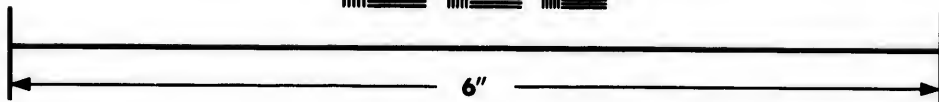
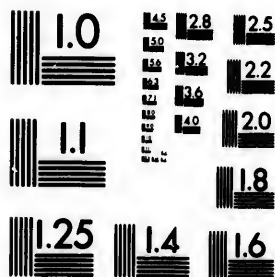


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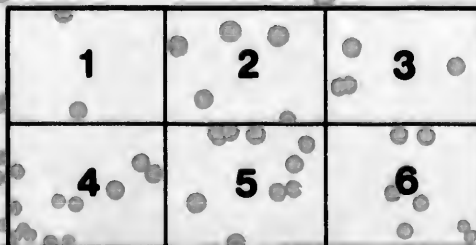
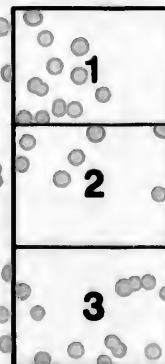
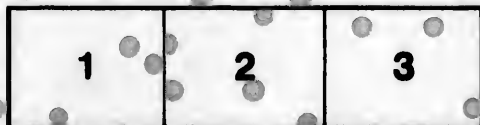
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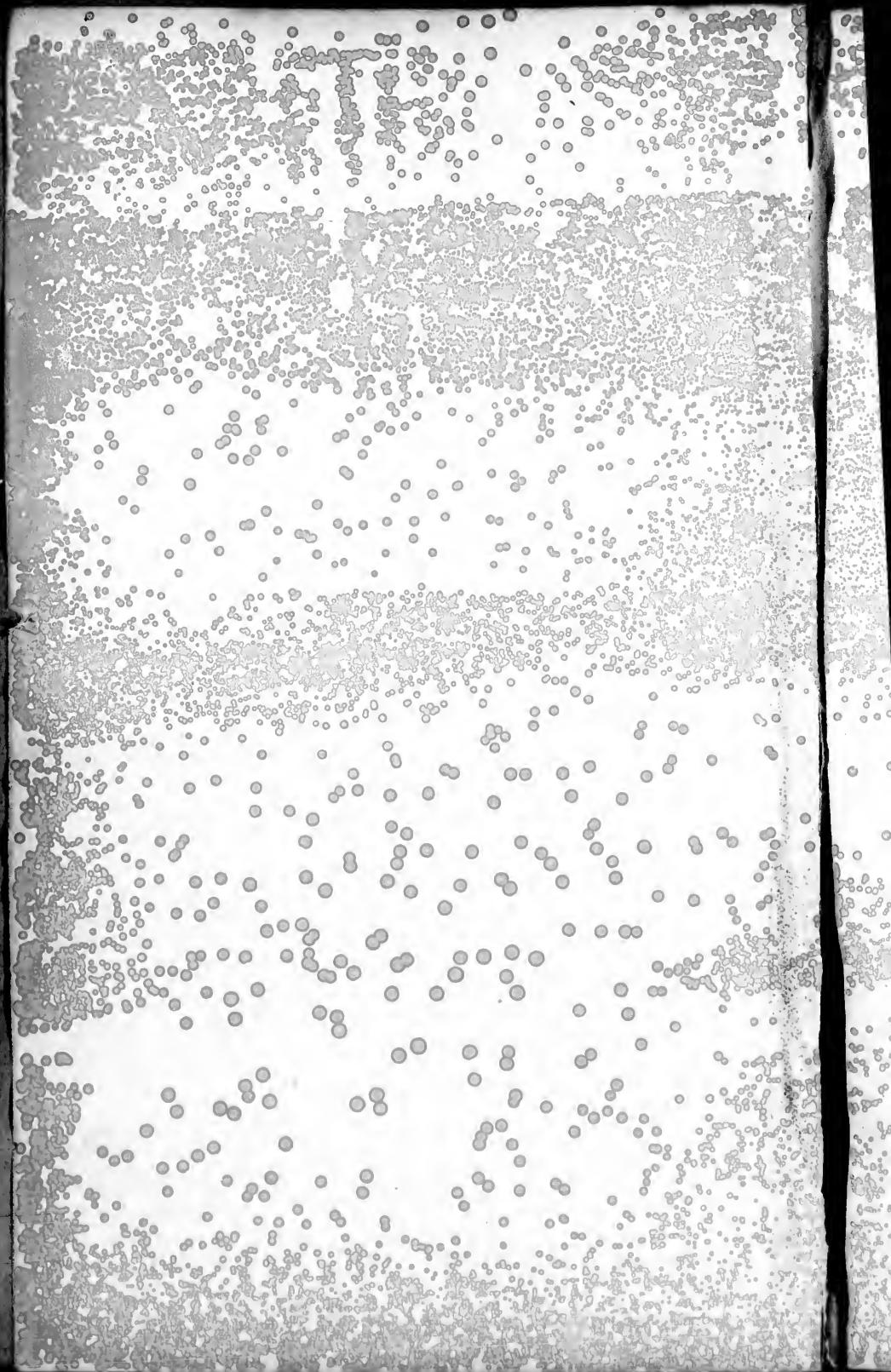
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ROYAL NAVAL BIOGRAPHY;

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 commencement of the year 1823, or who have since been promoted;

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FROM THE COMMENCEMENT OF THE LATE REIGN, IN 1760,
TO THE PRESENT PERIOD.

WITH COPIOUS ADDENDA.

By JOHN MARSHALL,
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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ROYAL NAVAL BIOGRAPHY.

POST-CAPTAINS OF 1802—*continued.*

SIR CHRISTOPHER COLE,

Knight Commander of the Most Honorable Military Order of the Bath; Doctor of the Civil Law; Member of Parliament for Glamorganshire; and Deputy Grand Master of the Masonic Society in South Wales.

THIS officer is a brother of the Rev. Samuel Cole, D. D. Chaplain of the Royal Hospital at Greenwich; and of the late Dr. Cole, Vice-Chancellor of the University of Oxford, Rector of Exeter College, and a Domestic Chaplain to H. R. H. the Duke of Clarence. He entered the naval service in 1780, as a Midshipman on board the Royal Oak, of 74 guns, commanded by the late Sir Digby Dent, and then about to sail for the coast of America, as part of the squadron sent thither under the orders of Rear-Admiral Thomas Graves. In the course of the same year he was removed into the *Raisonable* 64; and we subsequently find him serving under the patronage of the late Rear-Admiral Sir Francis Samuel Drake, Bart. in the *Russell* and *Princessa* third rates.

The *Princessa* formed part of the fleets under Sir Samuel Hood and Rear-Admiral Graves, in the actions off *Martinique* and the *Chesapeake*, April 29th and Sept. 5th, 1781, and on the latter occasion sustained a loss of 6 men killed and 11 wounded. She also bore a share in the memorable transactions at *St. Kitt's* in Jan. 1782; and in *Rodney's* battles of April 9th and 12th, 1782*.

Mr. Cole, who had not yet completed the twelfth year of his age, was at this period the youngest of four brothers serving on the *West India* station, (three in the navy and one

* See vol. II., part I., pp. 62 to 65, and notes at *ditto*. N. B. Rear-Admiral Drake led the van division of the British fleet, and highly distinguished himself, on the glorious 12th of April. He died a Lord of the Admiralty, and M. P. for *Plymouth*, Oct. 19, 1789.

in the army) the whole of whom met together on the arrival of the victorious fleet at Jamaica.

At the peace of 1783, he joined the *Trepassey* of 12 guns, commanded by his brother, the late Captain Francis Cole, a brave and excellent officer, and accompanied him from the West Indies to Halifax, where he removed into the *Atalante* sloop, Captain Thomas Foley, with whom he continued on that station till 1785. In the following year we find him proceeding to Newfoundland in the *Winchelsea* of 32 guns, in which frigate he served under the command of the present Viscount Exmouth until 1789, when, in consequence of a recommendation from Sir Francis Drake, he was received on board the *Crown*, a 64-gun ship, bearing the broad pendant of the Hon. Commodore Cornwallis, who had recently been appointed to the chief command in India.

Unfortunately for Mr. Cole, the account of his patron's death reached India a few months after his arrival there, and all hopes of speedy promotion were consequently abandoned by him; nor did he obtain the rank he had so long sought after until 1793, at which period he had served upwards of thirteen years under some of the best practical seamen in the navy*.

In October, 1794, he was appointed first Lieutenant of the *Cerberus*, a new 32-gun frigate, at the particular request of Captain John Drew, on whose application two Midshipmen were promoted into her for the purpose of securing that situation to Mr. Cole, whose character and abilities he held in the highest estimation.

In 1795, Lieutenant Cole joined the *Sans Pareil* of 80 guns, bearing the flag of Lord Hugh Seymour, to whom he was recommended in the warmest manner by his late Captain. After serving for four years under the eye of that distinguished nobleman, it was left to his option, as senior Lieutenant of the *Sans Pareil*, either to accept the rank of Commander, and go on half pay, or proceed as his Lordship's Flag-Lieutenant to the West Indies, where promotion might be expected, accompanied by immediate employment. Mr. Cole very naturally chose the latter, and accompanied his noble

* Mr. Cole followed Commodore Cornwallis from the *Crown* into the *Minerva* frigate, and continued with that officer nearly five years.

friend to the Leeward Islands in the *Tamar* frigate. Soon after their arrival on that station, the Dutch colony of Surinam surrendered without opposition to the British forces, and the *Hussar*, a fine prize corvette, mounting 20 nine-pounders, was immediately purchased into the service, named after the island where she was captured, and the command of her conferred upon the subject of this memoir.

The *Surinam* cruised with considerable activity, and Captain Cole was fortunate enough to take several of the enemy's privateers, and make some recaptures: his exertions to promote the comforts of his men on all occasions, but particularly during a season of extraordinary malignity, were also very great, and eminently successful; the *Surinam's* crew affording a remarkable instance of good health at a time when the yellow fever was committing great ravages in other ships, and on shore: the contrast was indeed so striking as to induce the commander-in-chief to represent it officially to the Admiralty.

In 1800, Lord Hugh Seymour was removed from the Leeward Islands to Jamaica, and with the consent of Sir John T. Duckworth, who had succeeded him on the former station, he despatched the *Galgo* from Port Royal to relieve the *Surinam*; but his wish to have Captain Cole under his orders again was frustrated by the unhappy fate of the *Galgo*, which vessel foundered with the greater part of her crew, during a heavy squall, on the 9th Oct. in that year.

Some time after this sad event, Captain Cole had the misfortune to be deprived of his noble friend, who fell a sacrifice to the yellow fever, and died sincerely regretted by all who were acquainted with his claims to respect and admiration*.

Deeply as he felt the loss of such a friend, still Captain Cole had the gratification of finding that he had gained the

* Lord Hugh Seymour died Sept. 11, 1801, in the 46th year, of his age. He was attacked by the fatal fever of the West Indies, about the middle of the summer, from which he had but a temporary respite, as it returned with increased violence on the 1st of Sept., and on the 11th deprived the service of a gallant and meritorious commander, and society of a most accomplished and estimable member. The particulars of his Lordship's professional career will be found in the *Naval Chronicle*. He left seven orphan children to mourn their irreparable loss; his amiable consort having died on the 12th Jan. in the same year.

favourable opinion of Sir John T. Duckworth, by his conspicuous zeal and alacrity on every occasion of public service, and which was shortly proved by that officer promoting him into his flag-ship, the *Leviathan* of 74 guns, and afterwards appointing him to the command of the *Southampton* frigate. His post commission was confirmed by the Admiralty, April 20, 1802.

A cessation of hostilities having now taken place in Europe, the *Southampton* was soon after ordered home, and paid off in the month of September following. Captain Cole's next appointment was, in June 1804, to the *Culloden* 74, fitting for the flag of his old friend and commander, Sir Edward Pellew, with whom he proceeded to the East India station, where he captured *l'Emilien*, French corvette, of 18 guns and 150 men, Sept. 25, 1806. This vessel had formerly been the *Trincomalee*, British sloop of war. He also assisted at the capture and destruction of about thirty sail of Dutch shipping, including a national frigate and several armed vessels, in *Batavia Roads*, on the 27th Nov. in the same year*.

We next find Captain Cole commanding the *Doris*, a new frigate, built at Bombay, and with the *Psyche*, Captain Edgumbe, under his orders, escorting Colonel Malcolm, Ambassador to the Persian court, to *Abashir*, in the Gulf of Persia, and remaining at that place for the protection of the embassy. On his return from thence he received the thanks of the Governor-General in council, accompanied by a present of 500*l.* for his services on that occasion.

