanks of Sir John B. Warren, on the quarter-deck of la Pomone, in the presence of many distinguished officers of the navy and army.

On the 10th Aug. in the same year, Lieutenant Tomlinson was ordered to attack a fleet of *chasse marées*, which he did with great promptitude, and took one of them, although she had anchored under a battery at the mouth of the river Crach, the fire of which was silenced by the Pelter. This exploit produced a flattering letter on the part of Sir John B. Warren, and a generous relinquishment of the prize to her captors alone by the officers and seamen of the squadron. The Pelter, in company with three other gun-vessels, had previously destroyed a corvette of 24 guns, and a national cutter, in the Morbihan river.

At length, in consequence of incessant fatigue, nearly 30 of the Pelter's crew were confined to their hammocks†; and the rest, with Lieutenant Tomlinson at their head, in so reduced a state, that the vessel was obliged to be towed home by the Robust 74.

In Oct. 1795, the Pelter being paid off, the subject of this memoir joined the Glcry, of 98 guns, as first Lieutenant, from

* See Vol. I. note at p. 169 *et seq.*

† Her complement was 50 officers and men.

which ship he soon after removed into the Vésuve gun-vessel. On the 29th of the following month he was advanced to the rank of Commander, and appointed to la Suffisante of 14 guns.

On the 27th May, 1796, Captain Tomlinson, after a chase of eleven hours, and an action of thirty minutes, captured la Revanche French national brig, of twelve long 4-pounders and 85 men, between Ushant and the Main, then a lee shore. The enemy had 2 men killed and 7 wounded; la Suffisante only 1 man wounded. Vice-Admiral Onslow, when reporting this capture, expressed himself as follows :

"From all the accounts I hear, Captain Tomlinson's conduct upon this occasion was highly honorable to himself as an officer and a seaman, as more danger was attached to la Suffisante, from the risk of shipwreck upon the enemy's coast, in the passage le Fore, than from the force of the enemy, from which difficulty he very ably extricated himself."

In the following month Captain Tomlinson captured la Patriote and le Morgan French privateers, the latter mounting 16 guns; an American ship, and a Danish brig, the one laden with contraband stores, the other with French property; and re-captured six valuable British merchantmen.

On the 1st Aug. in the same year he attacked a French convoy, consisting of a brig mounting 16 guns, two cutters of 14 guns each, and seventeen sail of merchant vessels, eight of which he drove on shore and destroyed. He subsequently captured a large ship laden with rice and wine, and two other French vessels; a Dutch vessel laden with wine, and a ship with masts and spars, the latter bound to Spain; and four Spanish vessels, one of which he gave up to the prisoners.

For these and other services he was deservedly advanced to the rank of Post-Captain, Dec. 12, 1796; nor was this the only reward he received for his zealous exertions, as will appear by the following documents :

"Meeting of the Committee for encouraging the capture of French Privateers, Armed Vessels, &c. July 14, 1796.

"RESOLVED, That Captain Tomlinson, of H. M. S. la Suffisante, be requested by this Committee to accept of a piece of plate, value 50 guineas, in acknowledgment of his gallant behaviour in the capture of la Revanche French brig, in the action on the 27th May; and also in the action on the 27th June last, when he captured the Morgan French privateer, and re-captured six British merchant ships, her prizes, and in tes,

timony of the sense this Committee entertain of the protection he has thereby afforded to the commerce of Great Britain."

"*At a Court of Directors of the Royal Exchange Assurance, July 20, 1796.*

"The Committee of Averages of the 14th inst. having recommended a piece of plate, of the value of 50 guineas, to be presented to Captain Tomlinson, of his Majesty's sloop *la Suffisante*, in consideration of his spirited and active conduct in the capture of the *Morgan French* privateer, and the re-capture of six merchant ships, her prizes, on the 27th June last, off the French coast :

"**RESOLVED**,—That the Court do approve thereof; that the secretary do acquaint Captain Tomlinson with the resolution of the Court; and that the Company's silversmith be directed to prepare a piece of plate accordingly, with a suitable inscription thereon."

Unfortunately for Captain Tomlinson, his post commission was not accompanied by an appointment; and having no prospect of immediate employment, his eagerness to distress the enemy led him beyond the limits of his profession, and caused him to incur the displeasure of the Admiralty.

In imitation of the Raleighs, the Cavendishes, and the Drakes of former days, he appears to have made an offer of fitting at his own expense, and commanding in person, a private ship of war; but not being able to obtain the sanction of the Board for that purpose, he determined to send a vessel into the Mediterranean, under the superintendence of a man of approved ability; and having procured leave of absence for three months, he embarked in the *Lord Hawke* privateer, belonging to himself, for the purpose of establishing a correspondence for her at Oporto. In the course of the voyage seven of the enemy's merchant vessels, and a Spanish packet returning from the West Indies, worth about 12,000*l.*, were captured; a valuable British brig was retaken, and a French privateer destroyed. The crew of the packet threw the mail which she was conveying overboard, but it was recovered by one of the *Lord Hawke's* men, who jumped into the sea after it.

The displeasure of the Lords of the Admiralty, alluded to above, proved of very serious consequence to Captain Tomlinson; as we find by their Secretary's letter of Nov. 20, 1798, that his name was struck off the list of Captains in the royal navy, in consequence of a complaint made against him by two of his brother officers, for having used the private signals

when on board the *Lord Hawke*, and chased by the frigates they commanded.

In the hope that, on a due explanation of his motives, and a statement of his past services, he might be reinstated in his rank, the subject of this memoir petitioned the Board to rescind their resolution; but he was informed in answer, that their Lordships saw no grounds for altering it. Thus disappointed, he presented a Memorial to the King, which was also rejected.

In March 1801, he accompanied Sir Hyde Parker as a volunteer to the Baltic, and was so highly spoken of by that Admiral for his distinguished conduct in the battle off Copenhagen, that on a second memorial being presented to the Sovereign, his Majesty was most graciously pleased to restore him to the rank of Post-Captain, with seniority from the 22d Sept. of that year. He was afterwards appointed to the command of the *Sea Fencibles* at Southend, in Essex.

Some time before the attack on the French squadron in Aix Roads, Captain Tomlinson transmitted a plan to the Secretary of the Admiralty, for conducting fire-ships *when leading down to attack the enemy*, which was afterwards adopted; and in June following, he was appointed to fit out and command all the vessels of that description intended to accompany the expedition under Earl Chatham and Sir Richard J. Strachan to the Scheldt. In Dec. following, when the island of Walcheren was evacuated, he assisted in destroying the basin, arsenal, and sea defences of Flushing; and his exertions on that occasion were mentioned in highly satisfactory terms by Captain Graham Moore, who commanded the detachment of seamen and artificers employed in that undertaking. On his return to England he resumed the command of the *Sea Fencibles* in Essex.

We are indebted to a pamphlet long since out of print, for the bulk of our information respecting Captain Tomlinson's services. Other subjects alluded to by the writer thereof are of too delicate a nature for us to attempt handling them, during the existence of the parties to whom they refer.

Captain Tomlinson married, in 1794, Elizabeth, youngest daughter and co-heiress of Ralph Ward, Esq. of Forburrows, near Colchester, by whom he has four sons and four daugh-

ters. One of his sons is a Midshipman, R. N., and another an officer in the army.

Agents.—Messrs. Goode and Clarke.

WILLIAM PARKER, Esq.

A Companion of the Most Honorable Military Order of the Bath.

This officer, a nephew of the late Earl of St. Vincent, served as a Midshipman on board the *Orion* 74, commanded by Captain John Thomas Duckworth, in the actions of May 28 and 29, and June 1, 1794. He was made a Commander, Oct. 10, 1799, and during the remainder of the war commanded the *Stork* of 18 guns; in which vessel he captured la *Legere* French packet of 14 guns and 50 men, laden with West India produce; and assisted at the capture of *El Cantara* Spanish privateer of 22 guns and 110 men, and a lugger mounting 10 guns*.

Captain Parker obtained post rank Oct. 9, 1801; and in Nov. 1802, was appointed to the *Amazon* frigate. On the 16th July, 1803, he captured le *Felix* French privateer, of 16 guns and 96 men; and soon after joined the fleet under Lord Nelson, on the Mediterranean station.

On the 12th Feb. 1804, Captain Parker, when in the act of reconnoitring Toulon, saw a French frigate coming round the island of Porquerolle. At first the enemy seemed inclined to fight; but on the approach of the *Amazon*, she ran under a press of sail through the *Grande Passe*, and took shelter under fort Breganson. Several of the ships in Toulon now swayed up their top-sail-yards, and had Captain Parker overtaken the frigate, would no doubt have come out, and thereby endangered the *Amazon's* safety. Lord Nelson, in relating this affair to Earl St. Vincent says, "Your nephew has very much pleased me, as indeed he always does. * * * I admire his spirit and resolution to attack her under all the disadvantages of situation: such conduct will some happy day meet its reward." In a subsequent letter we find the following passage: "I have sent your nephew this morning (March 17, 1804,) to see if he can lay salt upon the tail of a French frigate; I every day see new and excellent traits in him". To-

* See pp. 307 and 308.

wards the end of August in the same year, his Lordship, anxious lest the Amazon should miss being present in the event of an action, wrote to her commander in the following terms :

" I hope, my dear Parker, you are making haste to join me, for the day of battle cannot be far off, when I shall want every frigate ; for the French have nearly one for every ship, and we may as well have a *battle royal*, line-of-battle ships opposed to ships of the line, and frigates to frigates. But I am satisfied with your exertions, and be assured that I am ever faithfully yours."

The Amazon formed part of the squadron under Nelson, when that hero pursued the combined fleets of France and Spain to the West Indies * ; and on the 12th Sept. 1805, she captured the Principe de la Paz Spanish privateer, mounting twenty-four 9-pounders and 4 brass swivels, with a complement of 160 men. A considerable sum in specie was found on board this prize, and her capture must have been regarded as a fortunate event by the mercantile community ; Captain Parker having fallen in with her eighty leagues to the westward of Scilly, at a time when many of the homeward bound Jamaica fleet were beating about the chops of the Channel, without any armed vessel to protect them, they having separated from their convoy in a heavy gale of wind.

On the 13th March, 1806, Captain Parker assisted at the capture of Rear-Admiral Linois in the Marengo of 80 guns, accompanied by la Belle Poule frigate, as appears by the following letter from Sir John Borlase Warren to the Secretary of the Admiralty :

" I request you will communicate to their Lordships, that at 3^h 30' A. M. on the 13th inst., H. M. S. London, which I had stationed to windward of the squadron, having wore, and made the signal for some strange sail, I directed the squadron to be put upon the larboard tack, and as daylight appeared, made the signal for a general chase. Soon afterwards the London was observed in action with a large ship and a frigate, and continued supporting a running fire with those ships, which were endeavouring to escape, until 7^h 30', when the Amazon, being the advanced ship, engaged the frigate, which was attempting to bear away. The remainder of the squadron approaching fast upon the enemy, (and the action having continued from before day-light, until 9^h 43' A. M.) the line-of-battle ship, bearing the flag of a Rear-Admiral, struck ; and at 9^h 53' the frigate also followed her example, when an officer came on board the Foudroyant with M. Linois' sword, and informed me, that the ships which had surrendered

* See Vol. I. note at p. 589, *et seq.*

to his Majesty's colours were the *Marengo* of 80 guns, 740 men; and the *Belle Poule* of 40 guns, 18-pounders, and 320 men, returning to France from the East Indies; these ships being the remainder of the French squadron which had committed so much depredation upon the British commerce in the Eastern world.

"I have much satisfaction in stating the meritorious and gallant conduct of Captains Sir Harry Neale and William Parker, supported by the zeal and bravery of the officers and crews of their respective ships, who claim my warmest thanks and acknowledgments, and whose exertions, I hope, will recommend them to their Lordships' particular notice and protection.

"I cannot, however, avoid regretting, that the force of the enemy did not afford to the officers and men of the other ships of the squadron, who shewed the most earnest desire to have closed with the enemy, an opportunity of displaying that valour and attachment to their King and Country, which I am confident they will be happy to evince upon some future and more favorable occasion *."

In the summer of 1809, we find Captain Parker actively employed in co-operation with the patriots of Galicia †. On the 23d March, 1811, he captured the *Cupidon* French privateer of 14 guns and 82 men. In the ensuing month of June, the boats of the *Amazon*, under the directions of Lieutenant Westphal, made a gallant and successful attack on an enemy's convoy, near the Penmarks. One of the vessels having been cut off by the frigate, the remainder, eight in number, ran on shore, under the protection of a battery, notwithstanding the fire from which, and from a considerable number of troops, three were brought off, and the other five destroyed, without any loss on the part of the British.

Captain Parker was nominated a C.B. in 1815. He married, about June 1810, Frances Anne, youngest daughter of Sir Theophilus Biddulph, Bart.

Agents.—Messrs. Cooke, Halford, and Son.

* The *Amazon* on this occasion had her first Lieutenant (R. Seymour), a marine officer, 1 seaman, and 1 marine killed, and 6 seamen wounded. The loss sustained by the London and the French ships has been stated in our memoir of Sir Harry Neale. See vol. I. p. 436.

† See Vol. I. p. 617, *et seq.*

TRISTRAM ROBERT RICKETTS, Esq.

THIS officer was made a Post-Captain Oct. 9, 1801, and subsequently commanded the *Ville de Paris*, *San Josef*, and *Hibernia*, first rates, bearing the flags of the Hon. Admiral Cornwallis, Sir Charles Cotton, and Earl St. Vincent. In 1813 he was appointed to the *Vengeur* of 74 guns; and at the close of the following year we find him conveying Major-General Lambert, and a reinforcement of troops, to the army before New Orleans*. In Feb. 1815, he commanded the detachment of seamen landed at Mobile, to assist in the reduction of Fort Boyer; and Sir Alexander Cochrane, in his official letter on that subject, acknowledges himself indebted to Captain Ricketts, "for his zeal and exertions in landing and transporting the cannon and supplies, by which the fort was so speedily reduced †".

Captain Ricketts married in 1802, the daughter of the late R. Gumbleton, Esq. of Castle Richard, co. Waterford.

Agent.—Hugh Stanger, Esq.

GEORGE M'KINLEY, Esq.

A Captain of the Royal Hospital at Greenwich, and Superintending Captain of the Royal Naval Asylum.

THIS officer was born at Plymouth Dock (now Devonport), and left an orphan at a very early age †. He entered the naval service under the patronage of the late Admirals Barrington and J. Leveson Gower, with the former of whom he proceeded to the West Indies as a Midshipman, on board the *Prince of Wales*, a third rate, in 1778. He subsequently joined the *Ceres* sloop of war, commanded by Captain James Richard Dacres, and in that vessel was captured, by the *Iphigenie* French frigate, off St. Lucia.

After his liberation, Mr. M'Kinley served under Captain

* See Vol. I. p. 638.

† Fort Boyer surrendered to the British Feb. 11, 1815. It was found to be in a complete state of repair, with 22 guns mounted, and a garrison of about 366 men.

‡ Captain M'Kinley's father was a Lieutenant R. N. Samuel

Lieut. of 1745

James Brine, successively in the *Surprise* sloop of war*, *Alcmene* frigate, and *Belliqueux*, of 64 guns, till December 1781, when he was removed into the flag ship of the late Lord Hood, who made him a Lieutenant on the 14th of the following month.

The *Stormont* sloop, to which vessel Mr. M'Kinley was appointed on his promotion, being captured at Demerara before he could join her, he returned to the *Barfleur*, and did duty as a Lieutenant on board that ship in the battles between Rodney and De Grasse, April 9 and 12, 1782. On the 19th of the same month he was removed into the *Champion*, 24, commanded by Captain Alexander Hood, with whom he returned to England in the *Amiable* frigate, about July 1783.

During the ensuing long peace, Lieutenant M'Kinley was appointed in succession to the *Thorn* sloop of war, Captain Lechmere; *Edgar* 74, Captain (afterwards Lord) Duncan; *Trimmer* brig of 16 guns, Captain Charles Tyler; *Illustrious* 74, and *Formidable* of 98 guns, bearing the flag of his patron Admiral Gower; and *Alcide* 74, Captain Robert Linzee.

At the commencement of the French revolutionary war in 1793, the *Alcide* was ordered to the Mediterranean station, where Captain Linzee hoisted a broad pendant, on being appointed to the command of a squadron sent from Toulon to co-operate with the Corsican patriots under General Paoli. An account of his proceedings will be found in our memoirs of Admiral Wolseley and Captain Hugh Downman.

On the 11th April, 1794, Commodore Linzee was advanced to the rank of Rear-Admiral; and when, in consequence of his promotion, he hoisted his flag in the *Windsor Castle* of 98 guns, Lieutenant M'Kinley accompanied him into that ship, where they continued till November following†.

In April 1795, the subject of this memoir was appointed to the command of the *Liberty*, a 14-gun brig, stationed at Guernsey and Jersey. On the 17th Mar. 1796, he distin-

* The *Surprise* was formerly the American privateer *Bunker's Hill*, of 18 guns. Being taken by the British about the same time that the *Ceres* fell into the hands of the enemy, she was commissioned in her room, by Admiral Barrington's first Lieutenant, Mr. James Brine, who died a flag officer in 1814.

† See p. 91.

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guished himself by his conduct in the harbour of Herqui, near Cape Fréhel, as appears by the following letter from Sir W. Sidney Smith to the Secretary of the Admiralty :

"Diamond, March 18, 1796.