During the years 1808 and 1809, Captain Cole was principally employed cruising in the Straits of Malacca, and the China seas. Upon the arrival of intelligence respecting the change of political affairs in Spain, he was despatched by Rear-Admiral Drury, who had succeeded to the command in India, with the *Psyche* again under his orders, to communicate with and endeavour to conciliate the government of the Phillipine islands. Having completely succeeded in this mission, and received information from a valuable prize (the Japan ship from *Batavia*) that two French frigates had pro-

* See Vol. I., p. 223.

ceeded to China, and were likely to remain there some time, he took upon himself the responsibility of proceeding thither in quest of them. Finding, on his arrival at Macao, that the enemy had not made their appearance in that quarter, he endeavoured to return through the sea of China, against the foul-weather monsoon. His endeavours, however, proved ineffectual, the ships being forced into the Mindoro Sea and Pacific Ocean. A scarcity of provisions, added to the severe weather and fatigue encountered by the crews of the *Doris* and *Psyche*, now produced an attack of scurvy and dysentery, by which the former frigate lost 40 men before she anchored in Malacca Roads, and on her arrival there no less than 80 others were confined to their hammocks through sickness. The *Psyche* suffered in a nearly equal degree. To enable the reader to judge of Captain Cole's anxiety on this alarming occasion, we need only add, that during the latter part of the passage there remained but 1 Lieutenant, the gunner, and 56 men, who were able to keep watch on board the *Doris*, and assist her commander in the arduous duties he had to perform.

In 1810, Captain Cole was removed, at his own request, into the *Caroline* of 36 guns. He soon after received orders to take the Piedmontaise frigate, *Baracouta* brig, and Mandarin transport under his command, and proceed with them to the assistance of the garrison of Amboyna, which island had recently been taken by the British*.

Having received on board a considerable sum in specie, large supplies of provisions, and 100 European troops, the squadron left Madras on the 10th May, and arrived at Prince of Wales's Island (*Pulo-Penang*) on the 30th of the same month. Whilst there, he signified to the government his intention to attempt the reduction of the Banda islands on his way to Amboyna, and was furnished with 20 artillery-men, commanded by a Lieutenant of that corps, 2 field-pieces, and twenty scaling-ladders, to assist him in the undertaking.

After a passage of six weeks, against the S. E. monsoon, through the Straits of Malacca, the intricate navigation on the N. E. side of Borneo, and the Sooloo Sea, the squadron passed through Pitt's Straits, and entered the Java Sea on the

* See Captain SIR EDWARD TUCKER, K. C. B.

23d July. On the 7th of the following month, Captain Cole communicated with the island of Goram, for the purpose of obtaining information and procuring guides.

During the whole of this long passage, the ships' companies had been daily exercised in the use of the pike, sword, and small arms, and in mounting the scaling ladders placed against the masts, preparatory to any attempt at escalade. The expertness with which they handled their weapons, and the emulation displayed by them when imitating the storming of a fortress, added to their excellent health and high spirits, convinced Captain Cole that, however deficient in numbers, no men could have been found better calculated to ensure success to any hazardous enterprise. The result of that in which he was then about to embark, against a strong, and generally supposed impregnable fortification, it would be difficult to describe better than in his own words. His plain and modest narrative marks so strongly the intrinsic merit of himself and his gallant associates, that it would be almost presumptuous were we to offer a word of commendation; but as official reports, however clearly written, generally require a little elucidation, we shall avail ourselves of some well-authenticated information respecting the capture of Banda, by introducing it in the shape of notes, instead of incorporating it with the substance of his public letter, of which the following is a copy :

“ *H. M. S. Carolinc, Banda Harbour, Aug. 10, 1810.*

“ Sir,—I have the honor and happiness of acquainting you with the capture of Banda Neira, the chief of the Spice Islands, on the 9th Aug., by a portion of the force under my orders, in consequence of a night attack, which completely surprised the enemy, although the approach of the ships had been unavoidably discovered the day before *.

* On the evening of the 8th Aug., when the Banda Islands were just visible, all the boats were hoisted out, and every preparation made for the attack. It was intended to run the ships into the harbour before day-light in the morning, and a hope was entertained that they might remain undiscovered till then; but they were fired at by a battery when passing the small island of Rosensgen, about 10 P. M. which island the ships had approached rather close, not knowing that it was fortified. The weather about this time changed suddenly from a fine clear moonlight to violent squalls, ac-

"The weather proved so unfavorable for boat-service on the night of the 8th, that although nearly 400 officers and men had been selected for this occasion, yet, on assembling under Great Banda, at two o'clock in the following morning, I found that the state of the weather would deprive us of the services of some valuable men under Lieutenant Stephens, of the royal marines, and the greater part of the detachment of the Madras European regiment, from whom I had expected the most steady support and assistance. The attempt was now to be made with less than 200 men, consisting of the seamen and marines, and about 40 of the Madras European regiment, or our labors in the boats through a dark and squally night, in the open sea, must have ended in the severest mortification. After getting under shelter of the land, the same circumstances of the weather which before operated against us, were now favorable to us; and the confidence I had in the handful of officers and men about me, left me no hesitation: and, with a degree of silence and firmness that will ever command my heartfelt acknowledgments, the boats proceeded to the point of debarkation*.

"A dark cloud with rain covered our landing within one hundred yards of a battery of 10 guns; and by the promptitude and activity of acting Captain Kenah, and Lieutenant

accompanied by thunder, lightning, and rain; and the alarm having been spread throughout the islands, all hopes of surprising them by the *ships* was at an end.

* The men selected for shore service, 390 in number, took a nap with their arms by their sides whilst the ships were standing towards the land. At 11 P. M. they were ordered into the boats, and directed to rendezvous close under the lee of the point of Great Banda; but at 3 A. M. a few boats, containing 180 officers and men only, had reached the place appointed, the rest having been driven to leeward. Some large fires denoted the exact situation of Banda Neira, the seat of government, which island was strongly fortified, having a citadel, and numerous sea batteries, two of which, mounting ten 18-pounders each, with Fort Nassau, commanded the harbour. As no time was to be lost in attempting something before day-light, this small force, under the personal direction of Captain Cole, accompanied by the acting Commander of the *Baracouta*, pulled immediately across the harbour, with the intention of surprising the two 10-gun batteries and spiking the guns, that the ships might take their anchorage at day-light with the less difficulty.

Carew, who were ordered with the pikemen to the attack, the battery was taken in the rear, and an officer and his guard made prisoners, without a musket being fired, although the enemy were at their guns with matches lighted. From the near approach of day-light, our situation became critical; but we had procured a native guide to carry us to the walls of the castle of Belgica; and leaving a guard over the prisoners, and in charge of the battery, the party made a rapid movement round the skirts of the town, where the sound of the bugle was spreading alarm among the enemy*. In twenty minutes the scaling ladders were placed against the walls of the outer pentagon of Belgica; and the first guns were fired by the enemy's sentries †. The gallantry and activity with which the scaling ladders were hauled up after the outwork was carried, and placed for the attack of the inner work, under a sharp fire from the garrison, exceed all praise. The enemy, after firing three guns ‡, and keeping up an ineffectual discharge of musketry for 10 or 15 minutes, fled in all directions, and through the gateway, leaving the Colonel-Commandant and 10 others dead, and 2 officers and 30 men prisoners in our hands. Captain Kenah, Lieutenants Carew, Allen, Pratt, Walker, and Lyons, of the navy; Lieutenant Yates, and Ensign Allen (a volunteer) of the Madras service, were among the foremost in the escalade; and my thanks are due to Captain-Lieutenant Nixon, of the Madras European regiment, for the steady and officer-like conduct with which he directed

* An officer and 60 men were taken prisoners in the first battery, without firing a pistol: the sentinel was killed by a pike. Fortunately, the nature of the attack required no firing from the assailants, as the boats grounded at some distance from the shore, and the men had to wade up to their waists in water. Expecting an attack by sea, the enemy were fully prepared to give the ships a warm reception. Their confusion on finding the British in their rear, may readily be conceived. Captain Kenah had been ordered to attack the other battery, but was recalled in consequence of Captain Cole determining to attempt the citadel, which commanded all the other defences, by *coup-de-main*.

† Owing to the state of the weather, Captain Cole and his followers were not discovered until within 100 yards of the ditch surrounding the citadel.

‡ The great guns near which the ladders were placed fortunately burnt priming, owing to the heavy rains.

the covering party entrusted to his charge ; and to Lieutenants Brown and Decker, of that regiment, attached to the marines. With such examples our brave fellows swept the ramparts like a whirlwind ; and, in addition to the providential circumstance of the service being performed with scarcely a hurt or wound, I have the satisfaction of reporting that there was no instance of irregularity arising from success *.

“The day now beaming on the British flag, discovered to us the fort of Nassau, and the sea defences at our feet, and the enemy at their guns at the different posts. I dispatched Captain Kenah with a flag of truce to the Governor, requiring the immediate surrender of Nassau, and with a promise of protection for private property. At sun-rise the Dutch flag was hoisted in Nassau, and the sea-batteries opened a fire on the Caroline (followed by the Piedmontaise and Baracouta, then approaching the harbour †). Having selected a detachment to secure Belgica, the remainder, with their scaling ladders, were ordered for the immediate storm of Nassau ; but Captain Kenah had returned with the verbal submission of the Governor, and I was induced to send a second flag, stating my determination to storm Nassau that instant, and to lay the town in ashes, if the colours were not immediately struck. This threat, and a well-placed shot from Belgica into one of

* The ladders being found too short for the escalade of the inner walls, a rush was made for the gateway, which had at that instant been opened by the guard to admit the Colonel-Commandant, and three other officers, who lived in houses at the foot of the hill. The Colonel refused to receive quarter, and fell in the gateway, sword in hand, and covered with honorable wounds ; several of the guard were also slain, and many of the panic-struck garrison threw themselves over the walls, but the greater part escaped. Four officers surrendered their swords to Captain Cole immediately under the flag-staff ; forty artillery-men were disarmed on the same spot, and the British colours were immediately hoisted with three hearty cheers. At break of day the assailants found themselves in complete possession of the citadel, with 52 pieces of heavy cannon mounted on its walls ; but neither the ships nor the remainder of the landing party were to be seen, the violence of the weather during the night having prevented their approach.

† The Caroline did not return a shot ; but her first Lieutenant led into the harbour, and anchored abreast of Fort Nassau, uncertain of the fate of his Captain until the guns of Belgica silenced the fire of the battery.

their sea-batteries, produced an immediate and unqualified submission, and we found ourselves in possession of the two forts, and several batteries, mounting 120 pieces of cannon, and defended by 700 disciplined troops, besides the militia*.

"The ships had been left with so few men to manage them, that I had merely directed Captain Foote to lead into any anchorage that he might be able to obtain, to make a diversion in our favor; but they were worked against all the unfavorable circumstances of a dark and squally night, in a narrow channel, with the most determined perseverance, and with that degree of zeal that I expected from an officer of my own rank, whose heart and hand had always been with me on every point of public service †.

"Captain Kenah, who led the storming party, crowned a series of valuable services during two months' difficult and intricate navigation through the Eastern seas, by his bravery and activity on shore †.

"The colours of Forts Nassau and Belgica will be presented to your Excellency by Lieutenant John Gilmour, who has served nine years in this country as a Lieutenant, and a large portion of that time as first Lieutenant under my command. Although labouring under a severe illness, he took charge of the ship on my quitting her; and his seaman-like and zealous conduct in the discharge of his trust were most conspicuous.

"I also transmit a plan of the defences of Banda Neira, with the position of the Dutch troops, and our route from the

* The island of Banda Neira is little more than 2½ miles long, and ¼ a mile broad. Its shores were defended by ten batteries, in addition to the citadel and Fort Nassau. The total number of guns mounted on the different works was afterwards ascertained to be 138, and no less than 1500 men piled their arms on the glacis of the fort the very day of its capture; yet, strange as it may appear, scarcely one of the victorious little band received a hurt that could with propriety be called a wound.

† Captain Charles Foote, the meritorious officer alluded to in the above passage of Captain Cole's letter, was the last surviving son of the late J. Foote, Esq. banker, of London. He died at Madras, Sept. 5, 1811, aged 31 years.

‡ Captain Kenah was in command of the Etna bomb, on the coast of America, at the latter end of the war. *1794*

landing-place to Belgica: the enemy had advanced a strong corps towards the place where Admiral Rainier's forces had formerly landed; and a suspicion that this would be the case, and that the roads would be destroyed, determined me as to the point and method of our attack*.