"Sir,—Having received information that the armed vessels detached by the Prince of Bouillon had chased a convoy, consisting of a corvette, three luggers, four brigs, and two sloops, into Herqui, I proceeded off that port to reconnoitre their position, and sound the channel, which I found very narrow and intricate. I succeeded, however, in gaining a knowledge of these points, sufficient to determine me to attack them in the Diamond without loss of time, and without waiting for the junction of any part of the squadron, lest the enemy should fortify themselves still farther on our appearance. Lieutenant M'Kinley, of the Liberty brig, and Lieutenant Gossett, of the Aristocrat lugger, joined me off the Cape; and though not under my orders, very handsomely offered their services, which I accepted, as small vessels were essentially necessary in such an operation. The permanent fortifications for the defence of the bay are two batteries on a high rocky promontory. We observed the enemy to be busily employed in mounting a detached gun on a very commanding point of the entrance. At one o'clock yesterday afternoon this gun opened upon us as we passed; the Diamond's fire, however, silenced it in eleven minutes. The others opened on us as we came round the point; and their commanding situation giving them a decided advantage over a ship in our position, I judged it necessary to adopt another mode of attack, and accordingly detached the marines and boarders to land behind the point, and take the batteries in the rear. As the boats approached the beach, they met with a warm reception, and a temporary check, from a body of troops drawn up to oppose their landing. Their situation was critical: the ship being exposed to a most galling fire, and in intricate pilotage, with a considerable portion of her men thus detached, I pointed out to Lieutenant Pine the apparent practicability of climbing the precipice in front of the batteries, which he readily perceived, and with an alacrity and bravery, of which I have had many proofs in the course of our service together, he undertook and executed this hazardous service; landed immediately under the guns, and rendered himself master of them before the column of troops could regain the heights. The fire from the ship was directed to cover our men in this operation: it checked the enemy in their advancement; and the re-embarkation was effected as soon as the guns were spiked, without the loss of a man, though we have to regret Lieutenant Carter, of the marines, being dangerously wounded on this occasion. The enemy's guns, three 24-prs. being silenced, and rendered useless for the time, we proceeded to attack the corvette and the other armed vessels, which had by this time opened their fire on us, to cover the operation of hauling themselves on shore. The Diamond had anchored as close to the corvette as her draught of water would allow. The Liberty was able to approach near; and on this occasion I cannot omit to mention the very gallant and judicious manner in which Lieutenant M'Kinley brought his vessel into action, profiting by

her light draught of water to follow the corvette close. The enemy's fire soon slackened; and the crew being observed to be making for the shore, on the English colours being hoisted on the hill, I made the signal for the boats to board, directing Lieutenant Gossett, in the lugger, to cover them. This service was executed by the party from the shore, under the direction of Lieutenant Pine, in a manner that does them infinite credit, and him every honor as a brave man, and an able officer. The enemy's troops occupied the high projecting rocks all round the vessels, whence they kept up an incessant fire of musketry; and the utmost that could be effected at the moment was to set fire to the corvette, (l'Etourdie of 16 guns, 12-pounders on the main-deck,) and one of the merchant brigs, since, as the tide fell, the enemy pressed down on the sands close to the vessels; Lieutenant Pine therefore returned on board, having received a severe contusion on the breast from a musket-ball. As the tide rose again it became practicable to make a second attempt to burn the remaining vessels. Lieutenant Pearson was accordingly detached for that purpose with the boats; and I am happy to add, his gallant exertions succeeded to the utmost of my hopes, notwithstanding the renewed and heavy fire of musketry from the shore. This fire was returned with great spirit and evident good effect; and I was much pleased with the conduct of Lieutenant Gossett, in the hired lugger, and Mr. Knight, in the Diamond's launch, who covered the approach and retreat of the boats. The vessels were all burnt, except an armed lugger, which kept up her fire to the last. The wind and tide suiting at 10 P. M. to come out of the harbour again, we weighed and repassed the point of Herqui, from which we received a few shot, the enemy having found means to restore one of the guns to activity. Our loss is trifling *, considering the nature of the enterprise, and the length of time we were exposed to the enemy's fire. Theirs, I am persuaded, must have been very great, from the numbers within range of our shot and shells. The conduct of every officer and man under my command meets with my warmest approbation. It would be superfluous to particularize any others than those I have named. Suffice it to say, the characteristic bravery and activity of British seamen never were more conspicuous. Lieutenant Pine will have the honor to present their Lordships with the colours which he struck on the battery; and I beg leave to recommend him particularly, as a most meritorious officer."

In May 1798, Lieutenant M'Kinley was promoted to the rank of Commander, and appointed to the Otter fire-ship. In the ensuing year he assisted at the capture of Rear-Admiral Storey's squadron in the Texel; and served on shore at Enkuyzen with a detachment of marines, until the evacuation of the Helder, and the removal of the British naval force from the Zuyder Zee †.

* Two seamen killed, 2 officers, and 5 men wounded.

† For an account of the expedition to Holland see Vol. I. note at p. 414 *et seq.*

The Otter formed part of the light squadron attached to Lord Nelson's division, in the sanguinary battle off Copenhagen, April 2, 1801 *; immediately after which Captain M'Kinley was appointed, *pro tempore*, to the Bellona 74, her commander, Sir T. Boulden Thompson, having lost a leg on that occasion.

After refitting the Bellona, Captain M'Kinley was superseded by Captain Thomas Bertie of the Ardent 64, and ordered to conduct the latter ship to England. In October following he received a commission for the Pelican sloop of war; and on the 20th of that month sailed for the West Indies, with despatches relative to the treaty of Amiens. Immediately on his arrival at Jamaica he assumed the command of the Abergavenny 54; and in July 1802, we find him removing into the Ganges of 74 guns, in which ship he returned home, June 21, 1803 †.

His next appointment was to the Roebuck 44, fitting for the Leith station, where he met with a very serious accident, a full powder horn having exploded close to his face, whilst superintending the exercise of his newly raised men, and deprived him of sight for several weeks.

The Roebuck continued as a guard-ship at Leith from the summer of 1803 till June 1805, when she received the flag of Rear-Admiral Billy Douglas in Yarmouth Roads. At the commencement of 1806, Captain M'Kinley removed into the Quebec, a 32-gun frigate, employed cruising off the coast of Holland. In June following he was appointed to the Lively 38; and shortly after we find him senior officer on the Lisbon station, where he rendered an essential service by bringing away the British factory, and all the English merchant vessels lying in the Tagus, at a time when General Junot was rapidly approaching with a powerful French army to take possession of the Portuguese capital. For his conduct on that station he was presented with a piece of plate, accompanied by the following gratifying letter:

"Sir,—We the undersigned British merchants, formerly residing in Lisbon, beg leave to present you with a piece of plate, for your unwearied

* See *id.* note * at p. 365, *et seq.*

† Captain M'Kinley's post commission bears date Oct. 20, 1801.

exertions in protecting our trade during the time you were on that station, and for your uncommon attention to a rich fleet of merchantmen, during a protracted and boisterous passage, being the last which sailed from thence, previous to the shutting the ports of Portugal against the shipping of Great Britain*. We flatter ourselves, Sir, that you will receive this trifling mark of our esteem, which we offer as a tribute to your public conduct and private merit. We have the honor to be, Sir, your most faithful humble servants,

(Signed) "W. OXFORD, T. COPPENDALE, J. C. DUFF,
G. ROACH, J. M. BUCKELEY, R. SEALLY, R. LUCAS,
J. MARCH, J. EDWARDS, T. F. DYON, E. MAYNE,
J. LEIGH, W. MARSH, W. OXFORD."

In January 1808, the *Lively* conveyed Rear-Admiral W. A. Otway to the squadron employed in the blockade of Lisbon; and then went on a cruise off the Western Islands. After the convention of Cintra †, Captain M'Kinley was sent into the Tagus, with orders to take charge of the naval arsenal, where he continued until it was delivered up to the Portuguese authorities. He subsequently cruised off Oporto, and received the thanks of the merchants there for his exertions in clearing the Douro of all the British shipping previous to the French entering that city. In March 1809, his assistance being solicited by the inhabitants of Galicia, he proceeded to the coast of that province, and took an active part in the operations which led to the capture of Vigo and Santiago ‡.

In July following, Captain M'Kinley convoyed a fleet from Lisbon to England; and on the 18th Sept. in the same year he assisted at the capture of *l'Aurore* French lugger privateer, of 16 guns and 69 men.

After lying for some time in the Downs as flag-ship to the late Sir George Campbell, the *Lively* refitted at Portsmouth; and in April 1810, conveyed Sir Charles Cotton to Cadiz §. On her return from thence she was ordered to escort the outward bound trade to Portugal and the Mediterranean. After executing that service she was unfortunately wrecked on a reef of rocks near Point Coura, in the Island of Malta.

* See Vol. I. p. 319.

† See Vol. I. note at p. 432.

‡ See Captain JAMES COURTS CRAWFORD, and *Naval Chronicle*, v. 22, pp. 79, 80, and 83.

§ See Vol. I. p. 240.

This accident took place at two A. M. Aug. 10; and on the 27th Nov. following, Captain M'Kinley was tried by a court-martial, and fully acquitted of all blame on the occasion. His unremitting endeavours to get the *Lively* afloat during a period of eight weeks, were also duly noticed by the Court; but one of his Lieutenants, the Hon. A. F. Berkeley, was censured for not acquainting him when the ship was discovered to be in danger; and Mr. Richards, the Master, dismissed from that station, and sentenced to serve for two years in an inferior capacity, for having brought the frigate to, with her head in-shore*.

Captain M'Kinley's next appointment was, in April 1811, to the *San Josef*, a first rate, bearing the flag of Sir Charles Cotton, with whom he served on the Mediterranean station and in the Channel fleet, till the death of that worthy officer, Feb. 23, 1812†.

In May 1812, Captain M'Kinley was appointed to the *Bellona* 74, forming part of the North Sea fleet, under the orders of Admiral William Young. After cruising for some time off the Scheldt, he was ordered to St. Helena, from whence he returned in May, 1813. During the remainder of the war we find him employed in the blockade of Cherbourg, and on other services pertaining to the Channel fleet. He subsequently commanded the *Namur* and *Bulwark* third rates, bearing the flag of Sir Charles Rowley, commander-in-

* Rear-Admiral Boyles was a passenger on board the *Lively* at the time of the above disaster.

† Nothing could well furnish a stronger testimony of the sincere and cordial respect generally entertained for the character of Sir Charles Cotton, than the subjoined affectionate address of condolence presented to his amiable relict, from the officers of the *San Josef*:

"The officers of H. M. S. *San Josef*, deeply lamenting the loss of their very highly esteemed commander and patron, beg leave to offer their most sincere sentiments of condolence to Lady Cotton, on an occasion so truly mournful and afflicting. After a long and uniform experience of every indulgent favour, and the most humane and generous attention to their several comforts and wishes, they cannot but conceive it a duty peculiarly incumbent on them, at this melancholy crisis, to entreat that Lady Cotton would condescend to accept this tribute of unfeigned respect and affectionate regard for the memory of their late exemplary and honorable Admiral, the faithful friend of his Sovereign, and warm supporter of the first rights and most essential interests of his Country."

chief in the river Medway. He was appointed a Captain of the Royal Hospital at Greenwich in Nov. 1817; and selected to superintend the Naval Asylum at the period of its incorporation with the former establishment (April 1821).

Captain M^cKinley married the youngest daughter of — Hollis, Esq. of Gosport, in Hampshire, and sister of Captain A. P. Hollis, R. N. His two brothers, Samuel and John, like himself, entered early into the naval service of their country. The former commanded the Comet galley, and died on the American station in 1780; the latter was a Lieutenant with the present Admiral Sir Charles M. Pole, at the capture of the Santa Catalina Spanish frigate *, and died off St. Domingo in 1782.

JAMES KATON, Esq.

THIS officer is descended from an ancient family in Ireland †. He entered the naval service under the patronage of Admiral Lord Hood in 1783; and from that period served in various ships till Jan. 1793, when he joined the Alcide 74, commanded by Captain Robert Linzee, under whom he was actively employed on the Mediterranean station, particularly at the occupation of Toulon and siege of St. Fiorenzo; on which latter occasion he was landed with a detachment of seamen under the directions of Captain Edward Cooke, and assisted at the storming of Convention Hill, an event which led to the evacuation of the town by the enemy's troops §.

In Mar. 1794, Mr. Katon received a Lieutenant's commission from Lord Hood, dated on the 18th of the preceding month, and appointing him to the Courageux of 74 guns, which ship bore a conspicuous part, and sustained considerable damage, in the action off Genoa, Mar. 14, 1795 †. He

* See Vol. 1. p. 88.

† Captain Katon's father died a Lieutenant, R. N.

§ See Vol. I. p. 250, and note ‡ at the bottom of the page.

‡ See Vol. I. note at p. 340. N. B. The Courageux had her main and mizen-masts shot away, 16 men killed, and 36 wounded. The main-mast fell in-board with its head towards the stern, carried away several of the poop beams, and crushed the wheel to pieces. In this disabled state, with

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subsequently served under Rear-Admiral Linzee, in the Windsor Castle, Victory, and Princess Royal, three-deckers, and was paid off from the latter in the autumn of 1796.

Lieutenant Katon's next appointment was to the Prince 98, bearing the flag of Sir Roger Curtis, with whom he continued about two years. In 1798 he joined the Earl of St. Vincent in the Ville de Paris, a first rate, then off Cadiz; and on the 6th Jan. 1801 was appointed by that officer to act as Captain of the Princess Royal, whose late commander had recently been promoted to a flag*. In the course of the same month he assumed the command of the Cumberland 74, (*pro tempore*,) and accompanied Sir Robert Calder to the West Indies, in search of a French squadron that had escaped from Brest under Rear-Admiral Gantheaume. On his arrival at Jamaica in April he was appointed by Lord Hugh Seymour to the Lark sloop of war, then off the Havannah; and on the 24th July, removed by the same nobleman to the Carnatic of 74 guns, in which ship Rear-Admiral Robert Montagu soon after hoisted his flag, and proceeded on a cruise off Cuba.

Captain Katon's post commission was confirmed by the Admiralty Oct. 23, 1801; and on the 26th of the following month, Rear-Admiral Montagu, who had succeeded to the chief command on the Jamaica station, appointed him to the command of his flag-ship, the Sans Pareil of 84 guns. Previous to that officer's departure for England in the Melampus frigate, he presented Captain Katon with a sword, as a token of his regard, and approbation of the manner in which he had conducted himself during the period of their serving together†.

her hull shot through in many places, and several shot between wind and water, she was obliged to be towed into Leghorn Roads by the Inconstant frigate. Mr. Katon was third Lieutenant of the Courageux on this occasion.

* The Channel fleet, under Earl St. Vincent, was lying in Torbay when the grand promotion in honor of the Union between Great Britain and Ireland was made known, and found to include five Captains then commanding ships under his Lordship's orders. On the 6th Jan. the wind having become fair for sailing from that anchorage, the Earl sent Mr. Katon and four other Lieutenants of the Ville de Paris, to command the vacant ships, until the Captains appointed to them by the Admiralty could join.

† In 1801, Captain Katon was presented with a medal by the Earl of St. Vincent, as a testimony of his approbation.

On the 5th April 1802, Captain Katon removed into the Trent frigate, in which ship he returned home about May 1803. Being then put out of commission, he remained on half pay till Jan. 1809, when he was appointed acting Captain of the Mars 74, and during the ensuing fifteen months employed in arduous service on the Baltic and North Sea stations. The following letter contains an acknowledgment of his exertions for the protection of the East country trade :

" Ruby, off Sproe, Nov. 14, 1809.

" Sir,—Having received a letter from the Secretary of the Admiralty, expressive of the approbation of the Lords Commissioners at the zeal which has been manifested by the Captains of the squadron under my orders for the protection of the trade, as likewise the active conduct of the officers and crews of the respective ships, I have the honor to acquaint you therewith, and request you will make the same known to the officers and crew of his Majesty's ship under your command. I have the honor to be, &c.

(Signed) "MANLEY DIXON, Rear-Admiral."

" To James Katon, Esq. Captain H. M. S. Mars."

In April, 1811, the subject of this memoir was appointed to command the Niobe frigate, during the indisposition of Captain Loring ; and on the 11th of the following month he sailed for the coasts of Spitzbergen and Greenland, to protect the whale fishery ; on his return from which service, in the ensuing autumn, he was superseded and placed on half pay.

Captain Katon married, in Feb. 1804, Adeliza Arabella, second daughter of George Moubray, Esq. of Cockairny, in Fifeshire, by whom he has one son, now a student at the Royal Naval College, and five daughters *. Two of his brothers were officers of the marines, and fell victims to the yellow fever in the West Indies. Another brother died a Captain of that corps, and Barrack-Master of the Portsmouth division. His eldest sister is the lady of Captain Henry Vaughan, R. N.

Agent.—Thomas Stilwell, Esq.

CHARLES DASHWOOD, Esq.

THIS officer was born at Vallon Wood, in Somersetshire, where the family of which he is a member have resided up-

* Mrs. Katon is a sister of Captain George Moubray, R. N., and a first cousin of Rear-Admiral Moubray.

wards of three hundred years, and from whence sprang all of the same name now in existence. He entered the navy at a very early age, under the patronage of the late Earl of Sandwich, as a Midshipman, on board the *Courageux* 74, commanded by Lord Mulgrave *; and after serving for some time with the Channel fleet, was removed into the *Southampton* frigate, for the purpose of being more actively employed.

On the 9th Aug. 1780, Mr. Dashwood witnessed the capture of five East Indiamen, eighteen transports, and about sixty sail of merchant vessels, bound to the West Indies, by the combined fleets of France and Spain. The *Southampton* and two other ships of war †, under whose escort they were proceeding to their different destinations, narrowly escaped sharing the same fate. The number of prisoners taken by the enemy on this unfortunate occasion amounted to 2,865. Only five sail out of the whole fleet were saved; the remainder were carried in great triumph into Cadiz.