"The service performed was of such a peculiar nature, that I could not do justice to the merits of my companions without entering much into detail; and I feel confident that, in your Excellency's disposition to appreciate duly the merits of those under your command, I shall find an excuse for having taken up so much of your time. I am, &c.

(Signed) "CHRISTOPHER COLE."

"To His Excellency,
Rear Admiral Drury, &c."

After making every arrangement for the security of this valuable possession, and appointing Captain Foote Lieutenant-Governor of Banda Neira and its dependencies, Captain Cole delivered the charge of the islands to that officer, and returned to Madras in the *Caroline*. The *Baracouta* had previously been sent to communicate his success to Rear-Admiral Drury, and the Government of India. On the day of his departure he received the following letters from the officers who had served under his orders on this brilliant expedition:

"*H. M. S. Piedmontaise, Banda Harbour, 15th Aug. 1810,*

"My dear Cole,—Kenah and myself request your acceptance of a silver cup (to be made in England) in commemoration of the gallant manner you led on to and directed the attack and capture of the forts at Banda; it may possibly have been equalled, but can never be surpassed: we therefore hope you will receive it as a testimony of our high esteem and friendship, and admiration of your spirited and noble conduct on the 9th of August. Most sincerely do we both wish that you may live long to enjoy the fruits of your labour, and to follow up your present success. Believe us, my dear Cole, your sincere and affectionate friends,

(Signed)

"CHARLES FOOTE."

"RICHARD KENAH."

* In the year 1811, Mr. William Daniell, an eminent painter and engraver, published "A View of the Island of Banda Neira, with an illustrative Account of its Capture by Captain Cole." This tribute to the memory of that achievement we have used every endeavour to obtain, but without success: should a copy of it hereafter fall in our way, we shall not fail to make such extracts therefrom as may serve to explain the particular conduct of individuals employed in that enterprise.

" Banda Harbour, 18th Aug. 1810.

" Sir,—We, the undersigned officers of H. M. ships *Caroline*, *Piedmontaise*, and *Baracouta*, beg leave to present you with a sword, value 100 guineas, in testimony of our approbation of the gallant and judicious manner in which you conducted the attack on *Banda Neira* on the 9th of August, and consequently the final reduction of the Spice Islands.

(Signed)

" J. GILMOUR, Lieut.	" THOMAS CAREW, Lieut.	" J. WHITE, Lieut.
SAMUEL ALLEN, —	ROBERT WALKER, —	EDMUND LYONS, —
GEORGE PRATT, —	ROBERT BARKER, —	S. G. DAVIS, Surgeon.
ANDW. SMART, Master.	G. CUMMINGS, Master.	J. SCOTT, Purser.
T. DODS, Surgeon.	A. STEVENS, Lt. R. M.	of
J. SEWARD, Purser.	J. LINCOLN, Surgeon.	<i>Baracouta.</i> "
F. LYNCH, Supy.	JOSEPH JACOBS, Purser.	
of <i>Caroline.</i> "	A. BUCHANAN, Supy.	
	of <i>Piedmontaise.</i> "	

" Banda Neira, Aug. 22, 1810.

" Sir,—In addressing you upon the capture of *Banda Neira* and its dependencies, which secures to the British flag a conquest of great value, the officers of the Hon. Company's troops engaged in that enterprisc have to congratulate you and themselves upon the successful issue, under every disadvantage of wind and weather, upon a hostile shore lined with numerous batteries; the enemy aware of and prepared for an attack, so wisely planned, and so ably carried into execution under your personal direction. The confidence you inspired all with on the approach to assault *Belgica*, we are convinced contributed in a great measure to the success of the escalade. Your bravery and gallant conduct was so conspicuous on that occasion, that it must secure to you the esteem and admiration of all who are acquainted, as we are, with the circumstances attending the reduction of that strong and important citadel.

" As a memorial of the high sense we entertain of the services performed by you on this occasion, and as a mark of our personal esteem and respect, we request you will do us the honor to accept of a sword of the value of 100 guineas. We further beg leave to assure you that our warmest wishes for your future success and happiness will always attend you in whatever situation it may please Providence to fix your lot.

(Signed) " G. L. NIXON, Capt. Mad. Europ. Reg.

GEORGE ALEXANDER, Surgeon.

C. W. YATES, Lieut. Artillery.

WM. DAVENANT,

JAMES STUART,

P. BROWN,

WM. JONES DECKER,

P. HOOPER,

CHARLES ALLEN, Ensign 21st. Mad. Nat. Inf."

} Lieutenants.

} Mad. Europ. Reg.

Finding, on his arrival at Madras, that the commander-in-chief was absent on an expedition against the Mauritius, Captain Cole proceeded from thence to Bombay, for the purpose of refitting his frigate. The following extracts are taken from letters which he afterwards received: the first in answer to a letter presenting Rear-Admiral Drury with the colours of Belgica, and 2 brass guns from the captors; the second in answer to the despatches sent to the Bengal government:

“ Dec. 22, 1810.

“ Sir,—I have great satisfaction in the highly flattering communication you have made to me of the sentiments of yourself and of your brave companions who so nobly and successfully carried the supposed impregnable fortress of Banda Neira, the colours of which, and 2 guns taken under your auspices, by a handful of men composed of seamen and marines, and the intrepid officers and soldiers of the Madras European regiment, confer on me an honor and happiness far beyond my deserts, but most gratefully and thankfully received, as coming from a body of men so highly and particularly distinguished. I beg you to make my acknowledgments to the Banda heroes, whose heartfelt encomiums on their gallant leader do equal honor and justice to themselves, and place on your brow a never-fading laurel.

(Signed) “ W. O'BRIEN DRURY.”

*From the Secretary to the Bengal Government, dated
Nov. 23, 1810.*

“ The details of this brilliant achievement, and of your arrangements for the administration and security of the islands, have been communicated to his Lordship in council, who observes with just admiration the judgment, ability, and foresight, manifested by you in the plan of attack, and the zeal, intrepidity, and precision, with which it was carried into effect by the gallant officers and men of the naval and military services under your direction. His Lordship and council consider the rapid conquest of a place so strongly fortified by nature and by art, in the face of a superior force, without the loss of a man, as forming a singular event in the annals of British enterprise, reflecting a peculiar degree of credit on your professional skill, and affording an extraordinary instance of discipline, courage, and activity, on the part of the men under your command.”

Vice-Admiral Drury having returned to India from the Isle of France early in 1811, Captain Cole received orders to join his flag on the Malabar coast; and on his arrival at Madras found that an extensive armament was about to be fitted out for an expedition against the island of Java. The

severe illness of the commander-in-chief, which terminated in his death, induced him to issue an order that all Captain Cole's directions for the preparation of the armament were to be obeyed; and the necessary arrangements were accordingly made by the subject of this memoir till the arrival of a senior officer, the late Captain W. R. Broughton, some time after the Vice-Admiral's demise, at which period the fleet was nearly ready for sea.

In our memoir of Captain George Sayer, C. B. *, we have already stated that the armament arrived in Chillingching Bay (about 10 or 12 miles to the eastward of Batavia) on the 4th Aug. 1811, and that the greater part of the army was landed the same day before dark: it now becomes our duty to record an instance of prompt decision on the part of Captain Cole, who had previously been entrusted with the command of the frigates appointed to cover the debarkation, and for which he afterwards received the warm personal thanks of Lord Minto, the Governor-General of India, who had accompanied the expedition, and Sir Samuel Auchmuty, the commander-in-chief of the forces.

The sloops of war and the Hon. Company's cruisers had anchored near the beach in readiness to scour it, and the troop-ships without them, covered by the *Caroline*, *Modeste*, and *Bucephalus*. The rapid approach of the fleet had prevented the enemy from ascertaining the intended place of landing in time to send a force thither to guard it: this being noticed by Captain Cole, he made the signal *from the Caroline*, for the advance of the army to land immediately, then hoisted out his boats, tripped his anchor, and dropped the *Caroline* nearer to the shore. No time was occupied in arranging the order of the boats, they being ordered to shove off when manned and filled with troops. His example being followed by Captains Elliot and Pelly, and the boats of the other men of war being sent to assist in conveying the troops, about 8000 soldiers, with their guns, ammunition, and provisions, were landed in safety by half past six o'clock. Soon after dark the British advanced guard had a skirmish

* See vol. II. part I. p. 354, *et seq.*

with the enemy's patrols, who, but for Captain Cole's alacrity and promptitude in making the above signal, without waiting to complete the arrangement of boats, &c., as usual in such cases, would have taken post in a wood at the back of the beach, and might have occasioned great loss to the invading army. We should here observe, that Captain Cole had previously volunteered to command the naval battalion appointed to serve on shore; but the presence of Captain Sayer, who was senior in rank to himself, and equally desirous of the honor, prevented Commodore Broughton from placing him in that honorable post. He subsequently obtained permission from Rear-Admiral Stopford to proceed to head-quarters and make an offer of 400 additional seamen, to be commanded by himself, to assist in storming Meester Cornelis, or any of the enemy's positions; but his co-operation was necessarily declined, as such an increase of force was not wanted, and might have served to discover the General's intention to the enemy.

The following is an extract from Rear-Admiral Stopford's despatches relative to the reduction of Java, dated *Scipion, Batavia Roads, Aug. 28, 1811*:

"I send this despatch by the *Caroline*, and I am happy to have so good an opportunity as is offered by Captain Cole who has had a large share in every thing relating to this expedition, and from his knowledge of all the parts of the operations, can communicate to their Lordships, the fullest account of them *."

Captain Cole arrived in England towards the close of 1811, and soon after received a letter from the Secretary to the Admiralty, informing him that he was to be honored with an appropriate medal for the capture of Banda, and enclosing a copy of the letter which had been written to Vice-Admiral Drury, in answer to his despatch announcing the conquest of that island.

Admiralty Office, July 3, 1811.

"Sir,— I received on the 1st inst. by Lieutenant Kenah, and laid before the Lords Commissioners of the Admiralty, your despatch of the 3d Jan.

* Commodore Broughton, on being succeeded in the command of the fleet by Rear-Admiral Stopford, expressed "great pleasure in acknowledging the zeal and alacrity displayed by Captains Cole, Elliot, and Pelly," on the day of disembarkation.

reporting the capture of the valuable islands of Banda on the 9th Aug. 1810; and transmitting copies of the reports made to you by Captain Cole, of the particulars of that gallant achievement, and especially of the storming of the almost impregnable fortress of Belgica, by a body of less than 200 men, under his immediate direction, which led to the final surrender of the islands. Upon this occasion, so honorable to His Majesty's arms, I have been commanded to express to you their Lordships' high approbation of the judgment and gallantry displayed by Captain Cole, and of the zeal and valour of all the officers and men under his orders, which you will accordingly signify to them in a proper manner. I am, &c.

(Signed) "J. W. CROKER."

The *Caroline* was paid off in Jan. 1812, and on that occasion Captain Cole had the gratification of receiving an epistle from his veteran crew, an exact copy of which is subjoined :

"We the crew of H. M. S. *Caroline* wishes to give you our most gracious thanks for the care and favour you have shewn to this ship's company, by making you a present of a sword amounting to 100 guineas for your noble and brave conduct when you led us to the storm of Banda, and likewise the zealous bravery in landing our troops at Batavia; and by excepting of this present you will gratify the wishes of your most obedient ship's company,

(Signed) "THE CAROLINES."

Captain Cole received the honor of knighthood, May 29, 1812; and on his return from the Prince Regent's levee, the sword alluded to above was presented to him by Mr. Barker, a cutler of Portsmouth, with an address couched in the following terms :

"Sir,—I am requested by James Macdowal, and others, on behalf of the crew of H. M. frigate *Caroline*, to present you with this sword, as a testimony of the high esteem and respect they entertain for you as their *late* Commander, in return for the marked attention you at all times paid to them; for the gallant manner in which you took them into action, and for the honorable manner in which you brought them out; for the unceasing zeal you invariably have manifested for your country's cause, and for the comforts they enjoyed whilst they served under your command,—they humbly trust you will accept the same, as a pledge of gratitude and token of veneration for you, which time can never efface from their memory."

A present and an address of this kind, from private men to their *late* commander, must be regarded as a compliment of the highest and most valuable description. Captain Cole

having ceased to command these brave fellows, it is obvious that no feelings could exist, but those of the respect, admiration, and gratitude which they professed.

In the course of the same year, Sir Christopher Cole received the degree of a D. C. L. from the University of Oxford; and a piece of plate, value 300 guineas, from the East India Company: the latter was presented to him "as a testimony of the high sense they entertained of the services rendered by him when commanding the *Caroline* in the Indian seas*."