Mr. Dashwood returned from Jamaica to England with Captain Garnier, in the *Grafton* of 74 guns, and subsequently joined the *Formidable*, a second rate, bearing the flag of Sir George B. Rodney, to whom he acted as an aid-de-camp in the memorable battles of April 9 and 12, 1782 ‡.

The *Formidable* being paid off in 1783, Mr. Dashwood proceeded to the East Indies, in the *Cygnets* sloop of war; and finding on his arrival that Sir Edward Hughes, to whom he had been recommended, had left that station on his return to Europe, he removed into the *Bristol* of 50 guns, bearing the broad pendant of Commodore Charles Hughes, and served in that ship till she was put out of commission in 1786.

* Mr. Dashwood's noble patron was at this period, Jan. 1779, First Lord of the Admiralty, and his commander a member of that Board.

† *Ramillies* 74, Captain John Montray; and *Thetis* frigate, Captain Robert Linzee. The *Southampton* was commanded by Captain Garnier.

‡ Among the numerous anecdotes related of the gallant Rodney, the following may be depended upon as authentic:—During the heat of the battle he desired his young aid-de-camp to make him a glass of lemonade, the ingredients for which were at hand. Not having any thing to stir it with but a knife, already discoloured by the cutting of the lemon, Sir George coolly said, on Mr. Dashwood presenting it to him, "Child, that may do for a Midshipman, but not for an Admiral—take it yourself, and send my servant to me."

Mr. Dashwood's conduct as a Midshipman of the Impregnable 98, on the glorious 1st June, 1794, we have already noticed in our first volume *. For his spirited exertions on that day he was immediately after promoted to the rank of Lieutenant; and at the particular request of Rear-Admiral Caldwell, appointed to a vacancy in the same ship, occasioned by the death of an officer † who had been mortally wounded in the action.

The Impregnable was paid off, and Mr. Dashwood appointed to the Defiance 74, in 1796. From her he removed into the Magnanime of 48 guns, as first Lieutenant, during the alarming mutiny in 1797; on which occasion the crew of the Defiance, offended at the resolute manner in which he opposed their rebellious and blood-thirsty designs, insisted on his leaving the ship; which was perseveringly resisted by their captain and officers, until he was directed to do so by Lord Bridport, commander-in-chief of the Channel fleet ‡.

On the 24th Aug. 1798, the Magnanime, commanded by the Hon. Michael de Courcy, assisted at the capture of la Décade French frigate, off Cape Finisterre; and in October following she bore a distinguished part in the action between Sir John B. Warren and M. Bompard, the result of which we have already stated §. On the latter occasion Lieutenant Dashwood took possession of the Hoche, and had the honor of receiving the French Commodore's sword; but was shortly after superseded by an officer of the Canada, bearing Sir John B. Warren's broad pendant, and then placed in charge of la Coquille frigate. After encountering various difficulties, occasioned by the damaged state of the prize, and a continuance of tempestuous weather, he put into Belfast to refit, and from thence proceeded to Plymouth, where la Coquille was burnt by accident on the 14th Dec., and several of her crew, with three women, unfortunately perished.

* See Vol. I. p. 692.

† Lieutenant Buller; see Vol. I. note at p. 655.

‡ Under the head of Admiral Theophilus Jones, at that time Captain of the Defiance, Vol. I. p. 242, will be found a copy of the horrible oath by which the Roman Catholics on board that ship bound themselves to murder every Protestant among her crew, and then proceed into an enemy's port.

§ See Vol. I. pp. 171, 452, 493, and 534; also Vol. II. p. 254 *et seq.*

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Lieutenant Dashwood having rejoined the *Magnanime*, continued to be actively employed in that ship (and assisted at the capture of several privateers) till Aug. 2, 1799, on which day he was made a Commander, and appointed to the *Sylph* of 18 guns, attached to the Channel fleet.

The following modest narrative contains the particulars of a very gallant action fought by Captain Dashwood, July 31, 1801 :

" Sylph, Aug. 1, 1801.

" Sir,—I have the honor of acquainting you, that being off St. Andero with his Majesty's brig under my command, I last evening gave chase to an armed schooner, then standing to the N. E.; but before there was a possibility of arriving up with her, a large frigate was discovered close under the land, standing towards us, to whom the schooner fled for refuge. Unwilling to quit the station you assigned me, I stood towards them; but as the night approached, and observing them to be undismayed by the appearance of the *Sylph*, with no probability of gaining the wind, at a little after sun-set I shortened sail, hove to, and prepared for battle. At this time the hull of the frigate was clearly discernible. The light airs from the southward did not permit her to arrive up till eleven o'clock; at which period, from her not answering the private signal, and being within half gun-shot, I gave directions to commence the action; the enemy bearing down in a silent and most masterly manner, soon came within hail. At this distance, and precisely abreast of each other, the battle continued with equal vigour for one hour and twenty minutes; when finding the sails, standing, and almost all the running rigging cut to pieces, one gun dismounted, several shot between wind and water, and the brig in an unmanageable state, I conceived it most advisable to edge away a little to repair the damages we had sustained. I was the more inclined to act thus, not from any advantage the enemy had gained over us, but from her position, which was admirably calculated for boarding, and which I was naturally anxious to avoid. I soon, however, perceived she was not in a situation even to follow us, and consequently hove to. The remaining part of the night we were busily employed putting the *Sylph* in a situation to maintain her station. At day-light the enemy was seen six or seven miles to windward, with her fore-yard on deck, and apparently otherwise damaged. Seeing her in this situation, I conceived it my duty to endeavour to renew the action, and therefore made all sail possible, wearing occasionally (as I dared not venture to tack) for that purpose; but before I could accomplish it, the enemy's ship swayed up her fore-yard, wore, and made all sail for the land. The wind having changed in a violent squall during the night to N. W., with every appearance of blowing, and a rising sea, and finding the main-mast severely wounded, with the momentary expectation of its going over the side, the brig making a foot and a half water in an hour, together with the enemy's great superiority, she having 14 ports on each side of her main-deck, exclusive of the bridle, and evi-

dently carrying 44 or 46 guns, I found it impossible to follow her with the most distant hope of success, and accordingly wore and stood to the northward, which I trust will meet your approbation. I beg permission to remark, that although the British colours were kept flying from the break of day to the moment of the enemy's wearing, yet she carefully avoided shewing hers; I am, therefore, at a loss to know whether she was a French or Spanish frigate; though I am inclined to think, from various circumstances, she belongs to France. Although I lament exceedingly the loss of 1 man killed and 9 wounded, 3 of whom I fear are dangerously so, yet it is a consolation to reflect that more mischief was not done, considering the situation of the two vessels, which can only be attributed to their unceasing exertions to disable us *. I have the honor to be, &c.

(signed)

"CHARLES DASHWOOD."

"*The Hon. Admiral Cornwallis.*"

Captain Dashwood, on rejoining the fleet off Brest, was most warmly congratulated by Admiral Cornwallis, and afterwards strongly recommended by that veteran officer to the Board of Admiralty for promotion; but without effect, as appears by the following letter from Earl St. Vincent, in reply to Captain Dashwood's application for a post commission:

"I have read your official letter with all the attention such a recital merits; but until the Board receive official information of the force, and the nation to which the vessel belongs, which the *Sylph* was engaged with, an adequate judgment cannot be formed of the merits of the action."

After repairing her damages at Plymouth, the *Sylph* again joined Admiral Cornwallis, by whom Captain Dashwood was ordered to resume his station off the north coast of Spain; and it is a strange coincidence of circumstances, that on the 28th Sept. following, a second night action should take place with the same frigate, but commanded by another officer, and nearly on the same ground; in which the enemy was again beaten, after a severe conflict of two hours and five minutes; that one of the *Sylph's* Midshipmen should be wounded in both actions; and that a lower studding-sail, which had been cut away in a squall immediately after the first, should be picked up on the day after the second encounter: Captain Dashwood's account of which is as follows:

"*Sylph*, Sept. 29, 1801.

"Sir,—I have the honor to acquaint you, that yesterday afternoon I

* The *Sylph's* main-mast was shot through in several places. Upwards of 250 large shot passed through her boom-mainsail alone.

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gave chase to a sail in the N. W., Cape Pinas bearing South, distance 42 leagues. Although before sun-set I clearly discovered her to be a French frigate * of a large description, having fifteen ports of a side on her main deck, and evidently carrying 44 or 46 guns; yet confident of support from the well-known bravery of my officers and crew, I determined to engage the enemy, notwithstanding her superior force; I therefore made the necessary arrangements for bringing her to close action. After various manœuvres, in which each endeavoured to gain the wind, and which were executed under a press of sail, and some heavy broadsides were given and received on thrice passing each other, within a little more than the length of the Sylph; yet by the silent attention to, and prompt execution of my orders, I was enabled, at half-past seven o'clock, to place the brig within pistol-shot on her weather-bow, when being reduced to commanding canvas, a severe conflict took place, which continued without intermission, and with increased vigour on the part of his Majesty's seamen, for two hours and five minutes, when the enemy wore and made sail on the opposite tack. I was most assiduously anxious to maintain the position I had laboured to obtain, conceiving it best calculated for annoying the enemy, with the least risk to ourselves, and had the good fortune to succeed to the very last moment: the enemy, appearing appalled at the astonishing fire we kept up, never dared to advance; and on his frequently edging away to bring his broadside to bear, so was the Sylph edged away accordingly; by which means, and their unceasing endeavours to disable us, I attributed our extreme good fortune in having only Mr. Lionel Carey, Midshipman, slightly wounded †.

"Having thus evidently the advantage, and most effectually beaten her off, I would have followed up the blow, had there been even a distant chance of succeeding; but the sails, standing and running rigging, being cut to pieces, the main-top-mast very badly wounded, and by an unfortunate shot, completely unrigged, without the possibility of setting any sail on it, rendered a pursuit impracticable. I therefore got up another mast, and having repaired the various damages we had sustained, I have great pleasure in stating, that at day-light his Majesty's sloop was in a situation to renew the contest, had the enemy been in sight.

"Having received certain information since my return to this station, that the ship which the Sylph was engaged with some time since, was the French frigate *l'Artémise*, of 44 guns and 350 men; so I can with equal truth pronounce this to be the same, from the many corresponding observations which I made. She had then 20 men killed and 40 wounded, and was obliged to return to St. Andrew to refit ‡; and from the disordered

* The enemy's ship on this occasion displayed her colours.

† The gentleman alluded to above. The other officers mentioned by Captain Dashwood in those letters, were Mr. Burgess, the first Lieutenant; Messrs. Watts (acting Lieutenant), Allward (the Master), and John Mitchell (Master's Mate); the whole of whom he highly commended.

‡ The French journals of that period also stated, that the Captain of her

state which she was in when making off, I have the strongest reason to suppose she has now met with a similar fate, particularly as a number of lights and men were seen hanging over her bows, from which I infer she must have received considerable damage; and I think there is every probability of some of his Majesty's frigates falling in with her, as I unluckily parted with the *Immortalité* a few hours before †. • • • •

"I have the honor to be, &c.

(Signed)

"CHARLES DASHWOOD."

"*Hon. Admiral Cornwallis.*"

Captain Dashwood was advanced to post rank, Nov. 2, 1801, and received an official notification from the commander-in-chief, that the Admiralty had promoted him for his meritorious conduct in the above actions.

Towards the latter end of 1803, he was appointed to the *Bacchante* of 20 guns, in which ship, after convoying home a fleet from Oporto, he proceeded to the West Indies, and served successively under the orders of the late Sir John Thomas Duckworth and Vice-Admiral Dacres.

On the 3d April, 1805, being on a cruise off the Havannah, he captured the *Elizabeth* Spanish schooner of 10 guns and 47 men, charged with despatches from the Governor of Pensacola, but which were thrown overboard previous to her surrender. On the 5th of the same month, Lieutenant Oliver of the *Bacchante*, with 13 men, landed near the harbour of Mariel, in the island of Cuba, and gallantly stormed a tower near forty feet high, on the top of which were planted three long 24-pounders, with loop-holes round its circumference for musketry, and defended by a captain and 30 soldiers. The same officer afterwards proceeded into the port with two boats, and took possession of two schooners laden with sugar, which he brought away from alongside a wharf, in spite of repeated discharges of musketry from the troops and militia, who poured down in numbers from the surrounding country ‡.

On the 14th May following, Captain Dashwood captured was tried by a court-martial; and condemned to be shot, for his conduct on that occasion; which sentence Buonaparte approved and ordered to be carried into execution.

† *L'Artémise* was destroyed, after having been chased on shore near Brest, by a part of the British blockading squadron, in 1808.

‡ Captain Dashwood's letter respecting this exploit will appear in another place. His brother-in-law, the Hon. Almericus De Courcy, served as Midshipman under Lieutenant Oliver.

le Felix, a remarkably fast-sailing Spanish letter of marque, pierced for 10 guns, but only 6 mounted, with a complement of 42 men, laden with coffee and bees'-wax, from the Havana, bound to Vera Cruz. We subsequently find him commanding la Franchise frigate, on the same station.

Early in January 1806, three boats belonging to that ship, under the directions of Lieutenant John Fleming, cut out of the Bay of Campeachy, El Raposa Spanish brig of war, mounting 12 guns, pierced for 16, and having on board 75, out of a complement of 90 men, 5 of whom were killed, many drowned in consequence of jumping overboard, and 26, including the commanding officer, wounded *. The British, notwithstanding the resistance they met with in boarding, and the fire they were for some time exposed to from a brig of 20 guns, an armed schooner, and 7 gun-vessels, had only 7 men slightly wounded. The official account of this brilliant achievement will be inserted in our memoir of the officer who commanded on that occasion †. About the same period, la Franchise captured El Carmen Spanish schooner, and the Brutus, a Dutch armed vessel.

In July 1806, Captain Dashwood sailed from Jamaica in company with the Magicienne frigate, and one hundred and nine sail of homeward bound West Indiamen. After clearing the Gulf of Florida, the fleet encountered a dreadful hurricane, during which twenty of the merchantmen foundered, la Franchise lost her fore-mast and main-top-mast, and her consort sustained so much damage as to be under the necessity of proceeding directly to Bermuda, where she was obliged to be frapped together before she could again put to sea ‡. In consequence of this disastrous event, the sole care of their scattered and valuable charge devolved upon Captain Dashwood; through whose indefatigable exertions many vessels, not one of which had escaped without injury, were collected, and reached England in safety.

* The Captain of El Raposa, his first Lieutenant, the civil officers, and a boat's crew, were on shore at the time their vessel was attacked and carried.

† See Commander JOHN FLEMING, in Vol. III.

‡ The Magicienne was commanded by the late Captain Adam Mackenzie. See p. 236.

We next find Captain Dashwood serving under the orders of Admiral Gambier, during the expedition against Copenhagen; and early in 1808, employed conveying a fleet of merchantmen to the West Indies. On his passage thither, he captured le Hazard French privateer of 4 guns and 50 men. In December following he rendered an essential service to the Spanish patriots blockading the city of St. Domingo, as well as to British commerce, by taking possession of the town of Samana, where the French were in the act of erecting batteries for their permanent establishment, which, had they been completed, would, from their position, have made the place tenable against almost any force sent to attack it. In the harbour were found two schooner privateers, of 5 guns and upwards of 100 men each, and three trading vessels. An English ship, laden with bale goods, and a Spaniard, with a valuable cargo, were recaptured when in the act of entering the port*.

On the 16th Jan. 1809, Captain Dashwood, after a chase of thirty hours, captured l'Iphigenie French brig letter of marque, pierced for 18 guns, laden with naval stores and various merchandise, from Bayonne bound to Guadaloupe. This vessel had been launched about two months before, for the express purpose of marauding in the West Indies.

In 1810 Captain Dashwood returned to England, and was appointed to the Pyramus, a new 36-gun frigate, fitting for the Baltic station, where he captured the Norsk Mod, a Danish three-masted-schooner privateer of 6 guns, 4 swivels, and 28 men.

During the disastrous winter of 1811, we find Captain Dashwood commanding a squadron of ten frigates and smaller vessels, left in the Baltic by Sir James Saumarez, to collect and bring home the remnant of Rear-Admiral Reynolds' unfortunate convoy. On this occasion he took upon himself the responsibility of passing through the Malmo Channel, instead of the Great Belt, as he had been ordered, and thereby saved the whole from destruction †.

* The Aurora, Dædalus, Reindeer, and Pert, were in company with la Franchise at the capture of Samana.

† An account of the melancholy disaster which befel the St. George and Defence, will be found in the *Nav. Chron.* v. 28, pp. 113 and 210.

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In 1812, Captain Dashwood captured eight American vessels on the Baltic station; and at the latter end of that year, he was appointed to the *Cressy* of 74 guns. On his leaving the *Pyramus*, her officers presented him with a piece of plate, as a token of their regard. After serving for some time with the North Sea fleet under Admiral Young, he convoyed a valuable fleet to the Leeward Islands, from whence he returned with another of equal importance, the masters of which presented him with a chronometer, for the very great attention he had paid to them during the voyage.

Captain Dashwood had the distinguished honor of steering the royal barge, when his present Majesty reviewed the fleet at Spithead and St. Helen's, in the summer of 1814; soon after which the *Cressy* was put out of commission. He subsequently commanded the *Norge* of similar force, and served with Sir Alexander Cochrane during the siege of New Orleans *. On his return from the coast of America in Aug. 1815, the *Norge* was ordered to be paid off and taken to pieces. He became Flag-Captain to Sir Alexander Cochrane at Plymouth, in Feb. 1821; removed from the *Impregnable* of 104 guns, to the *Windsor Castle* 74, about July of the same year; re-commissioned that ship Jan. 4, 1822, and still continues to command her.