His next appointment was, early in 1813, to the *Rippon*, a new 74, fitting for Channel service. On the 21st Oct. in the same year, he intercepted the *Weser*, a French frigate of 44 guns, which had already been completely crippled and beaten by two British brigs of 18 guns each †; and in Feb. 1814, he was present at the re-capture of a Spanish treasure ship of immense value, by the *Menelaus* frigate, off l'Orient †. He continued cruising with his usual activity and success till the conclusion of the war in Europe, and was put out of commission at the latter end of 1814, after an almost uninterrupted series of constant service afloat for 34 years, more than half of which period he had passed in the East and West Indies.

Sir Christopher Cole was nominated a K. C. B. Jan. 2, 1815; elected M. P. for Glamorganshire in 1817; re-elected for the same county in 1820; and installed Deputy Grand Master for South Wales, July 10, 1821 §. He married, April 28, 1815, Lady Mary Talbot, relict of the late T. M. Talbot, of Margam Park, and Penrice Castle, co. Glamorgan, Esq. and daughter of the late Stephen Earl of Ilchester.

Agent.—Thomas Stilwell, Esq.

* We have heard in the course of conversation, that one of his Majesty's ministers, speaking in Parliament of Captain Cole's achievement at Banda, described it as "heroism of a chivalrous order."

† See Captain COLIN MAC DONALD.

‡ See Captain JOHN HAYES, C. B.

§ The new Public Rooms at Swansea were first opened on the occasion of the above ceremony.

SIR GEORGE RALPH COLLIER, BART.

Knight Commander of the most honorable Military Order of the Bath; a Groom of the Bedchamber to H. R. H. the Duke of Gloucester; and a Member of the African Institution.

THIS lamented officer was the second son of the late Ralph Collier, Esq., many years chief Clerk in the Victualling department of the Royal Navy. He was born in 1774, and being intended for his Majesty's naval service, received a suitable education at the Maritime Academy, Chelsea. During the Dutch and Spanish armaments we find him serving as a Midshipman on board the Carysfort frigate, commanded by Captain Matthew Smith; and we have been told by an officer who was his schoolfellow and messmate, that he was then not only a good astronomer, marine-surveyor, and draftsman; but that he was also very well acquainted with the French, Spanish, and Italian languages—a combination of qualifications rarely to be met with in a young sea-officer at that period of our naval history.

We have no certain information respecting Mr. Collier's services previous to 1799, in which year he served as first Lieutenant of the *Isis*, a 50-gun ship, bearing the flag of Vice-Admiral Mitchell, at the capture of a Dutch squadron in the *Texel**; and being sent to England with that officer's despatches, he was promoted to the rank of Commander, and appointed to the *Victor* of 18 guns and 120 men, in which vessel he greatly distinguished himself by his gallant and persevering action with *la Fleché*, a French corvette of 22 guns, which had recently landed a number of banished Frenchmen on the Seychelles, in the Indian Ocean, and was proceeding to cruise against our commerce in the Bay of Bengal. The following is a copy of his official letter on the occasion:

“ *H. M. Sloop Victor, Mahé Roads, Sept. 19, 1801.* ”

“ SIR,—The state of the crew of his Majesty's sloop under my command, after leaving the Red Sea †, induced me to put into the island of

* See vol. I. note at p. 414. *et seq.*

† The *Victor* had been employed conveying the troops sent from India to co-operate with the British army in Egypt: see Vol. II. part I. p. 467.

Diego Garcia. After procuring a large supply of turtle and good water, I left that harbour on the 27th Aug., and proceeded on the execution of the particular service pointed out in your orders of the 22d July; and on the 2d instant, in sight of these islands, H. M. sloop fell in with a French national corvette, and after a few ineffectual manœuvres on her part, from the superior sailing of the Victor when going large, I had the pleasure of bringing her to a close action at 5^h 45' P. M. The disguised state of the Victor did not long deceive the enemy. The second broadside proved sufficient, the corvette hauling her wind and endeavouring to escape, which, in about twenty minutes, I was sorry to observe, by having almost solely directed her fire at our masts and sails, she had a fair prospect of effecting; for, on her tacking under our lee, I endeavoured to wear, with the hope of boarding on her bow, when I had the mortification to find both lower and top-sail braces shot away on the starboard side, as well as the preventer ones and bowlines; and before others could be rove, the corvette was half a mile to windward. Night fast approaching, added to the chagrin I felt on observing the enemy sail better than the Victor on a wind. The chase continued all night, frequently within gun-shot; and at sunset the following day, from the wind having favoured the corvette, she was four or five miles to windward. In the night of the 4th we lost sight of her; when, probably by tacking, she escaped. In this affair I had one man wounded with 2 musket-balls, and Mr. Middleton, Master's Mate, slightly; the damage sustained in the hull was trifling, but the fore-mast was shot through, and our sails and rigging were much cut.

"Judging from the course the corvette was steering when first seen, she must be bound to these islands, I pushed for them, and towards sunset on the 5th she was again seen, running in for this anchorage. I kept under easy sail till dark, when the Victor was anchored; and at day-light I had the satisfaction of seeing the enemy moored with springs in the basin, or inner harbour, with a red flag at the fore (as a signal of defiance). Being unacquainted with the channel, and having no pilot, Mr. Crawford, the Master, though ill of a fever, and Mr. Middleton, being volunteers, were sent to sound, which service they completely performed; nor did the latter gentleman desist, till repeatedly fired at by a boat from the corvette.

"The extreme narrowness of the channel, added to the wind not being very favourable, compelled me to use warps and the stay-sails only, which exposed the ship to a raking fire for some minutes, till shoaling our water, I was obliged to bring up. Having two springs on the cable, our broadside was soon brought to bear; and at 11^h 45' A. M. a well-directed fire was opened, which was kept up incessantly from both vessels till 2^h 20' P. M. when I plainly perceived the enemy was going down; in a few minutes her cable was cut, she cast round, and her bow grounded on a coral-reef.

"Mr. M'Lean, the first Lieutenant, with a party of officers and men, were sent on-board; though scarce had they put off, ere we discovered

the enemy to be on fire. Lieutenant Smith, and other officers, were then sent with proper assistance; but just as they had succeeded in extinguishing the fire, she fell on her larboard bilge into deeper water and sunk.

"She proves to have been the French national corvette *la Fleché*, mounting twenty long French 8-pounders, answering to English nines, with 2 stern-chasers, though it appears all her guns were not mounted in the first action*. She was larger than the *Victor* in dimensions, perfectly new, a remarkably fast sailer, and not four months from France, commanded by Captain Bonamy, Lieutenant de Vaisseau, with four Lieutenants, and a complement of 145 men, some of whom had been left sick at Bourbon.

"From a number of dead and dying men reported to have been found on her fore-castle, as well as 2 alongside, I am induced to believe the carnage was great, though only 4 are acknowledged by the French Captain. She had 20 men to assist at her guns, forming a part of the crew of *la Chiffonne* French frigate, captured here a few days since by H. M. ship *Sybilie*, Captain Adam †. The obstinate defence made by *la Fleché* was on the supposition of the *Victor* being a privateer.

"From the length of time elapsed ere this business was brought to a close, I have felt it necessary to be thus particular in my detail; and I trust for your excuse should I dwell longer, as I feel I should do an injustice to every officer and man on board did I neglect paying a just tribute to the cool and determined bravery they evinced; even men labouring under a lingering fever (of whom I had unfortunately 30) felt a proportionate zeal * * * *. In this action I most fortunately had not a man either killed or wounded; but our hull, rigging, and boats, have suffered much, besides having some shot between wind and water. I am, &c. &c. &c. (Signed) "GEORGE R. COLLIER ‡."

"To Sir Home Popham, K. M. &c."

Captain Collier's unremitting perseverance under every trying circumstance, and his determined conduct in warping the *Victor* into Mahé harbour, was so highly approved by the Admiralty, that Earl St. Vincent, who then presided at the Board, directed a post commission to be made out for him, and antedated, so as to give him precedence over the whole of those officers who had been included in the general promotion of April 29, 1802 §; he was at the same time appointed to

* The *Victor* mounted sixteen 32-pounder carronades and two long sixes.

† See Vol. II. part I. p. 222, *et seq.*

‡ *La Fleché* was afterwards weighed by the French, and captured from them by the present Rear-Admiral Bingham. See Vol. I. p. 724.

§ Sir Home Popham's letter, enclosing Captain Collier's account of the action, was received at the Admiralty July 20, 1802. Captain Collier's post commission bears date April 22, 1802.

command the *Leopard* of 50 guns, in which ship he returned to England on the 24th Feb. 1803.

Captain Collier subsequently commanded the *Champion* 24, and *Leopard* 50. His next appointment was, about Feb. 1806, to the *Minerve* frigate, employed on the coast of Spain, where he captured several of the enemy's armed vessels, privateers, and merchantmen. In 1807 he removed into the *Surveillante*, and accompanied the expedition sent against Copenhagen, from whence he returned to England with Admiral Gambier's despatches, announcing the surrender of the Danish capital and fleet. On his arrival with this important intelligence he received the honor of knighthood from his late Majesty.

From this period Sir George Collier was principally employed cruising on the French coast and in the Bay of Biscay, where he captured, among other vessels, the *Milan*, national corvette, of 18 guns and 115 men; the *Comtesse Laure*, and the *Creole* French privateers, of 14 guns each, the former having a complement of 55, the latter 115 men; the *Tom*, American letter of marque, of 6 guns and 36 men; and the *Orders in Council*, a schooner of similar description and force. On the 7th Sept. 1810, a party belonging to the *Surveillante* destroyed a battery and guard-house, which had recently been erected for the protection of the entrance into Crach river; and although opposed by nearly double their force, and exposed to a fire from the opposite bank, returned to their ship without having a man hurt.

Sir George Collier's active co-operation with the patriots on the north coast of Spain has already been alluded to in the course of this work; we shall now present our readers with his account of the recapture of Bermeo, a sea-port town near Bilboa, and a sketch of the subsequent transactions in which he was engaged.

“ Surveillante, Bermeo Roads, Oct. 20, 1811.

“ SIR,—I proceeded off Anchove on the 18th instant, where I was joined by 200 guerillas, under the command of their chief, Pastor, by whose exertion, in conjunction with my pilot, a sufficient number of fishing-boats were impressed to receive an equal number of guerillas I had previously embarked from the coast.

“ Soon afterwards the *Iris* joined to leeward, when the whole party, accompanied by the marines of the two frigates, under the command of

Lieutenant Cupples, pushed off for the river Mundaca, where a landing was effected about two miles from Bermeo, the object of our attack. The French guard, stationed in the town of Mundaca, evacuated it immediately.

"The frigates advancing with a light breeze towards Bermeo, while the party which had landed appeared on the hills turning the enemy's right, gave him but little time to hesitate; and Mons. Dedier, the commandant, took the short, though rugged road, over the mountains for Bilboa. The next morning at day-break Mr. Kingdom, Master's-Mate, was despatched to blow up the guard-house, and destroy the signal-station on the heights of Machichaco, which service he executed perfectly.

"In the course of the day every thing that could be ascertained to be public property belonging to the French was either brought off or destroyed; the guard-house, store-house, and stabling on the hill, blown up and burnt; and its battery, consisting of four 18-pounders, destroyed, the guns broken, the gunpowder given to Pastor, and the shot thrown into the sea. Two other small batteries, commanding the high road and mole-head, sharing the same fate.

"The utmost possible annoyance having been given to the enemy, and all the vessels brought out from the mole, the marines and guerillas were re-embarked; and this morning I despatched the latter, under protection of the Iris, to land at a spot agreed upon with Pastor, remaining here myself until I have adjusted the claims of several Spaniards respecting their vessels. I have the satisfaction to state, that yesterday a small division of 50 men, despatched from Bilboa to succour the garrison, approached the town, and were met by the advanced guerilla guard, of trifling numerical superiority, and immediately put to flight. Some few of the enemy were killed, though only one prisoner was brought in, who owes his life to his having fallen into the hands of a Guerilla recruit.

"I have only to add, that the most perfect cordiality prevailed among our men and the Spaniards; that no loss whatever was sustained by us; and that the steady conduct of Lieutenant Cupples, the officers, and royal marines, would have decided the business of the day had the enemy given them the meeting; and I feel considerable obligation to my first Lieutenant, O'Reilly, and the officers and crews of both ships. I have the honor to be, &c.

(Signed) "GEORGE R. COLLIER."

"To Admiral Sir Charles Cotton, Bart."

"*Surveillante*, at Corunna, Nov. 16, 1811.

"I have the honor to enclose Captain Christian's report of his proceedings since my parting with him off Bermeo; by which you will perceive how seriously the guerillas annoy the enemy in the province of Biscay and Guipuscoa. It appears that, with the assistance of the Iris, Don Gaspar, after effecting his landing, completely blocked up the garrison of Deba in their fortified house, which, not being able to resist the fire from the launch, surrendered, amounting to 54 men. From hence

Gaspar immediately proceeded to the neighbouring town of Motrico, where, by the united exertions of Captain Christian, the same number of the enemy were obliged to an unconditional surrender. In this service two of the enemy's launches were taken, and whatever French public property could be found was taken and destroyed.

"In the Iris have also arrived upwards of 300 French prisoners, with a proportion of officers; among which number it is said is an aide-de-camp of Buonaparte, Colonel Cenopieri. They form a part of the remains of the last corps, which was so entirely defeated by the indefatigable guerrilla, Mina; 500 of the enemy were killed or wounded, and the remainder, 600, made prisoners. Captain Christian speaks in very favourable terms of the activity and zeal of his first Lieutenant, Mr. Collingwood, on the late service; and I have pleasure in adding my testimony to the same on former occasions."

In June 1812, the *Surveillante* formed part of the squadron under Sir Home Popham at the reduction of Lequitio, on which occasion Sir George Collier commanded a battery on shore: the particulars of that service are thus detailed by the former officer:

"The enemy had possession of a hill-fort commanding the town, calculated to resist any body of infantry, and also 200 men posted in a fortified convent within the town, the walls of which were impervious to any thing less than an 18-pounder.

"The convent might have been destroyed by the ships; but as the town would have materially suffered, and as the guns of the *Venerable* 74 made no visible impression on the fort, it was determined to erect a battery on a hill opposite to the latter, which the enemy considered as quite inaccessible to cannon, and in that confidence rested his security. A gun was accordingly landed in the forenoon of the 20th, (chiefly by the exertions of Lieutenant Groves, of the *Venerable*), notwithstanding the sea was breaking with such violence against the rocks at the foot of the hill, that it was doubtful whether a boat could get near enough for that purpose. It was then hove up a short distance by a moveable capstern; but this was found so tedious that men and bullocks were sent for to draw it; and it was at length dragged to the summit of the hill by thirty-six pair of bullocks, 400 guerrillas, and 100 seamen, headed by the Hon. Captain Bouverie. It was immediately mounted, and fired its first shot at 4 P. M.

"The gun was so admirably served, that at sunset a practicable breach was made in the wall of the fort, and the guerrillas volunteered to storm it. The first party was repulsed, but the second gained possession without any considerable loss. Several of the enemy escaped on the opposite side, and got into the convent.

"In the course of the evening the sea abated a little, and a landing upon the island of St. Nicholas was effected, though with some difficulty,

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by Lieutenant O'Reilly, of the *Surveillante*; marines were also landed from that frigate, the *Medusa*, and *Rhin*, with a carronade from each ship; and Captain Malcolm took the command of the island during the night, whilst Sir George Collier was in the *Venerable's* battery on the hill.

"At dawn of day (21st) a 24-pounder was brought to the east side of the town, within two hundred yards of the convent, and another was in the act of being landed upon St. Nicholas to bombard it, when the French commandant beat a parley, and surrendered with the remainder of his party, consisting of 290 men of the 119th regiment. The enemy's loss was supposed to be considerable, as the guerillas, who were better posted, and fired, with more celerity, had 56 men killed or wounded. Not a man was hurt in the British squadron, either by the surf or the enemy. There were two 18-pounders mounted on the fort, and 3 smaller guns in the barracks; the latter, with the muskets, were given to the guerillas, who were also supplied with every description of military stores of which they stood in need. The 18-pounders were rendered useless, the fort destroyed, and the convent blown up*."

The enemy had by this time collected about 1100 men in the neighbourhood of Lequitio; but on hearing from the peasantry that 2000 men had been landed from the English squadron they retired; and intercepted letters were transmitted to Sir Home Popham, by which the commandant of Guernico was instructed to prepare rations for a French General and 2600 of the Imperial Guards.

On the 23d in the afternoon, the squadron being on its way to co-operate in an attack intended to be made by a Spanish General upon Bilboa, and the wind being unfavourable for getting round Machichaco, part of the ships anchored off Bermeo, and parties were prepared to land by 6 P. M. The enemy having retired, a small magazine of provisions left by them in a fortified convent was taken possession of and distributed to the poor, and the ships in want of water were completed. The battery on the hill of Bermeo, consisting of five 18-pounders, and all the fortified places of which the enemy had had possession, were at the same time blown up, and the guns rendered useless.

* Sir Home Popham commended in high terms the conduct of all the officers and men employed on this occasion; and expressed his sense of the assistance rendered by Sir Howard Douglas and General Carrol, who had embarked in the *Venerable*, and volunteered their services wherever they could be employed.

On the 24th the Venerable arrived off Plencia, where Captains Bouverie and Malcolm were destroying the works; and some vessels were immediately despatched to dismantle the batteries and destroy the guns on each side of the inlet below the bar of the Bilboa river.

In the afternoon of the same day Sir Home Popham, the Captains of the squadron, General Carrol, and Sir Howard Douglas, landed at Algorta with a detachment of royal marines; but as the country was particularly close, and calculated for a surprise, they re-embarked before night. The castle of Galea, and the batteries of Algorta, Begona, El Campillo las Quersas, and Xebiles, mounting in the whole twenty-eight 18 and 24-pounders, were destroyed by parties under the orders of Captain Bloye, and Lieutenants Groves, O'Reilly, Coleman, and Arbuthnot, the guard-house of the castle burnt, and the trunnions knocked off all the guns.

On the 25th, at dawn, parties of the enemy were seen advancing, and at five o'clock they entered the ruins of Algorta, but soon retired from thence on observing the squadron about to stand up the inlet. They afterwards formed on the plain, and were found to consist of 2400 men, 400 of whom were sent to Puerta Galetta. Three sloops of war closed with the fort at the latter place, silenced it, and drove the enemy out. This corps was the one for which rations had been ordered at Guernico, and which was therefore completely diverted from its original destination.

On the 2d July, the squadron being off Guateria, an attack was intended to be made upon that place, and two companies of royal marines were landed under Major Williams, accompanied by General Carrol, for the purpose of reconnoitring; but some parties of the enemy being discovered crossing the hills, and the guerillas, whose co-operation had been expected, being engaged with the enemy in a different quarter, the plan of attack was relinquished, and the marines re-embarked, but without loss*.

* The guerillas had been employed in an action with a detachment of the enemy conducting 80 prisoners from Asturias; 130 of the French were killed, and 50 left on the field of battle wounded. The Spanish prisoners were liberated.

On the 6th Sir Home Popham arrived off Castro, where a 24-pounder, and a company of marines had been landed by Sir George Collier to assist Colonel Longa in an attack on the place. Information was, however, received of the approach of 2500 French troops, whose arrival obliged the Spanish commander to retire, and the parties landed from the squadron were reembarked. In the evening the enemy were seen marching into the town.

On the 7th the enemy were driven out of Castro by the fire of the squadron, and preparations were made for a landing and an attack on the castle, which accordingly took place on the 8th, when the commandant surrendered with 150 men, the remainder of the enemy's force having marched towards Larido. Twenty-six guns of different sizes were found in the town and castle of Castro; those in the former were withdrawn, and the latter was put into a state of defence, and garrisoned by the marines and Spanish artillerymen of the Iris. The further proceedings of the allied forces are thus described in the London Gazette:

"On the 10th the squadron proceeded off Puerta Galetta, to co-operate in an attack upon it with the Spanish troops under Longa, and on the 11th much firing was kept up against the batteries; but the enemy being found stronger than the Spaniards had expected, the attack was abandoned. During the morning, Captain Bloye of the Lyra, landed with a party of marines, and knocked off the trunnions of the guns in the Bagona battery, and destroyed one mounted on a height. On the 12th the Venerable anchored off Castro, which had been feebly attacked by the enemy the evening before. One of the Imperial guards was wounded and brought in a prisoner.

"On the 15th, the enemy's moveable column having been drawn by a feint to Santona, from whence it could not reach Guetaria in less than four days, another attack was intended to be made upon the latter place, in concert with the guerillas under Don Gaspar, and with the promised aid of one of the battalions under General Mina. Early in the morning of the 18th, one 24-pounder under Lieutenant Groves, and a howitzer under Lieutenant Lawrence, of the marine-artillery, were landed from the Venerable, and mounted on a hill to the westward of Guetaria, under the directions of Captain Malcolm, while the Hon. Captain Bouverie landed with 2 guns from the Medusa, and after many difficulties in drawing them up, mounted them on the top of a hill to the eastward. The Venerable's guns began firing at noon, and continued till sunset, when

those of the enemy on that side were silenced, and the Medusa's were put in readiness to open on the following morning. During the night, however, intelligence was received of the approach of a body of French troops, which afterwards proved to be a division of between 2000 and 3000 men, that had just arrived at St. Sebastian's from France, and was immediately sent forward by forced marches to Guetaria.

"The uncertainty with respect to the enemy's force, and the disposition of the guerillas to oppose their advance, prevented the re-embarkation of the guns and men landed from the squadron, until the retreat of the Spaniards, after skirmishing with the superior numbers of the French, in which the latter are stated to have suffered severely. Captain Bouverie then destroyed the 2 guns from the Medusa, and re-embarked with all his men, and every thing belonging to the guns. Captain Malcolm was detained longer, by a message brought to him by one of Don Gaspar's alde-de-camps, stating that the enemy had been beaten back, and urging him to remain in his battery. Finding, however, that the enemy was advancing fast, he gave orders to re-embark, and brought off his party, with the exception of 3 Midshipmen and 29 men, who were taken prisoners, but fortunately without having a man killed or wounded. The Spaniards lost a Captain of artillery, and had a serjeant and 10 men badly wounded. The detachment expected from General Mina's army arrived the morning after the action, and joined Don Gaspar, having marched eighteen Spanish leagues in two days."

Subsequent to the affair of Guetaria, Sir George Collier served on shore with a detachment of seamen and marines landed to co-operate with a guerilla regiment in an attack upon the castle of St. Ano, and received a wound when pursuing the French garrison from thence towards Santander*. In the following year he was appointed Commodore of the squadron employed in that quarter, where he contributed in no small degree to the success of Lord Wellington's army, then approaching the French frontier.

By a letter addressed to Lord Keith, June 25, 1813, we are informed that the whole line of coast, from Guetaria to Santona, had already been evacuated by the enemy; and on the 1st of the following month Sir George Collier reports the retreat of the French from Guetaria in the following terms:

"Guetaria was evacuated by the enemy this morning at day-break, and

* See Vol. I, p. 708.

soon afterwards occupied by a division under Baron de Menglana. The enemy appears to have been so pressed by the appearance of the shipping, after his determination had been taken, that most of the cannon were left serviceable, and all his provisions, calculated for some months; but it is with regret I mention, that about three P. M. we witnessed a most awful explosion, which, by a refinement in cruelty, appears to have been intended to destroy all the poor inhabitants at a blow. The magazine, containing near 200 barrels of gunpowder, and dug in the solid rock connected with the mole where the fishing-boats lay, had been prepared, and a lighted match left within it. Two casks of wine, previously broached, were also left by the wall, offering a temptation to the lower classes of the inhabitants, but this circumstance most providentially proved their great preservation. The Spanish commandant on entering, observing the confusion likely to ensue, ordered the inhabitants from the mole into the town; and while means were taken to force the door, the explosion took place, and destroyed about 20 of the garrison and fishermen, as well as all the boats in or near the mole.

"I have the pleasure to acquaint your Lordship that the castle, town, and port of Passages, were recovered from the enemy yesterday, and its garrison of 136 men, cut off from St. Sebastian's, were taken by a part of the Spanish brigade of Longa, under the immediate orders of Don Gaspar, attached to Sir Thomas Graham's division. The Spaniards' loss on this occasion was very trifling."

During the warfare in the Pyrenees, between Lord Wellington and Marshal Soult, the siege of St. Sebastian was undertaken and prosecuted by Lieutenant-General Sir Thomas Graham, who received the most effectual assistance from the naval force under Sir George Collier, whose official letters furnish us with the following information :

"July 22, 1813.

"The breaching batteries raised on the Chofra sand-hills, were opened against the walls of St. Sebastian on the 20th at ten A. M., under most unfavourable circumstances of weather, and this evening there is a considerable breach; but a second will, I understand from General Graham, be made before the storm is attempted. A gun has been thought necessary at the light-house hill. Captain Tayler, of the Sparrow, has prepared a battery; and had the weather permitted, a 24-pounder would have been dragged up, and mounted ere this*. I have the pleasure to say, the good conduct of the detachment landed under Lieutenant O'Reilly, has been the admiration of the artillery officers in command of the batteries †."