Captain Dashwood married, Nov. 7, 1799, the Hon. Elizabeth De Courcy, second daughter of the late Lord Kinsale, and niece to his old friend and commander the late Admiral De Courcy, of whom a memoir is given in our first volume †. His two eldest sons are Lieutenants R. N., and his youngest is an officer in the Hon. East India Company's artillery at Bengal.

Agent.—Thomas Stilwell, Esq.

RICHARD CURRY, Esq.

THIS officer is a son of the late Thomas Curry, Esq. of Gosport, in Hampshire, of which county he was one of the most active, attentive, and zealous magistrates for more than twenty

* See Vol. I. p. 637, *et seq.*

† The Hon. Admiral De Courcy died at his seat, Stoketon House, near Saltash, in Devonshire, Feb. 22, 1824.



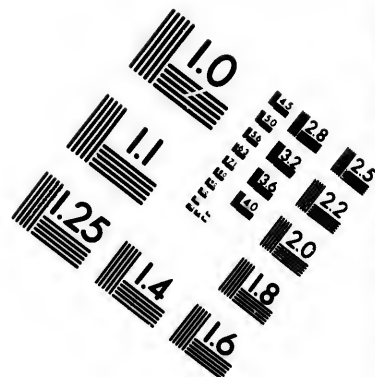
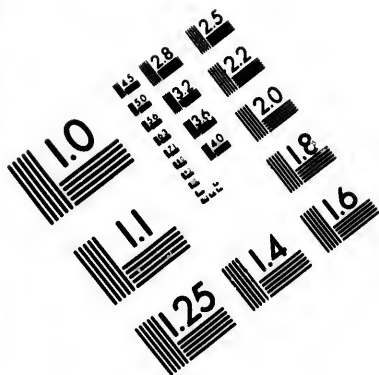
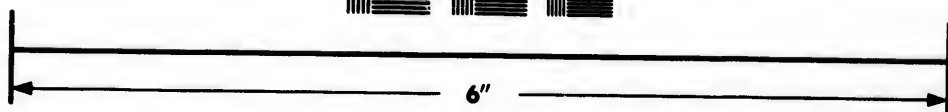
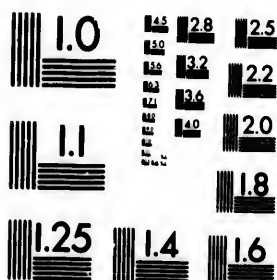


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years. He was born in 1772, and placed on the books of the *Amphitrite* frigate, Mar. 22, 1780, but did not go afloat till Aug. 12, 1786, when he joined the *Goliath* 74, stationed as a guard-ship at Portsmouth. On the 21st Nov. following, he was removed into the *Phaeton* frigate, commanded by Capt. George Dawson (the officer alluded to at p. 22), with whom he served about two years on the Mediterranean station.

Mr. Curry rejoined the late Admiral Sir Archibald Dickson in the *Goliath*, Dec. 3, 1788; and subsequently accompanied Lieutenant (now Vice-Admiral) Hanwell, to Cork, Halifax, and Jamaica, in the *Actæon* troop-ship. During the Spanish and Russian armaments, we find him serving on board the *Royal George* and *Barfleur*, three-deckers, bearing the flags of the Hon. Samuel Barrington and Rear-Admiral Jonathan Faulknor, the latter of whom had married his father's sister. In July 1792, he joined the *Iphigenia* frigate, Captain Patrick Sinclair, employed on the Milford and Irish stations.

Towards the close of 1792, the French having opened the Scheldt, and declared the navigation of that river free, in violation of the treaties of Munster and Westphalia, which had been guaranteed by the British monarch, the Stadtholder of Holland claimed the assistance of England; and a small squadron, of which the *Iphigenia* formed a part, was accordingly sent thither, under the orders of Commodore Murray, to assist the Dutch in repelling their invaders; but soon obliged to return, in consequence of the rapid accumulation of ice. The *Iphigenia* afterwards cruised off Cherbourg, and on the 16th Feb. 1793, captured *l'Elizabeth* French privateer, which proved to be the second armed vessel taken by the British in the revolutionary war. She was conducted to Portsmouth by the subject of this memoir.

On the 18th May following, Mr. Curry was removed into the *Venus* of 32 guns, commanded by his cousin, Captain Jonathan Faulknor, with whom he served as Midshipman, Master's-Mate, and Lieutenant in that frigate and the *Diana*, till May 1795, during which period he assisted at the capture of the *Sans Culottes* French privateer, of 22 guns and 90 men; bore a part in the third action fought with the repub-

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licans at sea * ; and was present at the destruction of several ships of war by the squadrons under Sir John B. Warren and Sir Edward Pellew. His first commission bears date March 19, 1794 †.

Lieutenant Curry's next appointment was to the *Sans Pareil*, an 80-gun ship, bearing the flag of Lord Hugh Seymour, and commanded by Captain William Browell ‡, under whom he served on the Channel station and cruising off the Western Islands till Nov. 1798, when he obtained the rank of Commander in the *Fury* bomb.

On the 26th Aug. 1799, the *Fury* bombarded a military post near the Helder point, and on the following morning assisted in covering the debarkation of the army under Sir Ralph Abercromby on the coast of Holland §. After the surrender of the Dutch squadron lying in the Texel, she accompanied Vice-Admiral Mitchell's flotilla to the Zuyder Zee; on which occasion, the whole of her shot, shells, iron-ballast, guns, and spare stores, were put into schuyts in order to lighten her; but such was the intricacy of the navigation, that she repeatedly got aground during her continuance on that harrassing service.

Previous to his return from the Zuyder Zee, Captain Curry assisted in removing a large quantity of naval stores from Medenblik; the dock-yard at which place, and two frigates, were destroyed by fire. This service was performed by Captains Carthew and Curry, who had barely time to retreat before the town was entered by a body of Dutch cavalry ||.

* On the 27th May, 1793, the *Venus* fell in with and engaged la *Semillante* of 44 guns, which ship was on the point of surrendering when another under French colours appeared in sight to leeward, and enabled her to escape. She returned to Brest in a dreadfully shattered state, and entered that harbour with five feet water in her hold. A British military officer, who happened to be there at the time, reported her to have lost 12 men, including the first and second Captains, killed, and 20 wounded. The *Venus* also suffered very considerably in her hull, masts, sails, and rigging; and sustained a loss of 2 men slain, and 20, including Mr. Wolfe, the Master, wounded.

† He removed from the *Venus* to the *Diana*, April 10, 1794.

‡ Captain Browell married one of his cousins, see p. 92.

§ See Vol. I. p. 415.

|| The *Fury* was the last ship of war but one that left the Texel on its evacuation.

Captain Curry was subsequently employed in affording protection to the trade passing down Channel, and on secret service, under the orders of Captain d'Auvergne, Prince of Bouillion, the senior officer on the Guernsey and Jersey stations*. In the autumn of 1800, he accompanied a detachment of troop-ships to Quiberon Bay and Vigo; from whence he proceeded to Gibraltar, and joined the grand expedition assembled there under Lord Keith and Sir Ralph Abercromby, an account of whose movements will be found under the head of Admiral Sir Alexander Cochrane†.

The debarkation of the British army on the coast of Egypt, having been effected under cover of the *Fury*, *Tartarus*, &c. &c. Captain Curry took a position for bombarding the castle of Aboukir, which at length surrendered on the 18th March 1801. In it were found 12 guns, abundance of ammunition, and a garrison of 190 men.

Anxious to maintain the character which the army had acquired in the battles of March 8, 13, and 21 ‡, Major-General Hutchinson, who had succeeded to the chief command on the death of Sir Ralph Abercromby, resolved on some offensive operations, which should harass the enemy, and ameliorate the condition of his troops. A detachment under Colonel Spencer, with eight pieces of cannon and 4000 Turks, were accordingly sent to attack Rosetta; and after a distressing march across the desert, succeeded in obtaining possession of that place without much opposition. About the same period, Captain Curry received orders to join the combined flotilla on the Nile, where he was engaged in most active service till the surrender of Grand Cairo.

The castle of St. Julian, to which the French had retired from Rosetta, was defended by fifteen pieces of cannon, and four armed djerms were anchored under the walls. On the 16th April, it was attacked by a division of British and Turkish gun-boats, under the directions of Captain Curry in the *Fury's* cutter. The firing commenced at 11^h 30' A. M., and was immediately returned by the enemy on shore and afloat. At

* The celebrated General Georges, and a number of emigrants, were landed on the French coast from the *Fury*.

† See Vol. I, note † at 259, *et seq.* and note * at p. 313.

‡ See p. 384, *et seq.*

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1^h 10^h P. M. Captain Curry observing a French gun-vessel in flames, and drifting to the eastern bank of the river, forced his way past the castle, under a heavy discharge of grape and musketry, in order to save the crew. On boarding the djerm, he found four Arabs with their knives in readiness, anxiously searching for some concealed victim ; but fortunately the Frenchmen had all escaped. He had scarcely quitted her again before she blew up. On presenting the pendant which he had struck to the Capitan Pacha, that chieftain expressed the strongest admiration of his conduct, and presented the cutter's crew with a purse of forty sequins. At 6^h A. M. on the 19th the castle surrendered, after an honorable defence. The prisoners taken on this occasion amounted to 268, of whom 160 had recently arrived from France ; about 40 of the garrison had been killed and wounded during the siege. Several black females and a young Frenchwoman were found in the castle.

Encouraged by this success, the allies determined to press their operations against the enemy in the interior ; and with this determination, Major-General Hutchinson arrived in person at Rosetta on the 26th, having left Major-General Coote in command of the army before Alexandria.

Captain Curry had previously taken possession of a djerm, lying alongside the wharf at Rosetta, and added her to the flotilla by the name of the Betsy. In this vessel, armed with a 24-pounder carronade, he proceeded up the Nile ; and putting on shore at Montubis, went from thence with Sir W. Sidney Smith, Captain James Hillyar, Colonel Bromley, and other officers, to make a reconnoissance inland. On their return they passed through Berimbal, a considerable village about nine or ten miles above Rosetta, and then along the banks of a canal said to form a communication between the river and Lake Bourlos, but which actually terminates at a place called Sowacanisara, or the Christian's Well ; about a quarter of a mile from which another canal commences and runs into the lake. At Berimbal they were received by the inhabitants with apparently great joy, the women collecting in a body and setting up a noise somewhat similar to that made at an Irish wake, or rather of a number of English females scolding each other.

On the 26th April, Sir Sidney Smith, accompanied by

Captains Morrison, Curry, and Hillyar, leaving their djerms at anchor abreast of Mencet el Mourcheé, proceeded with the armed flat boats and launches to Shimshara, and from the top of a mosque at that place discovered fourteen vessels, part of the enemy's retreating flotilla, in the direction of Foûa, a village then occupied by the republican troops. Returning to their djerms, they visited a sort of school, where girls are taught dancing, &c. to qualify them for the harems of their masters. These girls, called Almas, though described by M. Savary, in his romance concerning Egypt, as beautiful, elegant, and voluptuous, were found to be frightfully hideous, and ill dressed; their movements, instead of being graceful, were violent and disgusting; contortions of the body inspiring very different sensations from those they were intended to excite. Some little allowance, however, should be made for the effects of the brandy with which they had been treated by the English seamen, who, during their supper hour, had strolled thither, and shared their allowance with them.

The effective force of the allied armies now assembled in the neighbourhood of Rosetta, amounted to between 8000 and 9000 men. On the 27th, three companies of the Queen's regiment were embarked on board the djerms, and conveyed to Etphiné, from whence the enemy's advanced post was then distant about two miles*.

On the 5th May, the combined force marched along the banks of the Nile to the neighbourhood of Derout, where they encamped in two lines, supported by the flotilla. On the following day, the enemy abandoned a very strong position at El Atph, having previously blown up several gun-boats, and obstructed the navigation by sinking others in a line between the east bank of the river and a small island, opposite El Atph, on which was found a battery of three guns. Captain Curry, who on a former occasion had met with a similar accident, fell overboard and was nearly drowned, whilst em-

* No stronger proof of the friendly disposition of the natives towards their deliverers will be required, when we state that Sir W. Sidney Smith and his associates were not only allowed to enter the mosques at Shimshara and Etphiné, but even to do so without uncovering their feet. Refreshments were brought to them at the former, and the enterprising Commodore displayed his vane on the top of the latter.

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ployed in removing this obstacle. On the 8th, he conveyed Colonel Stewart, Lord Blaney, the 89th regiment, and a party of dragoons, to the vicinity of Shurafia, at which place the allies were joined by 600 cavalry, sent from the Grand Vizier's army at Belbeis: these troops were Syrians, almost naked, badly armed, miserably mounted, and totally undisciplined*.

At 10 A. M. on the 9th May, Captain Curry, with four flats and three launches, commenced an attack on the enemy's forts at Rahmanié, and continued in action with them till four P. M., when his division was relieved by the Turkish gun-boats. In this very creditable affair the British had 4 men, including Lieutenant Hobbes of the Delft, killed, and 7 wounded †.

The capture of Rahmanié cut off all communication between the French armies at Grand Cairo and Alexandria, secured the command of the Nile, and contributed in a great degree to the final expulsion of the enemy from a country which they had invaded with a view of humbling Great Britain by seizing on her possessions in the East. Though repulsed, however, the republicans were not much weakened, the total number of prisoners taken being no more than 160, the greater part of the garrison having previously retreated ‡.

* Captain Morrison, of the *Thisbe*, walking by himself on the morning of the 8th, was seized by half a dozen Arabs, who, mistaking him for a Frenchman, stripped off his cloaths, and were on the point of putting him to death, when fortunately some Turks coming that way claimed him as an ally, and obtained restitution of his apparel, watch, and other property.

† Captain James Stevenson, of the *Europa* troop-ship, was at this period in command of the flotilla, but remained at a place called Mehallet Malik, to regulate the disposition of the Turkish gun-boats, and the djerms under his orders, only one of which (the *Betsy*) was called to Captain Curry's assistance, and she was soon obliged to retire in consequence of her cannonade upsetting on the tenth discharge. Captain Stevenson died on his passage from Leith to Aberdeen, May 10, 1818.

‡ At 9 P. M. on the 9th May, Captain Curry, with two flats and four launches, pushed past the French batteries, and anchored on the Delta side, four miles above Rahmanié. About four o'clock the next morning, observing the fugitives on the banks of the river, he placed his division about mid channel, and by a well-directed fire compelled them to file off towards the desert with considerable loss. They were subsequently at-

Continuing their march towards Grand Cairo, the armies fell in with a French armed vessel and sixteen djerms, conveying wine, spirits, clothing, specie, and a reinforcement of troops to Rahmanié. Finding themselves thus unexpectedly opposed, the French soldiers instantly landed and fought with the Turkish advanced guard, till the arrival of an English detachment; when the survivors, 133 in number, surrendered. The transports and their escort were in the meantime taken by a part of the British flotilla. A number of females accompanying this convoy were immediately claimed by the Capitan Pacha, but he only succeeded in obtaining those of colour; the remainder, being Europeans, were protected by their captors till they could be restored to their husbands. On the 17th General Doyle's brigade intercepted 550 camels, escorted by 560 troops, the whole of whom were made prisoners.

At ten A. M. on the 23d, the wind suddenly shifted from East to South, and the atmosphere was instantly darkened with a scorching mist. The ground in a short time resembled the floor of a furnace: every thing metallic, as arms, buttons, knives, &c., became burning hot; the poultry exposed to the air, and several camels died; respiration was difficult, and general lassitude prevailed. Happily, as night drew on, the *sirocco* ceased; for had the heat continued forty-eight hours, the effects would have been dreadful*. Seven days afterwards a whirlwind passed the flotilla, beat down a child and a dog on the banks of the river, and brought with it great quantities of corn, stubble, and rubbish.

On the 31st May, Captains Stevenson and Curry waited on the Capitan Pacha by appointment, and after much ceremony were each presented by him with several pieces of rich silk stuff, embroidered with gold in various patterns. On the 5th of the following month the latter officer received a handsome pelisse of camels' hair lined with rich fur, as a mark of particular distinction, from the Grand Vizier. The armies had by this time advanced beyond Menouf, and were so sickly as to render the establishment of a hospital camp necessary.

tacked and defeated by the Grand Vizier, whose troops exulted greatly in having for the first time obtained a victory without the aid of *Christian* dogs.

* Thermometer under cover 115° to 120°.

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The British marched again on the 7th June, and encamped near Chybrachahabeha, where intelligence was received that two regiments of infantry and 3000 seapoys had landed at Suez from India, and were crossing the desert in the direction of Grand Cairo. The flotilla arrived in sight of the pyramids, and anchored above Ucksaus on the morning of the 9th. At this place about 2000 Mamelukes formed part of the great camp, and for the first time pitched tents with regularity, agreeably to the wish and direction of the English commander-in-chief. The same day Captains Stevenson and Curry proceeded up the river to station the flats and launches as an advanced guard, after which they reconnoitred the Egyptian capital.

The 11th June was devoted to the construction of a bridge of boats, under the directions of Mr. Bray, carpenter of the Tigre. Whilst thus employed, 300 of the 86th regiment arrived from Suez, after one of the most painful marches ever accomplished; and during which 3 officers and 20 privates had perished with thirst.