* See Captain JOSEPH NEEDHAM TAYLER, C. B.

† On the 25th July three breaches were effected in the walls, two of

" July 27 and 28.

" A successful attack was made upon the island of Santa Clara, at the mouth of the harbour of St. Sebastian, at three o'clock on the morning of the 27th, by the boats of the squadron under the command of Lieutenant the Hon. James Arbuthnot, of H. M. S. *Surveillante*. The boats were manned by the seamen and marines, and by a party of soldiers under the command of Captain Cameron, of the 9th regiment. The only landing place was under a flight of steps, commanded by a small entrenchment thrown up on the west point, and completely exposed to the fire from grape of the whole range of works on the west side of the rock and walls of St. Sebastian. These local circumstances enabled a very small garrison, of an officer and 24 men, to make a serious resistance, by which 2 of our men were killed, and 1 officer of the army, another of the marines, one Midshipman, and 14 seamen and marines were wounded."

" Sept. 1st.

" Arrangements being made, as agreed upon by Lord Wellington, for a demonstration on the back of the rock of St. Sebastian, the two divisions of ships' boats were placed under the command of Captain Gallwey, of the *Dispatch*, and Captain Bloye, of the *Lyra*; and I understand their appearance had the complete effect intended, by diverting a large proportion of the garrison from the defence of the breach; the boats were warmly fired on from the batteries at the back of St. Sebastian, but no lives were lost. The sloops of war weighed with a light breeze, and the *Dispatch* suffered in a trifling degree in her sails; the gun-boats, Nos. 14 and 16, were equipped in time to offer annoyance to the enemy, and to attract his attention.

" At 11 A. M., the tide having ebbed sufficiently, the assault by the breach took place; and if the resistance made by the enemy, considering the natural defences, as well as the artificial ones thrown up by him, is to be considered gallant and obstinate, the attack must be ranked still higher. Never perhaps was an affair more obstinately maintained, but British courage and perseverance ultimately succeeded; and after a lodgment had been effected on the breach, the town was entered and possessed about 1^h 30' P. M. in defiance of mines and every obstacle which the ingenuity of the governor could invent. A heavy firing was maintained till

which being practicable, the order was given for an assault. This was executed with great gallantry, and some of the troops penetrated into the town, but the defences raised by the enemy were so strong and numerous, and the fire of musketry and grape was so destructive, that the assailants were obliged to retreat with a heavy loss, especially in officers. Lord Wellington was upon the spot during part of the assault; but was soon called away in consequence of the advance of Marshal Soult, which gave occasion to the battles of Roncesvalles (or St. Jean Pied de Port) and the Pyrenees.

late in the evening; but the rock still holds out, and may probably for some days. A large part of the town has been unavoidably destroyed, and more must inevitably suffer from the means still in possession of the enemy.

“The opportunity afforded to the navy for evincing the zeal and good will of British seamen, has been necessarily confined to a few individuals: but I know of no officer more indefatigable in the various duties which have fallen to him, than Captain Bloye of the *Lyra*: he has endeavoured to anticipate every wish of the army. Lieutenant O'Reilly, with his former companions in the batteries, was conspicuously active; every ship in the squadron sent a proportion of seamen, under their respective officers, and they behaved uniformly well. The loss on both sides during the assault, must have been considerable, as artillery of all descriptions was playing on the enemy while disputing the breach and walls. Captain John Smith, of the *Beagle*, who was slightly wounded on the island, has the command of the seamen there landed.”

On this occasion the appearance of the breach proved falacious; for when the combined column of British and Portuguese troops ordered to the assault, after being exposed to a heavy fire of shot and shells, arrived at the foot of the wall, it proved a perpendicular scarp of twenty feet to the level of the streets, with only one accessible point, which merely admitted an entrance by single files. In this situation, the assailants made repeated, but fruitless exertions, to gain an entrance; no man surviving the attempt to mount the narrow ridge. In this desperate state, Sir Thomas Graham adopted the venturous expedient of ordering the guns to be turned against the curtain, the shot of which passed only a few feet over the heads of the men at the foot of the breach. In the mean time a Portuguese brigade forded the river, near its mouth, and made a successful attack upon a small breach, to the right of the great one. This latter manœuvre, joined to the effect of the batteries upon the curtain, at length gave an opportunity for the troops to establish themselves upon the narrow pass, and in an hour more the defenders, driven from all their complicated works, retired to the castle, leaving the town in full possession of the allies, whose loss amounted to 2,300 men, killed and wounded. The success in this quarter was rendered complete by the surrender of the castle on the 8th September, as will be seen by the following letter from the Commodore to Lord Keith:

“ Surveillante, off Passages, St. Sebastian, Sept. 9, 1813.

“ My Lord,—It is with sincere pleasure that I permit myself the honor to report to your Lordship the fall of St. Sebastian, the northern Gibraltar of Spain. Yesterday at 10 A. M. the breaching and mortar-batteries opened a most ruinous fire against the castle of La Motte, situated on the crown of the hill, and the adjoining works. In a very short time General Reilly, the governor, sent out a flag of truce to propose terms of capitulation, which were concluded at 5 P. M. when the battery du Gouverneur and the Mirador were immediately taken possession of by our troops. The garrison, still upwards of 1700, became prisoners of war, and are to be conveyed to England from Passages. At this season of the year the possession of St. Sebastian becomes doubly valuable; it may be considered the western key of the Pyrenees, and its importance as to the future operations of the allied army is incalculable. The town and works have suffered considerably, and it must be a long time before the former can recover its original splendour; I cannot, however, avoid congratulating your Lordship on its fall on any terms, as the gales now blow home, and the sea is prodigious; all the squadron were yesterday forced to sea, with the exception of the *Surveillante* and *President*. The former good conduct and gallantry of the seamen landed from the squadron, under Lieutenant O'Reilly, and serving in the breaching batteries, have been most conspicuously maintained. Lieutenant Dunlop, as well as Mr. Marsh, (having sufficiently recovered from his wounds*), were also at their former post. The *Surveillante's* 24-pounders, mounted on Santa Clara, and dragged up by Captain Smith, of the *Beagle*, were admirably served by a party landed from the *Revolutionaire*, *Magicienne*, and *Challenger*; their fire had totally silenced the enemy's guns opposed to them. Captain Smith speaks in high terms of the general zeal evinced by all under his orders. The most perfect cordiality was maintained between the officers and seamen under Captain Smith, and the party of the 9th regiment, under Captain Cameron. The Captains and Commanders of the ships, &c. named in the margin †, have all been usefully employed, and the situation many of them have been unavoidably placed in, has called forth proofs of professional skill and perseverance seldom surpassed: and I have the highest satisfaction in being able to report, that in no instance has it been more tryingly evinced, than in the conduct of Lieutenant the Hon. James Arbuthnot, of the *Surveillante*, which he has proved himself fully equal to. Messrs. Marsh, Harvey, Bloye, and Lawson

* Lieutenant Robert Graham Dunlop was wounded on shore, previous to July 21.

† *Andromache*, *President*, *Revolutionaire*, and *Magicienne*, at anchor off St. Sebastian; *Sparrow* and *Challenger* off the *Bidassoa*; *Constant* gun-brig, and *Nimble* cutter, in that river; *Juniper* and *Holly*, stationed west of Cape Higueras.

(wounded), have been constantly on shore. There are others of the squadron, who, though not wounded, are no less deserving. Captain Bloye's services have been repeatedly noticed by me to your Lordship; and as he has been employed from the very commencement of our operations on this coast, and has a perfect knowledge of the localities of this harbour, as well as that of St. Sebastian, I have felt it important to send him to England, as he will, from his having been particularly attached to the duties connected with this port and the army, be able to give your Lordship much useful information. Lieutenant Stokes, in the *Constant*, has scarcely ever quitted the mouth of the *Bidassoa*; the utility of his position is, I believe, felt by the army: it has been a station of considerable anxiety. I have the honor to be, &c.

(Signed)

“GEORGE R. COLLIER.”

“To the Right Hon. Admiral Lord Keith, &c.”

The great event of Lord Wellington's entry into France took place on the 7th Oct., by his troops crossing the *Bidassoa*, at different fords, after a series of spirited actions, which cost the allies between 1500 and 1700 men killed, wounded, and missing. The surrender of Pamplona to Don Carlos d'España, on the 31st of the same month, having disengaged the right of the allied army from the service of blockading that strong fortress, his Lordship resolved to put in execution a meditated operation against the French troops posted near St. Jean de Luz, the object of which was to force their centre, and establish his own troops in the rear of their right. Heavy rains obliged him to defer this attempt till the 10th Nov. on which day it was made in columns of divisions, each led by a General Officer, and having its own reserve; a detachment from Sir George Collier's squadron at the same time making a naval demonstration in the rear of Socoa, and keeping the enemy employed in the batteries, from the fire of which the *Sparrow*, Captain Lock, received some slight damage in her hull and sails. After a variety of actions, which occupied the whole day, the allies obtained the desired position, and the enemy were obliged to retreat to an entrenched camp near Bayonne. The result of this operation was the ejection of the French from positions they had been fortifying with great labour for three months, and taking from them 51 pieces of cannon, and 1400 prisoners.

Soon after this important event, Sir George Collier was appointed in succession to the *Newcastle*, and *Leander*, ships

built of pitch pine, mounting 58 guns each, and intended to cope with the large American frigates. During his first cruise on the Halifax station, he captured the United States' brig *Rattlesnake*, pierced for 20 guns, with a complement of 131 men*.

For several months from this period, Sir George Collier was employed off Boston, watching the *Constitution* of 56 guns, and using every endeavour to induce her to come out and fight the *Leander*. His anxiety to engage the enemy, is proved by the following authentic anecdote:

One day a fishing boat came off with several Americans, who asked permission to visit the *Leander*, which was immediately granted. Sir George Collier and his first Lieutenant accompanied them round the decks, when one of them observed, "You are a larger ship, but I do not think your men are so stout as *ours* on board the *Constitution*." To which Sir George replied, "They may be very little, but their hearts are in the right place; and I will thank you to inform the American Captain, that if he will come out and meet the *Leander*, I will pledge my word and honor that no British ship shall be within twenty leagues; and further, if my ship mounts more guns than the *Constitution*, I will throw the additional guns overboard." This challenge the American visitor, who we have no doubt was an officer belonging to the *Constitution*, promised to convey; but we do not venture to assert that the Captain of that ship actually received it.

The *Leander* was at length obliged to return to Halifax for the purpose of completing her stores, provisions, and water, and Sir George Collier, when returning to his station, had the mortification to hear that the *Constitution* had succeeded in putting to sea unobserved. This information was communicated to him by Lord George Stuart and Captain Alexander R. Kerr, of the *Newcastle* and *Acasta*, who at the same time expressed their belief that the ship which he had long been so eager to get alongside of, was gone on a cruise in company with two other heavy frigates, and that they were to be joined on a certain rendezvous by the *Hornet* sloop of

* The enemy had thrown their guns overboard during the chase.

war. Sir George Collier at this time had orders from Rear Admiral Griffith to send the *Acasta* into port, she being much in want of a refit ; but yielding to the entreaties of her commander, he determined to deviate from his instructions, and allow her to accompany the *Leander* and *Newcastle* in pursuit of the enemy, whom he expected to fall in with near the Western Islands, imagining that their first object would be to intercept our homeward bound trade. He shortly after captured the *Prince de Neufchatel*, a remarkably fine American privateer schooner, mounting 18, and pierced for 22 guns ; which vessel, instead of being sent to Bermuda or Halifax, where she would have sold for a very handsome sum, and from whence it is very probable she would have passed again into the hands of her original owners, was immediately despatched to England with the intelligence of an enemy's squadron being at sea, by which means the Admiralty were enabled to make timely arrangements for the protection of the valuable fleets then on their passage home*.

Continuing his search for the enemy, Sir George Collier discovered a large brig, which he approached under easy sail, so as not to show any particular anxiety, suspecting from circumstances that she was a British vessel in the possession of the enemy, and being desirous of obtaining information from the prize-master by imposing the *Leander* upon him as an American ship. Nothing could have happened better : the brig proved to be the *John*, of Liverpool, lately captured by the Perry privateer ; and the person in charge of her went on board the *Leander*, in his own boat, without the slightest hesitation. The moment he got upon deck, he congratulated the officers on the squadron being at sea, and in a situation where they would do " a *tarnation* share of mischief to the d—d English *sarpernts*, and play the devil's game with their rag of a flag." He then observed, that he knew the *Leander* the moment he saw her, by her black painted masts and sides, and the cut of her sails, to be the *President*, as he was in

* So highly was the *Prince de Neufchatel* admired, that orders were given for her model to be taken and preserved in Deptford dock-yard ; but owing to some accident or other her back was broken whilst there, and she was afterwards sold for a mere trifle.

New York just before she sailed : after these observations he walked up to Sir George Collier, and making his bow, addressed him as Commodore Decatur, reminding him at the same time of having once seen him at New York. He then presented the John's papers, and complained of his men, whom he described as a mutinous set of fellows, in whose hands his life was not safe, at the same time requesting that some of them might be changed for so many of the President's crew, and that one in particular might have a sound flogging. All this Sir George Collier promised, with great gravity, should be done, and the first Lieutenant was ordered to have as many men ready in exchange as those complained of. Jonathan was then asked into the cabin, and Sir George, after retiring for a moment, returned with a chart, in which the Leander's track was marked, over which was written, " President, from New York, on a cruise ;" and placing his finger upon these words, as if by accident, they immediately caught the eye of the American, who repeated that he knew the President the moment he saw her, and " Nick " himself could not deceive him. He was then asked by Sir George, pointing to the Acasta, if he knew her ; his reply was, " she is the Macedonian " ; but when asked what the Newcastle was, he said he did not know her ; on which Sir George told him she was the Constitution : he replied, he recollected she was, though not painted as she used to be. After pumping him as much as possible, his papers were returned to him in great form, and Sir George Collier, wishing him a good voyage, desired he would not forget to let it be known that he left Commodore Decatur and his squadron in good health and spirits. The Yankee took his leave with great apparent satisfaction ; but when about to quit the Leander her first Lieutenant apprised him of his real situation, and on seeing the British Captain come up in his uniform, he became almost frantic.

Sir George Collier, convinced that there was no probability of meeting with the Constitution and her supposed consorts so far to the northward, now resolved to search for them in the neighbourhood of the Cape de Verds. The following account of his conduct in presence of the enemy on the 11th Mar. 1815, written by his first Lieutenant, and corroborated

by the logs of the *Leander*, *Newcastle*, and *Acasta*, copies of which are in our possession, will effectually rescue his memory from any illiberal reflections that an incorrect passage in a late publication may have given rise to*.

"P. M. Moderate and hazy weather. At 12^h 20' saw the land of St. Jago from E. N. E. to N. W. by N. At 12^h 25' observed three ships, apparently frigates, getting under weigh in Porto Praya †: the *Newcastle* and *Acasta* about half a mile on the weather quarter. On the strangers being reported to Sir George Collier, who was then coming out of his cabin, he immediately called, 'down with the main tack.'—I submitted, as they appeared very close to us, from the haziness of the weather, and we laying up for them, to beat to quarters first: he said, 'No, no, make sail, I will lay him on board!' Shortly afterwards we fell off, and on bringing them abeam, tacked ‡. Weather very thick and hazy—took the two sternmost ships for frigates, the headmost, from appearance, a much larger ship, for the *Guerriere*, who we understood had long 32-pounders on her main-deck. Made private signal, which was not answered—hoisted our colours and fired a shot to windward. Shortly afterwards the sternmost ship tacked, and Sir George directed the *Acasta's* signal to be made to tack after her; but countermanded the order on observing that she would gain the anchorage before the *Acasta* could close with her. At this time Sir George called me aft, took hold of my arm, and desired I would see every thing properly cleared for action; adding, 'We shall, I dare say, have sharp work, but I would not give a fig for our fellows unless they knock them up in half an hour—we must secure them all, or John Bull will not be satisfied, although they have *Guerriere* with them §. I am seldom under fire without getting a lick;

* See James's Naval History, vol. 5. p. 547, *et seq.*

† The British squadron was at this time standing in for the land with starboard tacks on board. The enemy, it appears, cut their cables, fearing they should be attacked at anchor, although in a neutral port.

‡ The *Newcastle* was now two miles a-head of the *Leander*, and one mile on the lee-bow of the *Acasta*. The enemy standing to the eastward.

§ The *Guerriere*, rated as a 44-gun frigate, was a new ship, mounting

if I am so unfortunate this time as to be hit hard, recollect the charge that devolves upon you, and in God's name don't think of striking, let the consequences be what they will.—I have now every confidence in the crew, and they handle their guns to my satisfaction, but I should like to take the enemy by boarding * !

“ Shortly after this conversation, the other ship tacked, and Sir George Collier ordered the *Acasta's* signal to be made to tack after her †. In making the signal the *Acasta's* distinguishing pendants got foul, and before they could be cleared the Newcastle mistook it for a general signal. Fearing the consequences of such a mistake, Sir George desired the *optional* signal to be hoisted with the Newcastle's pendants, and I am positive that he never intended her to tack †.

“ When the *Acasta* had filled on the starboard tack, I observed to Sir George, that if the ships standing in shore were really frigates, which it was impossible to ascertain, owing to

56 guns, 28 of which were 32-pounders, called *columbians*, resembling those used in the British navy under the names of their inventors, *Gover* and *Congreve*.

* Mr. James tells us that the *Leander* possessed one of the worst crews in the service; and adds, “ Well was it, indeed, that she never fell in with one of the American 44's.” The *Morning Chronicle* of March 30, 1824, contains a letter from Captain Francis Fead, asserting that the *Leander* had as fine a ship's company as ever he would wish to command.

† The enemy's second ship, hove in stays on the *Leander's* weather beam. The *Acasta* then bore N. E. and Newcastle S. E. by E. The headmost American, then 5 or 6 miles to windward of the Newcastle, was forereaching on the squadron, and nearly out of sight from the *Leander's* deck; the Newcastle was dropping fast to leeward, and the *Acasta* weathering on the Commodore.

‡ Sir George Collier, confiding in the zeal and judgment of the Captains under his orders, had previously informed them that whenever a certain flag was hoisted with any signal addressed to either of them, they were at liberty to disregard the signal, if they considered that by following the order conveyed thereby the object in view was not so likely to be attained, as by acting in contrariety thereto. The flag alluded to was entered *pro tempore* in the signal books, under the designation of the “ *optional flag*.” On its being hoisted with the Newcastle's pendants, as above stated, that ship made answer by signal, “ the flags are not distinguishable.”

the haziness of the weather, they would be more than a match for the *Acasta*. He replied, "It is true, Kerr can do wonders, but not impossibilities; and I believe I must go round, as when the ship that tacked first hears the *Acasta* engaged, she will naturally come to her consort's assistance*." Sir George then asked me if I saw the headmost ship and the *Newcastle*. I went with my glass to look, and observed the latter but could not see the former †. He then, after looking through his glass, ordered the helm to be put down; and shortly after we had filled the *Newcastle* was observed to tack, which circumstance displeased him very much; but he remarked that he was satisfied if she had been gaining upon the enemy's ship and keeping her in sight, Lord George would never have discontinued the chace: shortly afterwards we opened our fire upon the ship we had tacked after, and to our great mortification observed she was a corvette or 20-gun ship. She ran in shore and let go her anchor, and the *Acasta's* signal was made to take possession of her. We were obliged to anchor to communicate with the Governor, in consequence of several of our shot having gone on shore amongst the houses. About 9 or 10 P. M. it fell calm, and continued so during most of the night. On leaving the anchorage Sir George Collier displayed the greatest zeal and anxiety to

* The *Acasta's* log informs us that the enemy's force was discovered to consist of one large frigate and two sloops, so early as 1 P. M. the time when the British squadron first tacked to the eastward. If so, we are sorry that a signal to that effect was not made, by which Sir George Collier's mind would have been set at ease as to the capability of the *Acasta* to cope with the two ships which had put back; and the *Leander*, having nothing else to engage her attention, would of course have continued in pursuit of the other. It is very natural for junior Captains to feel a delicacy in addressing signals to their commanding officer when in presence of an enemy; but as Sir George Collier had formed his opinion of the Americans' force from the report of Captain Kerr and Lord George Stuart, he certainly could not have taken offence had he been informed that the *Acasta* alone was more than capable of annihilating the two ships which she had tacked after.

† The *Newcastle*, according to her log, lost sight of the headmost American, in thick hazy weather, at 2^h 50' P. M.

meet the Constitution; and if we had not fallen in with an American vessel that gave us authentic information of the peace, there is little doubt but the Leander would have met her singly, having taken up the exact position that would have ensured a junction.

(Signed) "I. M'DOUGALL, *Commander, R. N. and late first Lieutenant of the Leander.*"

The ship taken on this occasion proved to be the Levant of 20 guns, captured, in company with the Cyane 32, by the Constitution, off Porto Santo, on the 20th of the preceding month*.

From St. Jago the British squadron made all sail for the West Indies, still hoping to intercept the fugitives on their return to America. Leaving the Newcastle and Acasta to windward of Barbadoes, Sir George Collier took up a cruising ground off the north end of Cayenne, with the intention of remaining there ten days; but only four had elapsed when he fell in with an American schooner, the master of which gave him an authentic account of the peace between Great Britain and the United States. It afterwards appeared by the Constitution's log, that she made the north end of Cayenne, only two days after the Leander had left that spot to rejoin the other ships; so that had she not met with the above schooner, her crew would have had an excellent opportunity of shewing, under their gallant commander, whether they were not capable of taking an American *forty-four* single-handed. Captains M'Dougall and Fead, have done Sir George Collier and his men such ample justice as renders any further comment unnecessary.

The Leander returned to England with 52 transports, and 12,000 troops under her convoy, from Canada, in July 1815. Sir George Collier had previously been raised to the dignity of a Baronet of Great Britain †, and honored with the insignia of a K. C. B‡, as a reward for his long and meritorious services. In May 1818, he was appointed Commdore on

* See Captains Hon. GEORGE DOUGLAS, and GORDON THOMAS FALCON.

† July 30, 1814.

‡ Jan. 2, 1815.

He cut his throat on account of the remarks about him
in James's Naval History. See account of Inquest, Ann. Reg. 18.
p. 37

the coast of Africa; and he continued to hold that command, with his broad pendant on board the Tartar frigate till Sept. 21, 1819, during which period he did all that it was possible for humanity, zeal, and superior intelligence to effect, under the existing national treaties, with a view to the suppression or mitigation of that abominable traffic, the Slave Trade. The country at large duly appreciate his excellent conduct in this respect, and regret, as we most sincerely do, his melancholy and untimely death, the particulars of which are too well known to require repetition †. No officer of his standing in the service was more generally known or higher in estimation, as a brave, experienced, clever seaman, and most generous, warm-hearted, friendly man. "As well," said an officer of high rank, on a late painful occasion, "might fear be attributed to Lord Nelson, as to Sir George Collier." It is certainly as impossible to impute to his conduct the want of personal courage, as to deny the natural urbanity and courteousness of his manners. No British sailor was ever more anxious to fight the enemies of his country—in private life, no individual was ever more universally esteemed.

The subject of this memoir married, May 18, 1805, Maria, daughter of John Lyon, M. D. of Liverpool; but he has left no issue by that amiable lady, who still survives to deplore his loss.

DANIEL WOODRIFF, Esq.

THIS officer was made a Lieutenant April 1, 1783: and obtained the rank of Post-Captain, April 28, 1802. Towards the close of the latter year he was appointed to the Calcutta, a 50-gun ship armed *en flute*, and fitting for the conveyance

† Sir George Collier was elected an honorary Life Member of the African Institution, May 17, 1820. His Annual Reports to the Admiralty on the state of the Slave Trade were printed by order of the House of Commons, and laid before Parliament. It is almost superfluous to say that they are very much valued. He died 24th March, 1824.

of convicts, to establish a new settlement at Port Phillip, in Bass's Straits, on the southern extremity of New Holland.

Captain Woodriffe sailed from Spithead, April 28, 1803, and arrived at the place of his destination on the 12th Oct. following; but on surveying that port and the adjacent coast, it was found totally ineligible for the purpose intended, the difficulty of egress, on account of the prevailing winds, being very great, fresh water remarkably scarce, and the soil uncommonly poor. He therefore removed to the river Derwent, on the south coast of Van Dieman's Land, where a settlement, named Hobart, was established, and from whence he proceeded to Port Jackson, for the purpose of taking on board 800 tons of large timber, with which he arrived at Spithead July 23, 1804*.