June 19th, orders were issued for the march across the Nile on the next morning. The bridge, composed of sixty djerms, and about one hundred and eighty yards wide, being completed, some of the guns were passed across; but at eight P.M. counter orders were issued, the possession of Giza being considered indispensable. This change of movement rendering the delay of a day necessary, the Grand Vizier was instantly requested to stop the progress of his troops, but without effect, as they struck their tents at day-break on the 20th, and moved forward in the most tumultuous and disorderly manner, till within cannon-shot of Grand Cairo, when they thought proper again to pitch them. The British flotilla were in the mean time employed in landing and dragging up the Turkish heavy artillery, ammunition, &c., a service requiring uncommon exertions.

On the morning of the 21st General Hutchinson advanced within a mile and a half of Giza; and the Mamelukes, under Osman Bey, attacked and routed a body of French cavalry in front of that place. Their subsequent occupation of Sachatmickle, a village about 300 yards from the enemy's works, obtained them the highest commendation.

Early on the 22d a flag of truce arrived from the French General Belliard, with proposals for a conference ; and the next morning officers duly appointed by the different chiefs met under the trees near Giza, each attended by a guard of honor. On the 24th the outline of a capitulation was settled, and on the 26th the definitive articles were agreed to.

The surrender of Grand Cairo terminated the daring march which General Hutchinson had planned, and in which he had so resolutely persevered. By its conquest the fall of Alexandria was greatly accelerated, and the possession of Egypt secured. The intelligence of this important event was conveyed to Lord Keith, in Aboukir Bay, by Captain Curry, who went down the Nile in his cutter, carrying with him the strongest testimonials of his able, zealous, and gallant exertions, from the superior officers under whom he had so long served.

In consequence of those recommendations his Lordship was pleased to send Captain Curry home with his despatches, announcing the successes that had attended the British arms, and at the same time to point him out as an officer highly deserving of advancement. On his arrival at the Admiralty he was exceedingly well received by Earl St. Vincent, who ordered him the usual sum of 500*l.* as the bearer of such momentous intelligence, and gave him every assurance of promotion.

Captain Curry having re-joined the *Fury* at Malta, and afterwards visited Naples, was returning to England in that vessel when he received a post commission, dated Jan 7, 1802, appointing him to the *Tigre* of 74 guns ; which ship he commanded from May till October of the same year, when she was paid off at Plymouth*.

On the 13th April, 1803, Captain Curry was appointed to the *Royal Sovereign* of 100 guns ; and after fitting her out, we find him commissioning the *Prince George* 98, from which ship he returned to the former in a very few days. Previous to her sailing from Spithead, the *Royal Sovereign* bore the

* It should be observed that Captain Curry, in common with his brother officers, was twice honored with the thanks of Parliament during the revolutionary war, viz. for his services during the campaigns in Holland and Egypt.

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flag of Admiral George Montagu for about three weeks. She afterwards proceeded to Plymouth, and there received orders to join the Channel fleet.

Captain Curry's first cruise lasted twenty-five weeks ; and the following order from the Hon. Admiral Cornwallis will serve to shew how a first rate ship of war was employed by that gallant veteran during his rigid, we may say unparalleled blockade of Brest, and how much the system of naval warfare had changed since the days of Hawke and Keppel :

"Memo.—While Rear-Admiral Collingwood and the ships with him are at an anchor off the Black Rocks, the Royal Sovereign is to cruise, as nearly as possible, in the passage de l'Iroise, without those ships ; and when the Rear-Admiral, upon a change of wind, comes out, the Royal Sovereign is to join, and be considered attached to that squadron, taking care at all times to keep clear of any danger from the shore.

"Given on board the Ville de Paris, off Ushant, the 19th Aug. 1803.

(Signed) "W. CORNWALLIS *."

Captain Curry continued to serve under the orders of Admiral Cornwallis till Jan. 1804, when the Royal Sovereign having returned to Plymouth with the loss of her main-topmast and main-yard, was selected to carry a flag, and he in consequence came on shore for a longer period than he had yet been since August 1786. In April 1805 he was appointed *pro tempore* to the Tribune frigate, stationed off Cherbourg, where he remained watching la Minerve † till the month of July following.

His next appointment was, in Jan. 1806, to the Roebuck of 44 guns, in which ship and the Solebay frigate he served as Flag-Captain to Admirals Billy Douglas, Lord Gardner, and Robert Murray, successively commanders-in-chief at North Yarmouth, till the cessation of hostilities in 1814. During the occasional absence of Lord Gardner, owing to the ill health of his lady, and the necessity of attending his parliamentary duties, the whole of the port duty, together with the direction of the squadron, devolved upon Captain Curry,

* *Hawke's* greatest glory was the pursuit of an enemy upon their own coast. In his time it was an almost invariable custom to tack and stand off the moment the French land was discovered. *Keppel*, in a letter dated twenty-seven leagues from Ushant, assigns as a reason for his not following the foe, that he did not like to chase on a lee-shore. He would hardly have given such an order as the above to a cutter, much less to a 3-decker.

† See p. 266.

who, during a residence of more than eight years at that place, was universally esteemed and respected. He has ever since been on half pay.

Captain Curry married, Jan. 18, 1804, Eliza, youngest daughter of Daniel Blachford, Esq., of Lower Tooting, in the county of Surrey, by whom he has eleven children now living.

Agents.—Messrs. Cooke, Halford, and Son.

SIR WILLIAM HOSTE, BART.

*Knight Commander of the Most Honorable Military Order of the Bath;
and a Knight of the Austrian Order of Maria Theresu.*

THIS officer is descended from Jaques Hoste, Governor of Bruges, in Flanders, whose son Jaques was driven from Zealand by the persecution of the Duke of Alva against the Protestants, and came to England in the year 1569.

He entered the naval service as a Midshipman under the protection of the late Lord Nelson, at the commencement of the French revolutionary war, and served with that great commander in the *Agamemnon* and other ships, till after the expedition against Teneriffe; when his patron having lost an arm, transferred him to the care of Captain Ralph W. Miller, commanding the *Theseus* of 74 guns *. The following are extracts from Nelson's correspondence relative to his protégé, previous to the latter attaining his sixteenth year :

To the Rev. Dixon Hoste, of Godwick, Norfolk, Feb. 14, 1794 :—" You cannot, my dear Sir, receive more pleasure in reading this letter than I have in writing it, to say that your son is every thing which his dearest friends can wish him to be ; and is a strong proof, that the greatest gallantry may lie under the most gentle behaviour. Two days ago it was necessary to take a small vessel from a number of people who had got on shore to prevent us ; she was carried in a high style, and your good son was by my side †."

To the same, May 3d.—" The little brushes we have lately had with the enemy only serve to convince me of the truth of what I have already said of him ; and in his navigation you will find him equally forward. He highly deserves every thing I can do to make him happy."

To Mrs. Nelson.—" Hoste is indeed a most exceeding good boy, and will shine in our service."

* See note † at p. 383.

† The Rev. Dixon Hoste married Margaret, daughter of Henry Stanforth, Esq. of Salthouse, co. Norfolk, and by that lady had ten children, of whom the subject of this memoir is the eldest now living.

In Aug. 1798, Mr. Hoste succeeded the Hon. T. B. Capel in the command of *la Mutine*, the only small vessel attached to Nelson's squadron in the battle of the Nile. This appointment being confirmed by the Admiralty in December following, he continued to serve in her till the close of the war. His post commission bears date Jan. 7, 1802. He subsequently commanded the *Eurydice* of 24 guns, and *Amphion* frigate.

At the commencement of 1809, we find Captain Hoste employed as senior officer in the Adriatic, where he cruised with unremitting vigilance against the enemy's vessels, carrying supplies and reinforcements to the garrisons of Ancona, Corfu, and the Ionian islands. On the 8th Feb. the *Amphion*, in company with the *Redwing* sloop of war, captured a French brig, mounting six 12-pounders, and destroyed two store-houses of wine and oil collected at Melida, an island near the coast of Dalmatia. She subsequently assisted at the capture of thirteen deeply laden merchantmen in the mole of Pesaro *. An account of a very gallant, well-conducted, and successful attack made on the enemy's fort and vessels at Cortelazzo, between Venice and Trieste, will be given in our memoir of Captain Phillott, who commanded the detachment employed on that service. The following is an extract from Lord Collingwood's official letter on the occasion :

"I have on many occasions had to represent the zeal, the bravery, and the nice concert of measures that are necessary to success, which have distinguished the services of Captain Hoste; and this late attack of the enemy is not inferior to those many instances which have before obtained for him praise and admiration. The manner in which he speaks of Lieutenant Phillott, who commanded the party, and of the other officers and men, is highly honorable to them; but the *Amphion's* officers and men, following the example of their Captain, could not well be otherwise than they are. * * * Within a month two divisions of the enemy's gun-boats have been taken, consisting of six each."

In June 1810, another gallant enterprise was performed by the boats of the *Amphion*, *Active*, and *Cerberus*, which ended in the capture of Grao, a town in the gulf of Trieste, and a convoy laden with naval stores for the arsenal at Venice †.

Passing by, for the present, several boat actions, in which

* See p. 267.

† See Commander WILLIAM SLAUGHTER, in our next volume.

the valour of British sailors was eminently conspicuous and always successful, we now come to the most important naval event which had for some time occurred on the Mediterranean station; namely, the brilliant victory obtained by Captain Hoste over an enemy's squadron of far superior force near the island of Lissa, March 13, 1811. The battle is thus described by himself:

"Amphion, off Lissa, March 14, 1811.

"Sir,—It is with much pleasure I have to acquaint you, that after an action of six hours we have completely defeated the combined French and Italian squadrons, consisting of five frigates, one corvette, one brig, two schooners, one gun-boat, and one xebec; the force opposed to them was his Majesty's ships *Amphion*, *Active*, *Cerberus*, and *Volage* *. On the morning of the 13th, the *Active* made the signal for a strange fleet to windward, and day-light discovered to us the enemy's squadron lying to, off the north point of Lissa; the wind at that time was from the N. W., blowing a fine breeze. The enemy having formed in two divisions, instantly bore down to attack us under all possible sail. The British line, led by the *Amphion*, was formed by signal in the closest order on the starboard tack to receive them. At 9 A. M. the action commenced by our firing on the headmost ships as they came within range. The intention of the enemy appeared to be to break our line in two places, the starboard division, led by the French Commodore, bearing upon the *Amphion* and *Active*, and the larboard division on the *Cerberus* and *Volage*. In this attempt he failed (though almost aboard of us), by the well-directed fire and compact order of our line. He then endeavoured to round the van ship, to engage to leeward, and thereby place us between two fires; but was so warmly received in the attempt, and rendered so totally unmanageable, that in the act of wearing he went on shore on the rocks of Lissa, in the greatest possible confusion.

"The line was then wore to renew the action, the *Amphion* not half a cable's length from the shore; the remainder of the enemy's starboard division passing under our stern and engaging us to leeward, whilst the larboard division tacked and remained to windward, engaging the *Cerberus*, *Volage*, and *Active*. In this situation the action continued with great fury, his Majesty's ships frequently in positions which unavoidably exposed them to a raking fire from the enemy, who, with his superiority of

* *Favrite*, *Flore*, *Danaé*, and *Corona*, of 44 guns and 350 men each; the latter a 24-pounder frigate; *Bellona*, of 36 guns and 224 men; and *Carolina* of the same force, although described by Captain Hoste as a corvette. The brig and other small vessels carried in the whole 36 guns and 307 men, making, with the addition of 500 troops, a grand total of 284 guns and 2,655 men. The British squadron mounted 156 guns; and being 104 short of complement, went into action with only 879 men.

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numbers, had ability to take advantage of it; but nothing, Sir, could withstand the brave squadron I had the honor to command. At 11^h 20' A. M. the Flore struck her colours, and at noon the Bellona followed her example. The enemy to windward now endeavoured to make off, but were followed up as close as the disabled state of his Majesty's ships would admit of; and the Active and Cerberus were enabled at 3 P. M. to compel the sternmost of them to surrender, when the action ceased, leaving us in possession of the Corona of 44 guns, and the Bellona 32*. The Favorite of 44 guns, on shore, shortly after blew up with a dreadful explosion, the corvette making all possible sail to the N. W., and two frigates crowding sail for the port of Lessina, the brig making off to the S. E., and the small craft flying in every direction; nor was it in my power to prevent them, having no ship in a state to follow them.

"I must now account for the Flore's getting away after she had struck her colours. At the time I was engaged with that ship, the Bellona was raking us; and when she struck, I had no boat that could possibly take possession of her. I therefore preferred closing with the Bellona and taking her, to losing time alongside the Flore, which ship I already considered belonging to us. I call on the officers of my own squadron, as well as those of the enemy, to witness my assertion. The correspondence I have had on this subject with the French Captain of the Danaé (now their Commodore), and which I enclose herewith, is convincing; and even their own officers, prisoners here, acknowledge the fact. Indeed, I might have sunk her, and so might the Active; but as the colours were down, and all firing from her had long ceased, both Captain Gordon and myself considered her as our own; the delay of getting a boat on board the Bellona, and the anxious pursuit of Captain Gordon after the beaten enemy, enabled him to steal off, till too late for our shattered ships to come up with him, his rigging and sails apparently not much injured; but by the laws of war I shall ever maintain he belongs to us. The enemy's squadron was commanded by Mons. Dubourdieu, a Capitaine de vaisseau, and a member of the Legion of Honor, who is killed. In justice to a brave man I must say, he set a noble example of intrepidity to those under him. They sailed from Ancona the 11th instant, with 500 troops on board, and every thing necessary for fortifying and garrisoning the island of Lissa. Thanks to Providence, we have this time prevented them.

"I have to lament the loss of many valuable officers and men; but in a contest of this kind it was to be expected. It is now my duty to endeavour to do justice to the brave officers and men I had the honor to command. I feel myself unequal to the task: nothing from my pen can add to their merit. From your own knowledge of Captains Gordon, Whitby, and, Hornby, and the discipline of their ships, every thing you know, Sir, might be expected; and if an officer so near in the same rank as themselves may be permitted to give an opinion, I should say they exceeded my most sanguine expectations; and it is a duty I owe all to express in the most

* The Bellona mounted 36 guns, see note at p. 472.

public manner my grateful sense of the brave and gallant conduct of every captain, officer, seaman, and royal marine, employed on this occasion. From my first Lieutenant, Mr. David Dunn, I received every assistance that might be expected from a zealous, brave, and intelligent officer; and his exertions, though wounded, in repairing our damage, is as praiseworthy as his conduct in the action, particularly as I have been unable to assist him from a wound in my right arm, and several severe contusions. Captain Moore of the royal marines, of this ship, received a wound, but returned to his quarters immediately it was dressed. The Captains of the squadron speak in the warmest terms of their officers and men, particularly of their first Lieutenants, Dickenson, Henderson, and Wolridge; and the behaviour of my own officers and ship's company, who have been with me so long, was every thing I expected from their tried worth; but I must not particularize where all are equally meritorious. The damage the ships have sustained is very considerable, and I fear will render us totally incapable of keeping the sea. I enclose a statement of the enemy's force*, together with a return of the killed and wounded in the squadron, and deeply lament they are so great†. I have the honor to be, &c.

(Signed)

"WILLIAM HOSTE."

"George Eyre, Esq. Senior officer in the
Adriatic, &c."

"Amphion, Lissa, Mar. 15, 1811.

"Sir,—On my arrival here this morning, I found the remainder of the French Commodore's crew and troops, 200 in number, had retired to Lissa. They were summoned to surrender by Messrs. Lew and Kingston, two Midshipmen of the Active, who had been left in charge of prizes, and several men belonging to privateers. The summons was acceded to; they laid down their arms, and were made prisoners of war. The spirited conduct of these young men deserves every praise; nor can I forbear mentioning the dastardly behaviour of a Sicilian privateer brig of 14 guns, named the Vincitore, and commanded by Captain Clemento Fama, who was lying in this port, and previous to the commencement of the action hauled down his colours to a small one-gun Venetian schooner: this was witnessed by every man in the squadron, and I believe there was but one opinion on the subject. Messrs. Kingston and Lew afterwards went on board, took charge of the brig, beat off the schooner, and prevented her from destroying the vessels in the bay.

"I omitted a circumstance in my former letter respecting the Corona, which, from the meritorious conduct of those officers and men employed, deserves to be mentioned. The Corona caught fire in the main-top, shortly after her capture, and the whole of her main-mast and rigging was instantly in flames. Lieutenants Dickenson of the Cerberus, and Hays of the Active,

* See note at p. 472.

† Amphion 15 killed, 47 wounded; the other ships 36 killed and 103 wounded. Total 50 slain, 150 wounded.

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with a party of men, were on board her at the time. The ship now presented a most awful spectacle, and I had quite given her up as lost. No possible assistance could be afforded from the squadron, and she had to trust alone to her own exertions; these, however, were not wanting, and by the extraordinary perseverance and coolness of the officers and men, the fire was at last extinguished, with the loss of the main-mast, and the ship of course saved to the service. I have to express my warmest thanks to Lieutenants Dickenson and Haye, and the officers and men employed under their orders, and beg leave to recommend them to the commander-in-chief. I have the honor to be, &c.

(Signed) "W. Hoste."*

"Captain G. Eyre, &c."

The following is a copy of the correspondence between Captain Hoste and the French commodore, alluded to in the first of the above letters :

"H. B. M. S. *Amphion*, at the Island of Lissa, March 15, 1811.

"Sir,—The frigate you commanded in the late action with the British squadron, struck her colours to H. B. Majesty's ship *Amphion*, under my command; I was not able to take possession of you at that moment, being engaged with the *Bellona* frigate, but I considered you as my own, and as a man of honor you must have thought so yourself; I call on the officers of your own squadron, as well as those I have the honor to command, to witness my assertion. You know, Sir, I might have sunk you, had I not considered you as having surrendered, and so might two of my squadron also. By the laws of war, the *Flore* belongs to me; and the purport of my present truce is to demand her restitution, in the same state as when she struck. I have the honor to be, &c.

(Signed) "WILLIAM HOSTE."

"To Mons. Peridier, Captain, commanding
the frigate *Flore*, off *Lessina*."

(TRANSLATION.)

"On board His Imperial and Royal Majesty's frigate
"the *Danaë*, in the Roads of *Lessina*."

"Sir,—In consequence of the wounds received by M. Peridier, Commandant of his Imperial and Royal Majesty's frigate *la Flore*, I have had the honor to take upon me the command of his Imperial and Royal Majesty's ships, and cannot surrender to you his Imperial Majesty's frigate under the laws to which you refer, because she did not strike her colours, as you are pleased to state. His Majesty's frigate had her flag cut by shot. Her state not allowing her to continue the engagement any longer, her Cap-

* The French account of the action, written by an Italian Colonel, forms a most ludicrous contrast to the British Captain's. It will be found at length in the *Nav. Chron.* v. xxv, p. 423, *et seq.*, and an analysis thereof in *James's Nav. Hist.* v. 5, p. 139, *et seq.*

tain thought proper to withdraw from it. If you should not consider my answer satisfactory, I request you will address yourself to my government. I have the honor to be, &c.

(No signature.)

"To M. the Commandant of the *Amphion*
frigate, at Lissa."

"H. B. M. S. *Amphion*, Lissa, March 19, 1811.

"Sir,—The letter I had the honor of receiving to day was neither signed nor dated (I presume through mistake); I return it for its signature.

"As Captain of the *Danaë*, you will not admit that the *Flore* struck her colours in the late action, nor did I call on you to do so. No, Sir, I call on Mons. Peridier, the commander of that ship, as a man of honor, to declare whether she struck her colours or not; and if M. Peridier was so severely wounded as not to have charge of the ship at that time, I look to his next in command for an answer to my letter of the 15th; but I again assert, and ever shall maintain, that, by the laws of war, his frigate belongs to my Sovereign, and his sword to me; the world will judge between us. I have the honor to be, &c.

(Signed) "W. Hoste."

"To the Captain, commanding the frigate
Danaë."

The *Amphion* and *Volage* having refitted at Malta, escorted the captured frigates from thence to Portsmouth, where the former ship was paid off on the 12th Aug. 1811. About Nov. in the same year, Captain Hoste was appointed to the *Bacchante*, a new 38-gun frigate, in which ship he returned to the Mediterranean*; and on the 26th July, 1812, captured la *Victoire* French privateer of 3 guns and 35 men. The capture of two valuable convoys on the coasts of Istria and Apulia in September following, will be fully detailed in another part of this volume †.

On the 13th Nov. 1812, the marines of the *Eagle* and *Bacchante* were landed on the beach near Fesano, a small town about 8 miles from Pola, where a large quantity of timber had been discovered; part of which was brought off without opposition. Next day they re-landed, in company with those of the *Achille*, brought away as much as could be stowed, and burnt the remainder. Captain Hoste subsequently cap-

* Captains Hoste, Gordon, Whitby, and Hornby, were presented by the Admiralty with gold medals, descriptive of the action off Lissa, to be worn by them with their uniforms in the usual manner. Their first Lieutenants were made Commanders.

† See Memoir of Captain DONAT HENCHY O'BRIEN.

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tured two vessels laden with wine, from Tarento bound to Corfu.

In Jan. 1813, the boats of the *Bacchante* cut off a division of the enemy's flotilla *; and six vessels laden with grain and sundries. In the following month she captured two gun-boats and eight sail of merchantmen: one of the former was carrying despatches from Corfu, and had on board a French General of Artillery and his *suite*, going to Otranto.

On the 11th May, Captain Hoste having received information that a number of vessels were lying in the channel of Karlebago, proceeded towards that place without loss of time; but, from contrary winds, and a strong current, did not arrive there till the morning of the 15th. The object of his visit had in the mean time escaped. Finding, however, that the port afforded excellent shelter to the enemy's convoys, he determined to destroy the works which defended it, and accordingly brought up within pistol-shot of the batteries. After a good deal of firing, a flag of truce was hung out, and the place surrendered at discretion. A detachment of seamen and marines then landed, under the directions of Lieutenant Hood, blew up the castle, destroyed all the public works, and brought off two 12-pounders, 4 nines, and 2 brass sixes. In the execution of this service, the *Bacchante* had 4 men severely wounded. The particulars of a very gallant exploit performed by her boats on the coast of Abruzzo, in the following month, will appear in our memoir of the officer who commanded them on that occasion †.

Captain Hoste served on shore at the capture of Fiume, by the squadron under Rear-Admiral Freemantle, July 3, 1813 ‡; and two days afterwards landed at Porto Ré with a party of marines, blew up the forts which had previously been abandoned by the enemy, rendered the guns useless, and destroyed their carriages. On the 2d of the ensuing month, after assisting in silencing the batteries at Rovigno, he disembarked at the head of a detachment of seamen and marines from the *Eagle* and *Bacchante*, drove the French troops out of the

* See Memoir of Captain D. H. O'BRIEN.

† See Commander SILAS THOMSON HOOD.

‡ See Vol. I. p. 674.

town, disabled the guns, demolished the works, burnt all the vessels that were on the stocks, brought off part of a large convoy, and destroyed the remainder in the harbour.

We have already stated, that by the fall of Ragusa, the allies became masters of every place in Dalmatia, Croatia, Istria, and the Frioul, with all the islands in the Adriatic Sea; and as Captain Hoste commanded the naval force and a detachment of military employed in the reduction of the important fortresses of Cattaro and Ragusa, we shall here insert his own account of the operations which led to their surrender:

“ *Bucchante, off Castel Nuova, Oct. 16, 1813.*

“ Sir,—I arrived off Ragusa on the 12th instant, and joined the Saracen and three gun-boats, with a detachment of the garrison of Curzola on board, commanded by Captain Lowen, who had been directed by Colonel Robertson to act on this coast. From the information I received from Captain Harper, of the Saracen, together with the state of the country about Cattaro, and the insurrection of the Bocchese, I lost no time in proceeding to this place, with the vessels under my orders. On the 13th, in the morning, we forced the passage between Castel Nuova and the fort of Rosa, and after some firing, secured a capital anchorage for the squadron, about three miles above the former. In the evening, I detached the boats of this ship and two Sicilian gun-boats, under the orders of Captain Harper, who very handsomely volunteered his services, to capture the enemy's armed naval force, which I understood were lying between Isle St. George and the town of Cattaro. Captain Harper completely succeeded: the enemy had deserted their boats on his approach, and having succeeded in manning them with the armed Bocchese in the neighbourhood, he most gallantly attacked and carried the island, the commandant and his garrison surrendering at discretion. I enclose his report of the affair, with the account of the guns, &c., captured*. This is a point of the utmost importance to our future operations: it commands and fronts the narrow channel to the narrow branch of the river that leads up to Cattaro itself; and, fortified as it is, it would have been with difficulty, if at all, the ships of war could have passed it. The fort of Peroste was taken by the Bocchese the same night; and I have now the pleasure to acquaint you, that Castel Nuova, and Fort Espagnol, surrendered by capitulation to the British force this morning. The garrison remain prisoners of war till exchanged; the officers are allowed their parole. There are several Croats amongst the garrison, who are willing to enter the Austrian service, and I intend sending them to Fiume. I shall lose no time in getting up to Cattaro. Fort St. John is the only place the enemy possess in the Bocco. The French general, Gauthier, has retired into the fort, with

* See Memoir of Captain JOHN HARPER, C. B.

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about 600 men ; it is about fifteen miles up the river, and is a very strong place. I intend proceeding there directly our affairs are arranged here. I have left a garrison in Fort Espagnol, and enclose the return of the stores, guns, &c., taken in the three places *. The Montenegrins have been of considerable service in closely blockading the country round Espagnol, and the neighbourhood. I cannot mention in too warm terms the conduct of Captain Harper ; he is ever ready, and most indefatigable, and the capture of Isle St. George does him, the officers and men, the highest credit. I am much indebted to Captain Lowen for the ready advice and assistance he at all times gives me ; and the zeal that animates every one is highly praiseworthy. I have the honor to be, &c.

(Signed)

" W. HOSTE."

" Rear-Admiral Freemantle."

" *Bacchante, before Cattaro, Jan. 5, 1814.*

" Sir,—I have much satisfaction in acquainting you, that, after ten days cannonade, the fortress of Cattaro surrendered by capitulation this morning to the *Bacchante* and *Saracen*. The terms I granted to the garrison are, to lay down their arms on the Marina, to be transported to some port in Italy, to be considered as prisoners of war, and not to serve against England or her allies till regularly exchanged. It is unnecessary I should enter further into detail, than to say, that by the exertions of the officers and crews of both ships, our batteries were enabled to open from four different points on the castle and works at day-light on Christmas morning ; that on the 1st Jan., two additional batteries, of 18 and 32-pounders, were opened, and played against the castle ; and that on the 3d I had arranged every thing with the chief of the Montenegrins, for a general assault, when the commandant, General Gauthier, sent out, expressing his wish to capitulate.

" This morning the capitulation was signed ; a copy of which I enclose, with the state of the garrison †. Our loss, I am happy to say, has been trifling ; 1 seaman killed, and Lieutenant Haig, R. M., slightly wounded.

" The mouths of the Cattaro are now freed of the enemy, Sir ; and in

* Four gun-boats, mounting in the whole four long 24-pounders, and two 12-pr. carronades ; and having on board 4 large brass 24-pounders, carriages, &c. complete, intended to be mounted on the fortifications at Cattaro. Found at Isle St. George, Castel Nuova, and Fort Espagnol ; 11 brass and 23 iron guns, 1 brass 6½-inch mortar, 7 iron swivels, 6000 shot, upwards of 4500 live shells, about 12,300 pounds of gun-powder, 400 cartridges for the great guns, ready filled, 900,000 musket-ball cartridges, 8 cases of musket-balls, 900 hand grenades, 3 cases of ditto, 1 furnace for heating shot, and a quantity of provisions. Total number of prisoners, 438.

† The place to be given up to the British on the 8th Jan. ; the garrison, consisting of 295 officers and men, to be disposed of in the manner already described.

bringing this business to a successful issue, the officers and men have exerted themselves to the utmost. We have received no assistance but from a few Montenegrins; we have had to trust to our own resources alone, and we have found them in the zeal and perseverance which has actuated all parties. From the exertions of Captain Harper and Lieutenant Milbourne, two 18-pounders and two mortars were got up the range of mountains before Cattaro, to the astonishment of friends and foes; and what was deemed impracticable by the French General, was completed in ten days. The zeal and activity of Captain Harper are well known to you, Sir; and I assure you, in no instance have they been more conspicuous than on the present occasion—he is a most invaluable officer. It is my duty to mention the meritorious conduct of Lieutenants Milbourne and Rees, (acting) of the *Bacchante*; Lieutenant Hancock, of the *Saracen*; Mr. Vale, Master of ditto; Lieutenant Haig, R. M.; and Mr. Charles Bruce, Midshipman of the *Bacchante*; and the whole of the officers and men of both ships, have tried to excel each other on this occasion. The torrents of rain, and the fatigues and privations attending an attack of a fortress like Cattaro, at this season of the year, have been borne with a cheerfulness that entitled them to every praise. I cannot conclude this without acknowledging in the warmest terms the active assistance I have received from Captain Angelo, of Lieutenant-General Campbell's staff, who was waiting in the *Bacchante* for a passage to Zante. His zeal and ability have supplied many deficiencies on our part, and considerably tended to the speedy reduction of the place. I have the honor to be, &c.

(Signed) "W. HOSTE."

"*Rear-Admiral Freemantle.*"

"*Bacchante, before Ragusa, Jan. 29, 1814.*"

"Sir,—My letters of the 6th inst. will have acquainted you of the capture of Cattaro, and of my intention to attack this place as soon as the artillery and stores necessary for the siege were embarked from that fortress. On my arrival here on the 19th, I found the place invested by the Austrian General Milutinovitch, with two Croat battalions, but not a single piece of artillery had arrived. Four mortars and two guns were immediately landed from the *Bacchante*, and opened on the works of the town, and fort Lorenzo, the morning of the 22d. The enemy returned a heavy fire from all his batteries. The approach to Ragusa is extremely difficult, by the commanding situation of Fort Imperial and the island of Croma; and it became an object of importance to secure this latter post before we could advance our batteries; two 18-pounders were therefore landed, and by the great exertions of the officers and seamen under Lieutenant Milbourne, one gun was brought round the mountains at the back of Ragusa, a distance full six miles, and placed immediately opposite the island, which it completely commanded.

"The French General, however, on the morning of the 27th, sent out a truce to request our batteries would cease, and a capitulation was commenced and signed on the 28th, for the surrender of the town and its de-

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pendencies. The British and Austrian troops took possession the same day ; 120 pieces of cannon were mounted on the works of the town and Fort Lorenzo, 21 in Fort Imperial, and 11 in the island of Croina, with a garrison of 500 men, and nearly six weeks' provisions. The garrison are prisoners of war, not to serve against England or her allies till regularly exchanged. I am happy to say the best understanding has prevailed between the allied troops ; and General Milutinovitch has expressed himself in the handsomest terms, for the assistance he has received.

"The object for which you sent me here, Sir, is now, I believe, obtained, by the expulsion of the French troops from the provinces of Cattaro and Ragusa, and it only remains for me to mention the meritorious conduct of all the officers and men who have shared the fatigues and privations attending it. I beg leave also to mention the great assistance I have received from Captain Angelo, who accompanied me from Cattaro. His ready and active services have considerably diminished the difficulties we have met with. The loss of the British, during the siege, has been 1 killed and 10 severely wounded. I have the honor to be, &c.

(Signed)

"W. HOSTE."

"*Rear-Admiral Freemantle.*"

In March 1814, a deputation from the inhabitants of Parga, on the coast of Albania, having waited upon Captain Hoste and requested assistance against the French garrison, consisting of 170 men, commanded by a Colonel, he immediately proceeded thither, and took possession of the town and fortifications, the tri-coloured flag being hauled down on his arrival. He soon after quitted the Bacchante, on account of ill-health, and returned to England as a passenger in the Cerberus frigate.

Captain Hoste received the royal permission to accept and wear the insignia of a Knight of the Austrian Military Order of Maria Theresa, May 23, 1814 ; and was raised to the dignity of a Baronet of Great Britain on the 23d July following : in the course of the same year he obtained an honorable augmentation to his family arms ; and on the 2d Jan. 1815, was nominated a K. C. B. He at present commands the Albion 74, stationed as a guard-ship at Portsmouth.

Sir William Hoste has been twice married ; his present lady, to whom he was united April 17, 1817, is a daughter of the Earl of Orford. His youngest brother, Thomas Edward Hoste, served as a Midshipman under him in the Adriatic, and was made a Lieutenant in 1814.

Agent.—Isaac Clementson, Esq.

LENOX THOMPSON, Esq.

THIS officer was made a Lieutenant, Feb. 19, 1780; and obtained the rank of Commander, March 30, 1799. His post commission bears date Jan. 15, 1802.

Agent.— ———

CHARLES FEILDING, Esq.

THIS officer is descended in the paternal line, from the Earls of Hapsburgh, in Germany, who were Counts Palatine in the reign of Henry I. His father, the late Commodore Charles Feilding, was a grandson of Basil, 4th Earl of Denbigh; and his mother, a sister of George, the present Earl of Winchelsea and Nottingham.

Captain Feilding was posted in the West Indies, Jan. 15, 1802; returned to England in the Andromeda frigate, on the 24th Sept. following; and subsequently commanded the Circe of 28 guns, which ship was wrecked on the Lemon and Ower, whilst in chase of an enemy, Nov. 16, 1803. His next appointment was to the Sea Fencibles at Queenborough; and we afterwards find him in the Revolutionnaire frigate.

He married, April 24, 1804, Lady Elizabeth Theresa, eldest child of Henry, 2d Earl of Ilchester, relict of William Davenport Talbot, Esq., of Laycock Abbey, Wiltshire; and sister of the Marchioness of Lansdowne.

Agent.—Thomas Stilwell, Esq.

THOMAS GEORGE SHORTLAND, Esq.

THIS officer is the only surviving son of Captain John Shortland, R. N., who died at Lisle in 1803. He was born at Portsea, May 10, 1771; entered the naval service as a Midshipman, on board the Irresistible 74, bearing the broad pendant of Sir Andrew Snape Hamond, in Jan. 1785; and removed into the Alexander store-ship, commanded by his father, in Mar. 1787.

On the 13th May following, the Alexander sailed from the

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Motherbank, in company with eight other store-ships and transports, having on board the first party of convicts ever sent from Europe to New South Wales, where they arrived under convoy of the *Sirius* frigate, and *Supply* armed tender, Jan. 20, 1788*.

After remaining about five months at the new settlement, Mr. Shortland, senior, was ordered to England by way of Batavia, and charged with the Governor's official despatches relative to the infant colony. It is due to departed merit to state, that his services in New South Wales were of a very active nature; and some of the charts, &c. given in "*Philip's Voyage*," are from surveys which he made. In that work will be found a portrait and biographical notice of him; a

* The principal officers employed on this interesting expedition were Commodore Arthur Philip; Captain John Hunter; Lieutenants Henry Lidgbird Ball, and John Shortland; the former commanding the *Supply*, the latter Agent to the transports; and Major Ross, of the marines.

The 7th Feb. 1788, was the memorable day which established a regular form of government on the coast of New South Wales. For obvious reasons, all possible solemnity was given to the proceeding necessary on this occasion. On a space previously cleared, the whole colony was assembled; the military drawn up and under arms; the convicts stationed apart; and near the person of the Governor those who were to hold the principal offices under him. The royal commission was then read by Mr. D. Collins, the Judge-Advocate. By this instrument, Arthur Philip, Esq. was constituted and appointed Captain-General and Governor-in-Chief in and over the territory called New South Wales, extending from Cape York to the southern extremity of Van Diemen's Land, and of all the country inland to the westward, as far as the 135th degree of East longitude, reckoning from the meridian of Greenwich, including all the islands adjacent in the Pacific Ocean, between the latitudes of 10° 37' and 43° 39' S. The act of Parliament establishing the courts of judicature were next read; and lastly, the patents under the great seal, empowering the proper persons to convene and hold those courts whenever the exigency should require. The office of Lieutenant-Governor was conferred on Major Ross. A triple discharge of musketry concluded this part of the ceremony; after which Governor Philip returned his thanks to the soldiers for their steady good conduct on every occasion; and then addressed the convicts in a speech which was received with universal acclamations. The assembly now dispersed, and the Governor proceeded to review the military on a piece of ground cleared away for the purpose of a parade. He then gave his officers a dinner; and the first evening of his government was concluded propitiously, in good order and innocent festivity, amidst the repetition of wishes for its prosperity.

table of the route of the *Alexander*, the variation of the compass, and meteorological observations during his voyage from Port Jackson to Batavia; and a detailed account, drawn up, we believe, from his own papers, of the dreadful sufferings of his crew. The following is an abstract of that account:

The *Alexander*, *Friendship*, *Prince of Wales*, and *Borrowdale*, were got ready in the beginning of July, 1788, to sail for England, under the care and conduct of Lieutenant Shortland, at which time Governor Philip took the opinions of the masters of those transports concerning their route. The season was thought to be too far advanced for them to attempt the southern course by Van Diemen's Land; and the passage by Cape Horn was objected to by the Governor. It was therefore agreed unanimously that they should go to the northward, either through Endeavour's Straits, or round New Guinea. Unfortunately the ships were ill prepared to encounter the difficulties which were to be expected in every mode of return. Their complement of men was small, only six to every 100 tons, officers included. They were without a surgeon, and unprovided with those articles which have been found essential to the preservation of health in long voyages. We cannot therefore wonder that their crews should have suffered dreadfully from the scurvy, in the length of time necessary for exploring a passage through an unknown sea crowded with islands, where they were destitute of assistance from charts, or observations of former navigators, and were not fortunate enough to obtain a supply of salutary refreshments. The *Alexander* left Port Jackson on the 14th July, intending to touch at Lord Howe's Island, there to meet the other ships, and appoint a place of rendezvous in case of separation. The *Friendship* kept close to her; but the *Prince of Wales* and *Borrowdale* parted company on the 18th, and were not again met with. About the 10th Aug. the scurvy began to show itself; and for want of proper remedies, it increased so rapidly, that it was ultimately found necessary to sacrifice one of the ships, that both of them might not be lost. Towards the latter end of September some deaths had happened in the *Alexander*, and scarcely any of her crew were capable of exertion; but in the *Friendship*, only 1 man was disabled. By the 20th Oct. both of the crews were in a pitiable condition. The *Alexander* had lost 8 men, and was reduced to 2 in a watch; only 4 seamen and 2 boys being at all fit for duty. The *Friendship* had only 5 men who were not disabled; both ships were short of provisions; and as the western monsoon was expected soon to set in, it was agreed to destroy the *Friendship*. She was accordingly cleared, bored through with augurs, and turned adrift in the neighbourhood of Borneo. The joint crews now amounted to only 30 persons, officers and boys included; the sickness continued to increase; and by the beginning of November, only one man, besides the officers, was able to go aloft. Had the *Alexander* been at this time a very few days sail more distant from Batavia, she must inevitably have been lost; not from any stress of

weather, or danger of coasts or shoals, but merely from inability to conduct her into port. At 6 P. M. on the 17th, her anchor was let go between the islands of Leyden and Alkmaar; soon after a gun was fired, and a signal made for assistance. None, however, arrived till the following evening, when a boat was sent to her from the Dutch Commodore. Never, perhaps, did any ship arrive in port more helpless from the mere effects of a dreadful and invincible disorder. From two British East Indiamen, which lay in Batavia Roads when she arrived, and from three others which came in a few days after, with the assistance of a few Dutch sailors, a fresh crew was at length made up, in which only 4 of the original seamen remained, the rest having either died in the hospital, or not being sufficiently recovered to re-embark previous to her sailing again on the 7th Dec. Nothing remarkable happening during the remainder of the passage home, she arrived off the Isle of Wight on the 28th May 1789, after an absence of rather more than two years. Lieutenant Shortland, during this voyage, determined for the first time the actual position of Solomon's Islands.

Mr. T. G. Shortland subsequently served as Midshipman and Master's-Mate on board the *Director*, *Discovery*, and *Sandwich*, the latter ship bearing the flag of Vice-Admiral Dalrymple at the Nore. Towards the latter end of 1790 he was promoted to the rank of Lieutenant, in the *Speedy* sloop of war, on the North Sea station; and from Jan. 1793 till Sept. 1794, we find him serving on board the *Nemesis*, a small frigate attached to the Mediterranean fleet. His gallant conduct in Hieres Bay, after the evacuation of Toulon, has already been briefly noticed at p. 313. On that occasion, although exposed to a heavy fire of musketry from the shore, he used every effort to get the hospital-ship alluded to afloat; but finding it impracticable to move her, in consequence of its blowing a gale of wind, was under the necessity of clearing and setting her on fire, having first succeeded in bringing off the whole of the wounded men, provisions, &c.

From the *Nemesis*, Lieutenant Shortland removed into the *Romney* of 50 guns, commanded by Sir Charles Hamilton, whom he accompanied into the *Melpomene* frigate, about April 1795, and continued to serve with for a period of four years; during which *l'Aventurier* brig of war *, *la Revanche*,

* At 10 P. M. on the 3d Aug. 1798, Sir Charles Hamilton despatched five boats from the *Melpomene* and *Childers*, under the orders of Lieutenant Shortland, to attack a French convoy lying in the Bay of Corigeon, near Isle Bas. The weather was at this time very squally, with heavy rain and vivid lightning. At 3 A. M. on the 4th the boats boarded, and after a short but spirited resistance, carried *l'Aventurier* of 12 guns and

of 18 guns and 167 men, le Zelé of 16 guns and 69 men, several smaller privateers, and a number of merchantmen, were taken from the enemy.

In April 1799, Lieutenant Shortland was made a Commander into the Voltigeur sloop of war, stationed at Newfoundland. His next appointment was, *pro tempore*, to the Donegal of 80 guns, at Plymouth, which ship he fitted out with only 170 men, and moored in Cawsand Bay, on the seventeenth day after she was taken out of dock. Earl St. Vincent, who then, (July 1801,) presided at the Admiralty, testified his approbation of the extraordinary exertions used on this occasion, by appointing him, in Oct. following, to act as Captain of the Dedaigueuse, and afterwards confirming him in the command of that frigate. His post commission bears date Mar. 1, 1802.

Captain Shortland proceeded in the Dedaigueuse to the East Indies; but soon after his arrival there was obliged to invalid through ill health, and return to England as a passenger on board the Intrepid 64. He arrived at Portsmouth in Feb. 1803, and subsequently commanded the Britannia a first rate, and Cæsar 80; the latter bearing the flag of Rear-Admiral Sir Richard J. Strachan.

At the latter end of June, 1806, Captain Shortland was selected by the late Sir Thomas Louis to command his flagship, the Canopus of 84 guns; and on the 27th Sept. in the same year, he assisted at the capture of le Presidente, a remarkably fine French frigate, mounting 44 guns, with a complement of 330 men*.

The Canopus led the van of Sir John T. Duckworth's squadron when forcing the passage of the Dardanelles, Feb. 19 and Mar. 3, 1807†. Notwithstanding the tremendous fire to which she was exposed on both those days, from the fort 79 men, 16 of whom were wounded, several mortally. The batteries in the neighbourhood being by this time alarmed, and the wind blowing dead on the land, Lieutenant Shortland was obliged to relinquish any attempt on the other vessels, and work his prize off shore; which he succeeded in doing, after being exposed to the fire of the batteries for about two hours. This gallant exploit was performed with the loss of 1 man killed, 1 missing, and 3 or 4 wounded.

* See Captain EDWARD HAWKINS.

† See Vol. I. pp. 317, 799, and 808 *et seq.*

midable Turkish batteries, her total loss during the whole of the operations in that quarter appears to have been only 6 men killed and 26 wounded; she however suffered greatly in her rigging, and received several immense shot, or rather blocks of granite, one of which was twenty-three inches in diameter, and weighed 546lbs.

After his retreat from the Sea of Marmora, Sir John T. Duckworth proceeded with the squadron to Egypt, and arrived there a few days subsequent to the capture of Alexandria by the military and naval forces under Major-General Fraser and Captain Benjamin Hallowell*.

Captain Shortland left the *Canopus* in Sept. 1807; and for fourteen months from that period commanded the *Queen* of 98 guns, on the Mediterranean and Cadiz stations. In June, 1809, he joined the *Valiant* 74; and during the expedition up the Scheldt, we find him commanding the first division of the flotilla under Sir Richard G. Keats. From Dec. 1809 till May 1811 he served in the *Iris* frigate, at Cadiz, off the Western Islands, and on the Channel station. His next appointment was, in Jan. 1812, to the *Royal Oak* 74, bearing the flag of Lord Amelius Beauclerk, with whom he continued till the summer of 1813.

In Nov. following, Captain Shortland was appointed Agent for prisoners of war at Dartmoor, where he remained about two years and a half. From April 1816, till April 1819 he superintended the ordinary in Hamoaze, and obtained the approbation of the Admiralty for his meritorious conduct during that period, as also for his zeal and ingenuity in forming a system to make telegraphic communications by shapes in lieu of buntin flags, or semaphore †.

Captain Shortland's three years of service as senior superintending Captain of the ordinary at Plymouth had no sooner expired, than he was nominated Comptroller-General of the Preventive Boat Service, under the direction of the Lords

* See Vol. I. p. 482.

† Captain Shortland is the author of "A Report on Azimuths and Amplitudes, with a Method to obtain the True Variation of the Compass, having the true apparent Noon given by a good Watch;" also of "A Plan recommending and shewing the facility of forming a safe anchorage at the Island of St. Michael (Azores)."

of the Treasury, who were pleased to express their approva of his services by a minute dated Jan. 15, 1822. He resigned that office in consequence of the department being transferred to the Board of Customs; and was succeeded by Captain William Bowles, R. N. in July of the same year.

The subject of this memoir married Elizabeth, daughter of Peter Tonkin, Esq. of Plymouth, by whom he has nine children. One of his sons is a Student at Law in the Inner Temple; and another a Midshipman in the Royal Navy. His brother John commanded the Junon frigate, and was mortally wounded in defending her against a French squadron, Dec. 13, 1809. His heroic conduct and lamented death will be more fully spoken of in a subsequent part of this work.

Agents.—Messrs. Goode and Clarke.

WILLIAM SKIPSEY, Esq.

THIS officer was made a Lieutenant April 7, 1778; and received the Turkish gold medal for his services as Commander of the Termagant sloop, during the Egyptian campaign in 1801. His post commission bears date Mar. 18, 1802.

Agent.—

MARCUS SAMUEL HILL, Esq.

THIS officer was made a Lieutenant in 1793; Commander Nov. 19, 1799; and Post-Captain April 14, 1802.

Agent.—

HON. FREDERICK PAUL IRBY.

THIS officer is the second son of Frederick Lord Boston, by Christian, only daughter of Paul Methuen, Esq. of Corsham House, Wilts., and M. P. for Great Bedwin, in the same county. He was born April 18, 1779; entered the naval service as a Midshipman on board the Catherine yacht, commanded by Sir George Young, Knt. in 1791; and subsequently served in the Winchelsea frigate, Hannibal 74, and Montagu of the same force, on the Halifax and Channel stations. The latter ship was commanded by Captain James

Montagu, who fell in the battle of June 1, 1794*. On her being put out of commission at the latter end of 1795, Mr. Irby joined the *London*, a second rate, bearing the flag of Rear-Admiral Colpoys, with whom he continued till 1797, when he was promoted to the rank of Lieutenant in the *Circe* of 28 guns, in which frigate and the *Apollo* he served, under the present Vice-Admiral Halkett, until the latter was wrecked on the Haak Sands, near the Texel, Jan. 7, 1799†. His next appointment was to the *Glenmore* of 36 guns, on the Irish station.

In 1800, Lieutenant Irby was made a Commander, into the *Volcano* bomb, and attached to the squadron sent under Vice-Admiral Dickson, to support Lord Whitworth in his demands on the Danish court at Copenhagen‡. In the following year he was appointed to the *Jalouse* of 18 guns, employed on the North Sea station. His post commission bears date April 14, 1802.

From this period Captain Irby remained on half pay till 1805, when he obtained an appointment to the *Sea Fencibles* on the coast of Essex. Towards the close of 1807 he was appointed to the *Amelia*, a 38-gun frigate, fitting for Channel service; and on the 24th Feb. 1809, we find him assisting in the destruction of part of a French squadron, near the powerful batteries of Sable d'Olonne, by a detachment from Lord Gambier's fleet, under the orders of Rear-Admiral Stopford. The *Amelia* on this occasion had her bowsprit shot through, and was much cut up in her rigging; but although hulled in several places, did not lose a man. Her commander's conduct may be inferred from the following letter:

“ *Cæsar, Basque Roads, March 18, 1809.*

“ Sir,—I have great pleasure in communicating to you, by the direction of the commander-in-chief, the high approbation which the Lords Commissioners of the Admiralty are pleased to express of your gallantry, as well as that of the officers and men under your command, for their conduct

* See Vol. I. note * at p. 41* *et seq.* and p. 663**.

† Captain Halkett received the thanks of the Admiralty and the freedom of Hull for the conduct of his ship during the mutiny of 1797. The *Circe*, as we have already stated in our memoir of that officer, was one of the repeaters to Admiral Duncan's fleet in the memorable battle off Camperdown. See Vol. I. p. 574.

‡ See Vol. I. note at p. 349.

in presence of the French squadron which lately sailed from Brest, and in the attack made upon the three frigates belonging to the said squadron. You will communicate to the officers and men their Lordships' high approbation accordingly *. I have the honor to be, &c.

(Signed)

"ROBERT STOPFORD, Rear-Admiral."

"Hon. Captain F. P. Irby,
H. M. S. *Amelia*."

In May following, Captain Irby was sent by Lord Gambier to co-operate with the patriots on the north coast of Spain; and on the 10th June, being off St. Andero, in company with Captain Boys of the *Statira*, he captured la *Mouche* French corvette, mounting sixteen brass 8-pounders, with a complement of 180 men; la *Rejouie* national brig of 8 guns and 51 men; a schooner of 1 gun and 25 men; and two armed luggers with cargoes. These vessels had several soldiers and part of the enemy's hospital staff on board, and were endeavouring to escape the fate of the French garrison at St. Andero, the whole of whom were taken prisoners on the same day by General Ballasteros.

Captain Irby subsequently captured several other vessels, one of which was le *Charles*, of Bourdeaux, a remarkably fast sailing corvette privateer, of 20 guns, 300 tons, and 170 men. On the 24th Mar. 1811, the *Amelia* had 2 men killed and wounded in an attack made on l'*Amazon*, a French frigate of the largest class, which had been previously driven

* The frigates alluded to were the *Calypso*, *Italienne*, and *Sybille*, each mounting 44 guns. They were first discovered by Captain Irby near Belleisle, Feb. 23, 1809, and chased by him and Captain Abdy, of the *Dotterel* brig, during the whole of that night. By day-light, on the 24th, the *Amelia* and her consort had approached so near to the enemy's rear-most ship that the others found it necessary to haul up to her support; and another British frigate soon after heaving in sight, the whole made sail for the *Sable d'Olonne*, where they were attacked in the course of the forenoon by three 2-deckers under Rear-Admiral Stopford, assisted by the *Amelia*, who had formed a junction with that officer, after firing into the *Sybille* when passing on opposite tacks. The action continued about an hour and a half, when the enemy, although powerfully assisted by the formidable land batteries, finding themselves unable to withstand the fire of their opponents, either ran or drifted on shore, and having taken the ground at the top of high water, could never afterwards be got afloat. Their loss amounted to 24 men killed and 51 wounded. The British had only 3 men killed and 31 wounded.

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into a bay, near Cape Barfleur, where she was destroyed by her crew on the morning of the 25th, to avoid capture *.

At the latter end of 1811, we find Captain Irby proceeding to the coast of Africa, as senior officer of the squadron employed there for the suppression of the Slave Trade. In June 1812, he received information that the natives of Winnebah had treacherously seized on the person of Mr. Meredith, the Governor of a fort by which they had often been protected, and that the unfortunate man had fallen a victim to their barbarous treatment. This intelligence being accompanied by an application from the Governor-in-Chief of Cape Coast Castle and its dependencies for Captain Irby's assistance, he lost no time in proceeding to the relief of Fort Winnebah; and having anchored off that place on the 2d July, landed his marines, and a small detachment of the African corps under Mr. Smith, Governor of Tantumquerry, who immediately destroyed the town, from which the natives had fled on the *Amelia's* approach. The possession of the fort, under these circumstances, presenting no advantage to the Company's trade, and it being no check whatever upon the slave dealers, a consultation was then held as to the propriety of abandoning the place entirely; and the whole of the officers present agreeing on that subject, every thing was embarked on board the frigate, and the works entirely demolished †.

On his return to Cape Coast, Captain Irby received the following letter from the Governor-in-Chief and Council, dated at the Castle, July 8, 1812:—

"Sir,—We request you will honor us with the acceptance of our grateful thanks for the prompt and effectual aid you have given us in the affair at Winnebah. We are certain you will be gratified in being assured, that your interference has restored peace and confidence in the minds of the White residents in this part of the globe; at the same time that it has

* The *Berwick* 74, *Niobe* frigate, and two sloops of war, were in company with the *Amelia* on this occasion.

† It should here be remarked, that the Winnebahites had ever been a most refractory set, and had, in many previous instances, grossly insulted the British governors. They were constantly at war with the surrounding tribes; and a few months previous to the murder of Mr. Meredith, that gentleman had paid a considerable sum of money to prevent their town being destroyed by the Ashantees. An account of the horrible cruelties practised toward Mr. M. will be found in the "Report of the Select Committee of the House of Commons on Papers relating to the African Forts."

struck awe and terror in the surrounding natives. The good effects cannot fail of being lasting, and of rendering the British flag as much respected in future on this coast, as it is in all other parts of the world. We have the honor to remain, Sir, &c. &c.

(Signed) "ED. WM. WHITE, Governor-in-Chief, &c. &c.

"GEO. RICHARDSON, Governor of Annamaboe Fort;

"JOHN H. SMITH, Governor of Fort Tantomquerry;

"FRED. JAMES, late Governor of Fort Winnebah."

"Commodore Hon. F. P. Irby."

Previous to her departure from the coast of Africa, the *Amelia*, with a crew greatly debilitated by the climate, fought a most sanguinary battle with l'*Aréthuse* French frigate, commanded by Mons. Bouvet, an officer of approved talent and bravery. The combat is thus described by Captain Irby, who was himself severely wounded on the occasion :

"*Amelia, Spithead, March 22, 1813.*

"Sir,—I beg leave to acquaint you, for the information of the Right Honorable the Lords Commissioners of the Admiralty, that when I was about to quit Sierra Leone river for England, in H. M. S. under my command, on the 29th Jan. inst. Lieutenant Pascoe arrived there with the chief part of the crew of H. M.'s gun-brig *Daring*, he having been obliged to run his vessel on shore, and blow her up at Tamara, (one of the Isles de Los), in consequence of having been chased by a French frigate, in company with two other ships, apparently frigates : he reported having left them at anchor off the islands on the 27th. I immediately despatched Lieutenant Pascoe in a small schooner, to reconnoitre the enemy ; and on the 3d Feb., he returned, having ascertained their force to be two frigates of the largest class (l'*Aréthuse* and la *Rubis*), and a Portuguese ship, their prize ; that they had nearly completed their water ; and, after unloading the Portuguese ship, intended to give her up to her crew, and proceed themselves to sea to intercept our homeward-bound trade. Conceiving that if I cruised off the Isles de Los, (in the event of their not having left them), I might be enabled to fall in with any of H. M.'s ships that might be coming down the coast, and also protect the vessels bound to Sierra Leone, of which I had received intelligence *, I prepared to weigh, when a cartel ar-

* The Tweed of 24 guns, with the trade from England under her protection was then daily expected at Sierra Leone.

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rived from the islands, with the Master and a boat's crew of the Daring, and the crew of another vessel they had taken; whose accounts corroborating Lieutenant Pascoe's report, I left Sierra Leone river, and worked up to the islands *. Standing in at day-light on the 6th ult., towards the island of Tamara, we joined the Princess Charlotte government schooner, who informed me one of the frigates was at anchor at a considerable distance to the northward of the other, which was apparently unloading the prize. I despatched the schooner to Sierra Leone, to leave directions to any ships that might arrive to repair to me. Having neared the island in the evening, the frigate to the northward weighed, and stood out to sea; the other frigate had signals flying, and being observed at sun-set with her top-sails hoisted, I stood off for the night; and the next morning, one of the frigates (I believe l'Aréthuse), was just visible from the deck: it was then calm. On a breeze springing up about noon, she stood towards us. As I had hopes of drawing her from her consort, we continued standing out to sea till sun-set; when not perceiving the other ship from the mast-head †, and the breeze failing, we shortened sail, wore, and stood towards her. A little after seven, the enemy tacked, and hoisted his colours. At 7^h 45, being within pistol-shot on his weather-bow, both ships commenced firing nearly at the same time, which continued (remaining nearly in the same situation,) until twenty-one minutes past eleven, when the enemy bore up, having the advantage of being able so to do, leaving us in an ungovernable state, with our sails, standing and running rigging cut to pieces, and masts injured. During the action, we twice fell on board the enemy, in attempting to thwart his hawse, when he at-

* The Master of the Daring, and the other men brought to Sierra Leone by the cartel, were landed there, they having been liberated on condition of not serving against France or her allies until exchanged. Their paroles stated them to have been captured by l'Aréthuse of 44 guns and 380 men; and la Rubis of 44 guns and 375 men. Mr. James, in his "Naval History" only gives the former ship 340 men, including a boat's crew from her consort. The Amelia's full complement was 265 men and 30 boys: 12 of the latter borne as supernumeraries for wages and victuals.

† The Naval Chronicle charges Captain Irby with saying that la Rubis was in sight just before the commencement of the action. We can discover nothing like such an expression in his letter.

tempted to board, but was repulsed by the marines (who were commanded by Lieutenant Simpson) and the boarders. Though I most sincerely lament the numerous list of killed and wounded, which amounted to 141; yet it is the greatest consolation in reflecting, that we were never once exposed to a raking shot, or the slightest accident occurred; all fell by fair fighting *.

"It is with the most poignant regret I have to mention the names of the senior and second Lieutenants, John James Bates and John Pope, and Lieutenant Grainger, of the marines, among the slain: they fell early in the action. Having been more than five years in the ship, I have had ample opportunities of knowing their inestimable characters, and the consequent loss the service has sustained by their falling. It is with equal concern I have to mention Mr. George Wills, the junior Lieutenant, who fell while carrying on the duty on the quarter-deck, when I had received a wound which obliged me to quit it; and also that good and zealous officer, Lieutenant Pascoe, late of the *Daring*, who commanded the midship guns on the main-deck; Mr. John Bogue, late Purser of the *Thais* (invalided), received a mortal wound below, after having been before wounded on the quarter-deck.

"When I have the misfortune to state such a severe loss, I trust it will be clear, every person must have done his duty. I feel most grateful to my gallant officers and crew, as well as the supernumeraries late belonging to the *Daring*, for their cool, steady, and persevering conduct, which was worthy the utmost success; but the superior force of the enemy, she carrying on her main-deck heavy French 24-pounders, the considerable quantity of gold dust we have on board, as well as the certainty of the other frigate coming up, would have prevented me seeking a renewal of the action, if it had not been totally impracticable †.

* Forty-six killed; 5 mortally, 13 dangerously, 33 severely, and 44 slightly wounded.

† Captain Irby was not aware, when he wrote his account of the action, that *l'Aréthuse's* consort had been disabled by striking on a rock previous to the *Amelia's* arrival off Tamara. Seeing *la Rubis* with her top-sails hoisted at sun-set on the 6th Feb., he was fully justified in supposing she was about to come out with the other frigate in pursuit of him. N. B.

"I should not omit to mention to their Lordships, the admirable conduct of Mr. De Mayne, the Master, who placed the ship so ably at the commencement of the action, and his unremitting assiduity till the enemy kept away. My most grateful thanks are due to Lieutenant Simpson, of the marines, and Mr. John Collman, the Purser, who exerted themselves to the utmost; as well as Mr. Saunders, of the African corps. Having received the greatest assistance from Lieutenant Reeve, invalided from his Majesty's sloop Kangaroo, who was wounded more than once during the action, I appointed him to act as first Lieutenant of the ship. Mr. Samuel Umfreville, Master's-Mate, a deserving and valuable officer, as second; and Mr. Edward Robinson, Master's-Mate, who received a severe wound, as third.

"The crippled state of the ship, and deplorable condition of the wounded, having rendered the object, for which I sailed from Sierra Leone, abortive; and having every reason to conclude, that the state of the enemy must have been such, as to have greatly foiled him in his intended operations, he being much cut up about his hull, I thought myself justified in not remaining on the coast, and therefore proceeded, with the intention of touching at Madeira or the Western Islands, for refreshments for the sick, which the badness of the weather prevented, and I arrived here this day.

"I must not omit to report to their Lordships the high sense I entertain of the humane and skilful attention of Mr. Williamson, Surgeon, and Mr. Burke, his Assistant; as also that of Mr. Stewart, late Assistant-Surgeon of the Daring, to the wounded, since this sanguinary conflict.

"I should also state, that although our numbers were apparently strong at the commencement of the action, yet from the length of time we had been on the coast, being much reduced by sickness, we had barely our complement fit for duty, and they much enervated. I have the honor to be, &c.

(Signed)

"FREDERICK PAUL IRBY."

"*John Wilson Croker, Esq.*"

There appears a difference between his letter and one written by Lieutenant Chads, late of the Java, respecting the Frenchman's weight of metal; see p. 498.

A comparison having been drawn between the above action and that of the *Java* and *Constitution**, we feel it due to Captain Irby and his gallant companions to state, that Lieutenant-Governor Browell, of the Royal Hospital at Greenwich, after examining the *Amelia*'s wounded men, preparatory to their being placed on the pension-list, told Captain Irby, he wondered how he could have done *any thing* with people in so debilitated a state; and that he could not help remarking the great difference between them and the *Java*'s men, who were surveyed at the same time.

The following extracts, from letters addressed to Captain Irby, after his arrival in England, will show how much the *Amelia* had suffered through sickness, some months previous to her meeting *l'Aréthuse*, which ship Mr. *James* admits "was not filled with conscripts and raw hands, in number crowding each other; but had a fair complement of experienced seamen, and good artillerists," "commanded by one of the best officers in the French navy †."

From Robert Thorpe, Esq. Judge of the Vice-Admiralty Court at Sierra Leone, to Captain Irby, dated London, July 23, 1813.

"When I consider the infirm state of the *Amelia*'s crew, which you preserved even in an enfeebled state, by running to St. Helena (in Aug. 1812), I congratulate you on your escape, and wonder at what you have done."

From Captain Edward Scobell, of H. M. S. Thais, to Captain Irby, dated Portsmouth, Dec. 13, 1813.

"You rightly calculate that my last months in Africa were most tedious and fatal, justly to be dated so from the time of our parting (in Nov. 1812); for shortly after we were assailed by sickness, more calamitous than what I even met you in, and which rendered both our ships inefficient: scarce a man escaped disease, nor was there an exception to general enervation and lassitude,—an helplessness which does not easily wear off, nor does it yet seem to give way to our native climate."

* "The *Amelia*, like the *Java*, had a number of supernumeraries on board; but owing to the general sickness of the men, Captain Irby says, 'We had barely our complement fit for duty, and they much enervated.' A sickly old, and a healthy new ship's company, are about equal in effectiveness." See *James's Naval Occurrences between Great Britain and America*, p. 196.

† See id. p. 197, and *Nav. Hist.* v. 5, p. 362

From the same to the same, dated Penzance, Cornwall, Mar. 2, 1814.

"When last I had the pleasure of writing you, I had not determined on what I have since done, in giving up the *Thals* for the renovation of my health, and I must now congratulate myself on the resolution. The whole of the *Thais'* crew have been in succession to the hospital, and perhaps they are almost as extremely enervated and debilitated as your *Amelia's* were when I saw them,—a cause that must have acted most unhappily, and been insurmountable in your late gallant action *."

So much for the "effectiveness" of the *Amelia*: let us now present our readers with the means of forming an opinion of their own, as to the loss and damage sustained by her antagonist.

M. Bouvet, or rather the French Minister of Marine for him, says, "The *l'Aréthuse* had suffered enormously; 20 men killed outright had been thrown into the sea during the engagement; 88 men, previously wounded, were down in the surgeon's berth; and, excepting the master-carpenter, all my naval officers were killed or wounded: such men as were only slightly wounded had not quitted their posts, or had returned to them after having their wounds dressed; and in the midst of this scene of carnage, the *fourth* part of the crew left wished only for recommencing the attack †."

Lieutenant Henry Ducie Chads, late of the *Java*, who, when on his return to England with the surviving officers and crew of that ship, was boarded by the *l'Aréthuse*, in a letter dated Mar. 20, 1813, says:—"She had suffered most severely,

* The late Sir George Collier, in his report to the Admiralty, printed by order of the House of Commons, May 25, 1820, says—"The vessels employed in the Slave Trade are navigated almost entirely by natives of Africa, or of similar climate, and they are thereby enabled to endure that which no ships, manned by Europeans, ever can. For I venture confidently to predict, that every British cruiser, exposed to the deluging rains of Africa during the sickly season, for a few days only, will generate fever of so malignant a nature, that half the crew may be the sacrifice, and herself thereby incapacitated from service." We have already shewn, that the *Amelia* had been upwards of twelve months on that station: the enemy's frigates only sailed from France ten weeks and four days previous to the action.

† See Nav. Chron. v. 29, p. 385.

having all her lower-masts, fore and main-yards, gaff, spanker-boom, and mizen-top-mast fished, and upwards of 30 round shot in her hull on the starboard side below the quarter-deck. In her cabin was the drawing of an action, said to have taken place on the 7th Feb., off the coast of Africa, between her and an English frigate; and on the sides of this view was her list of 31 killed and 74 wounded. * * * * L'Aréthuse is a large frigate, and appeared very full of men*, mounting twenty-eight French 18-pounders on the main-deck, sixteen 36-pounder carronades and two long guns on the upper-deck. From her very crippled state, and chasing us three days to the N. E., which I don't think she would have done had not our courses laid together, I am inclined to suppose she was bound into port †."

Finally, Lieutenant Charles M'Arthur, who had served with Captain Irby as a Midshipman, previous to his sailing for Africa, being at Rennes in 1816, met with a young man applying to the Prefect of that Department and to the Marquis de Boissiere, to sign a petition to the Minister at War, praying for a commission in one of the regiments about to embark for the colonies. This young man, whom the Marquis described as being of a respectable family, had been forced into the service by the conscription, and was severely wounded on board l'Aréthuse, when she encountered the Amelia. He acknowledged that the slaughter among his countrymen was very great, estimated their total loss at 195 men, and stated that himself and four other marines were all that escaped out of the whole detachment, 50 in number.

By the enemy's own account it thus appears very evident,

* Captain Olivier and the whole of la Rubis's crew were at this time on board l'Aréthuse, the former frigate having been burnt on the 8th Feb. in consequence of its being found impossible to get her afloat. *Query*, might she not have been saved by the assistance of her consort, had no English ship appeared in sight, and drawn the Commodore off from the land, which he did not make again till the day after her destruction?

† Lieutenant Chad's conjecture was right; l'Aréthuse arrived at St. Maloes on the 19th of the following month. See *Nav. Chron.* v. 29, p. 386.

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that much execution was done by the *Amelia's* emaciated crew; what then would have been the case, had not her powder suffered by the dampness of the magazine? This circumstance appears not to have struck any previous writer on the subject, as worthy of observation; but it is nevertheless indisputably true, that the larger portion thereof had become caked a considerable time previous to the action; and although it was sent on shore to be dried, the evil was but partially corrected.

The *Amelia* was paid off in May 1813; and Captain Irby's health being much impaired, he did not join any other ship during the remainder of the war. We are happy to say, it has since been firmly re-established. The following letter and its enclosure, will shew the sense entertained of his services by the African Institution:

"36, *Suffolk Street, Charing Cross, March 31, 1813.*

"Sir,—I have the honor of transmitting to you the copy of a resolution unanimously passed by the Directors of this Institution, at a Board held on the 1st December last. I am, sir, &c.

(Signed)

"THOMAS HARRISON, Secretary."

"*Hon. Commodore Irby.*"

Enclosure.

"The Duke of Gloucester moved, and it was resolved, that the best thanks of the Board are eminently due, and shall be given to the Honorable Commodore Irby, for his able, persevering, and successful exertions for the abolition of the slave trade on the coast of Africa, and for the very important and interesting information afforded by his valuable letters, which have from time to time been communicated to the Board. That as Commodore Irby is expected in England in the course of a very short period, Mr. Harrison do communicate the foregoing resolution to him upon his arrival *."

Captain Irby married, 1st, Dec. 1, 1803, Emily Ives, youngest daughter and co-heiress of the late William Drake, Esq. of Anersham, co. Bucks.; 2dly, Jan. 23, 1816, Frances,

* Captain Irby sailed from the coast on his return to England in Dec. 1812; but having captured a slave ship, put back with her to Sierra Leone—a most fortunate circumstance for the trade, as otherwise l'Arétuse and la Rubis would have found a field open for their ravages, without the least probability of being encountered by any force able to cope with them.

second daughter of Ichabod Wright, Esq. of Mapperly Hall, in Nottinghamshire; and has several children. One of his brothers, Edward Methuen, an officer in the third regiment of foot guards, was killed at Talavera, July 27, 1809; another, Charles Leonard, is a Commander, R. N., and one of the only four Europeans now in existence who have ever visited and travelled round the Dead Sea; this tour he performed in company with Captain James Mangles, R. N. Copious extracts from their very respectable work, entitled "*Travels in Egypt and Nubia, Syria, and Asia Minor*," will be found in the "*London Literary Gazette*," No. 354, *et seq.*

Agent.—J. Hinxman, Esq.



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