After her return from New South Wales, the *Calcutta* was fitted for sea as an effective 50-gun ship, and then sent to St. Helena to bring home such merchantmen as might be waiting there for the protection of a man of war. Whilst in the performance of this service, she fell in with and was captured, after a gallant defence, by a French squadron, consisting of one 3-decker, four ships of 74 guns each, three 40-gun frigates, and two brigs of war. The circumstances of the action are thus related by Captain Woodriffe, in his letter to the Secretary of the Admiralty, dated on board the *Majestueux*, at Teneriffe, Nov. 7, 1805:

"In obedience to the orders of the Right Hon. the Lords Commissioners of the Admiralty, I waited at St. Helena until the 3d Aug. collecting such of the Hon. Company's and other ships as might arrive, and were willing to take the protection of H. M. ship. On that morning I sailed, having under my convoy the extra ship *Indus* from Madras; the African, whaler, from Desolation; Fox, whaler, from the Mosambique Channel; and Grand Sachin from the coast of Peru, all full ships; the *Wilhelmina*, under Prussian colours, detained by the *Calcutta* on her passage out; and the *Carolina*, a large Swedish ship from China, which claimed my protection. Nothing material happened during the passage

* The *Calcutta* left Rio Janeiro on her passage out, July 19; touched at the Cape of Good Hope, Aug. 16, 1803; sailed from Port Jackson, on her return home, Mar. 17, 1804; doubled Cape Horn, and arrived at Rio Janeiro on the 22d May; thus accomplishing a voyage round the world, besides discharging and receiving a cargo, in ten months and three days.

until the 14th Sept., when I fell in with the ship *Brothers*, of London, from Tobago, being one of a very large fleet from the Leeward Islands, under convoy of *H. M. S. Illustrious*, from which she had separated in a gale of wind, with many others. This ship being very leaky, and much in want of provisions, the master requested my protection and assistance. I accordingly gave him instructions, and sent two men to assist at the pumps; but she was so ill found, and sailed so heavy, that she detained us at least one-third of our daily distance.

“On the evening of the 24th, the *Grand Sachem* requested permission to part company, being bound to Milford, which she did accordingly the next morning. We were then to the northward, in the stream of Scilly, and in long. 12° W. At noon we saw several ships to the W. N. W., but too distant to form any positive idea of their being either friends or enemies. It was then nearly calm; but a light breeze springing up from the westward enabled them to near us fast, and night coming on, I kept between them and the convoy.

“At day-light on the 26th they had neared us considerably; and the *Brothers* sailing so much worse than the rest of the convoy, kept me considerably astern. Had I not been unfortunately detained by this ship, all would have been well. At six A. M. observing the number of strange ships increased to thirteen, apparently large vessels, closely connected, and evidently in chase of us, I made the necessary arrangements for the escape of my convoy, should they prove an enemy's squadron. At 11, I made the private signal, and waited until noon for its being answered, which did not take place. I then hailed the *Indus*, informed the Captain that it was an enemy's squadron in chase of us, and ordered him to make all possible sail ahead with the convoy, and at the same time the signal was made to them that an enemy was in sight.

“The squadron nearing us fast, I soon perceived a three-decker, and four other ships of the line, with frigates and smaller vessels; and as I saw it was next to impossible for both *H. M.* ship and the convoy to escape, I determined to protect the latter, and favour their escape at all events. My own convoy having made all sail ahead, I again dropped astern to speak the *Brothers*, and recommended him to haul upon a wind to the northward, which he immediately did. I then made sail to intercept a large frigate, which was drawing up fast with the convoy. At three P. M. this frigate being on our starboard bow, having passed me out of gun-shot, began firing her stern-chase guns, which we returned with a bow chase. This continued until, by the frigate's shortening sail, we got abreast of her, when both ships opened their fire, but without any material effect, in consequence of the distance the frigate preserved by her superior sailing, and my leading off to the southward to favor the convoy escaping. The distant cannonade continued upwards of an hour, when the frigate hauled entirely out of gun-shot. During all this time I kept running to the southward, in hopes of drawing the enemy's squadron after

me, and am happy to find it had the desired effect; for this partial action brought the whole of the squadron down, except the Sylph brig, which was detached after the Brothers. At five the headmost line-of-battle ship began firing her bow-chase guns, which was returned by the Calcutta's stern-chasers, still running to the southward under all possible sail, but with very little wind. As the line-of-battle ship was close upon our starboard quarter, and the Thetis about a quarter of a mile on our larboard quarter, I was of opinion the sooner I attacked the line-of-battle ship the better, as disabling her was the only chance remaining of escape. I immediately put the helm aport, and when within pistol shot commenced the action; which was instantly returned by the enemy, and continued without intermission for fifty minutes.

"As I was under the necessity of bringing the ship to action under all possible sail, she was soon completely unrigged by the enemy's fire. Finding the ship totally unmanageable, and our escape rendered impossible, by the near approach of the rest of the enemy's squadron, I saw that it would be only sacrificing the lives of my people to contend any longer, and I was therefore under the painful necessity of ordering his Majesty's colours to be hauled down. At day-light next morning I had much satisfaction in finding that His Majesty's ship had not been uselessly sacrificed; for the ships of the convoy being all out of sight (except the Brothers, which was brought in by the Sylph), I trust they will arrive in safety. I am further gratified, that in consequence of their escape, information will be given of this powerful squadron cruising immediately in the tract of our homeward bound trade; and the certainty, if my convoy arrived safe, of a superior squadron being immediately sent after them, determined the Commodore to quit that latitude, and run to the S. W.; but not till he had captured seven sail of the Illustrious's convoy, and destroyed twenty-four neutrals in the course of the cruise, to prevent information of his situation.

"During the action, both with l'Armide frigate and la Magnanime line-of-battle ship, though in the face of the squadron, the officers and men I had the honor to command did their duty like men, so truly courageous, that no superior force had power to depress them. Much praise is due to Mr. J. Tuckey, my first Lieutenant, Lieutenant R. Donovan, and acting Lieutenant, J. Collas, for their spirited conduct and active exertions during the pursuit by the enemy and subsequent action; and though His Majesty's ship has been captured, I trust the country has been materially benefited by the escape of the convoy, and its subsequent consequences."

Captain Woodriffe, his officers, and crew, after being three months on board the French squadron, and experiencing very bad treatment, were landed at Rochelle, and marched from thence to Verdun, a distance of 600 miles, in the inclement

months of Jan. and Feb. 1806. Whilst at that depot, Captain Woodriffe made several applications to Talleyrand to procure his release, but without success. About June, 1807, however, he received an order, signed by Buonaparte, then in Poland, directing him to proceed immediately to England, and to take the route of St. Maloes, a town which no Englishman was at that time permitted to enter. On his arrival there he found that all his letters, directed to him at Verdun, had been forwarded from the latter place by order of the French government; and on his proceeding to engage a vessel to convey him to England, for which he expected to pay 40 or 50 guineas, he was told that one was already provided for him, free of every expence. The British government, not to be outdone in generosity, immediately released a French officer of the same rank as Captain Woodriffe, and sent him to France on terms of equal liberality. It is almost needless to say, that the sentence of the court-martial, subsequently assembled to try Captain Woodriffe for the loss of his ship, contained a most honorable acquittal of all on board of her in the action, and pronounced his conduct to have been that of "a brave, cool, and intrepid officer."

At the close of 1808, Captain Woodriffe was appointed agent for prisoners of war at Forton, near Gosport. Towards the latter end of the war we find him residing as Commissioner at Jamaica. One of his sons is a Commander, and another a Lieutenant, R. N. His eldest daughter married the late Lieutenant-Colonel Tomkins of the 58th regiment, and died in 1820.

Agent.—Messrs. Maude.

JOHN WENTWORTH LORING, Esq.

A Companion of the most honorable Military Order of the Bath; and Lieutenant-Governor of the Royal Naval College.

This officer is a son of the late Joshua Loring, Esq., who was permanent High Sheriff of the province of Massachusetts, previous to the American revolution; but having followed

the fortunes of his mother country, settled in Berkshire at the peace of 1783*.

He was born in America, Oct. 13, 1775; entered the naval service of his Sovereign, as a Midshipman on board the *Salisbury* of 50 guns, bearing the flag of Vice-Admiral Milbank, on the Newfoundland station, in June 1789; and continued in that ship, under the command of Captain, (now Sir William) Domett, and his successor, the present Viscount Exmouth till the conclusion of the Russian armament, when he was removed into the *Alcide*, a third rate, commanded by Sir Andrew Snape Douglas, and employed as a guard-ship at Portsmouth. We subsequently find him serving under Captains Domett, Lord Augustus Fitzroy, Edward Brown, and John Knight; in the *Romney* 50, *Orestes* sloop of war, *Conflagration* fire-ship, and *Victory* of 100 guns; the former bearing the flag of Rear-Admiral Goodall, the latter that of Lord Hood on the Mediterranean station.

During the occupation of Toulon by the British forces and their allies, Mr. Loring served as a volunteer at Fort Mulgrave; and on the night of Dec. 17, 1793, when that place was stormed and carried by the republican troops †, he appears to have been severely wounded by a musket-ball just below his knee, which obliged him to proceed in the *Dolphin* hospital-ship to Gibraltar, for his recovery. From thence, when scarcely convalescent, he took a passage in the *Inconstant* frigate; and having rejoined the *Victory* at Corsica, again served as a volunteer at the reduction of Bastia, commanding on that occasion a gun-boat, in which he went every night at dusk to watch at the mole-head, and kept his station till day-light in the ensuing morning.

On the surrender of Bastia, after a siege of thirty-seven days, besides four spent in negociation ‡, Mr. Loring was

* Mr. Joshua Loring's father was a Commodore in the British navy, and commanded on the Lakes during the war with the colonies. His brother, Captain John Loring, R. N., distinguished himself as a brave, intelligent, and active officer, in the late wars with France, and died at Fareham, Hants. Nov. 9, 1808.

† See Vol. I. pp. 46, 60, and 293.

‡ See Vol. I. p. 251.

promoted to the rank of Lieutenant, in la Fleché, a prize corvette, but soon after removed into the St. George of 90 guns, at the particular request of Sir Hyde Parker, whose flag was then flying on board that ship. On the 14th March, 1795, he assisted at the capture of the Ca Ira and Censeur, French two-deckers; and in July following, witnessed the destruction of l'Alcide 74, by the fleet under Vice-Admiral Hotham*. At the commencement of 1796, he accompanied Sir Hyde Parker and the whole of the St. George's officers, into the Britannia of 110 guns; and at the conclusion of the same year, we find him proceeding to Jamaica, as a passenger in the Comet fire-ship, for the purpose of re-joining his patron, who had recently been appointed to the chief command on that station, and gone thither in the Queen, a second rate.

Lieutenant Loring was advanced to the rank of Commander in the Rattler sloop of war, about June 1798, and shortly after ordered to superintend the evacuation of the Caymites Islands, near St. Domingo, in conjunction with Brigadier (now Lieutenant-General) Sir Brett Spencer, G. C. B. The manner in which this service was executed being reported as very creditable to Captain Loring, he was, in September following, gratified with an appointment to the Lark, a vessel superior to any other of her class on that station.

Captain Loring continued in the Lark, cruizing with considerable success against the enemy (capturing eight of their privateers, and twenty-seven merchant vessels), till May, 1801; when in consequence of the expedition with which he had re-equipped her at Port Royal, after being dismantled in a hurricane, Lord Hugh Seymour, who had succeeded Sir Hyde Parker in the chief command, was pleased to remove him into the Abergavenny of 54 guns, and he was subsequently appointed to the Syren, an active frigate, from which he was paid off at Plymouth in October, 1802. His post commission bears date April 28th of the same year.

In 1803 and 1804, he commanded the Utrecht of 64 guns, bearing the flags successively of Rear-Admirals Robert Mon-

* See Vol. I. p. 364.

tagu, Philip Patton, and John Holloway, on the Downs station. In 1805 he was appointed in succession to the *Aurora*, *Thames*, and *Santa Margaritta* frigates; but did not join the two latter, there being an unexpected delay in launching the *Thames*, and the generosity of his disposition preventing him from using his commission for the other, when he found that it would be unpleasant to the feelings of the gallant officer then in command of her, were he obliged to remove into a ship of the line, as at that time intended by the Admiralty*.

Captain Loring appears not to have been a loser by his forbearance on this occasion, as he was soon after appointed to the *Niobe* of 40 guns; in which fine frigate he was despatched to reconnoitre the enemy's ports. On his arrival off l'Orient, March 28, 1806, he observed three large French frigates and a corvette, standing out to sea; and, notwithstanding their great superiority, he immediately made sail in pursuit, succeeded in coming up with the sternmost during the night, which fortunately was very dark with drizzling rain, and silently took possession of her by running close alongside and dropping two boats from the quarters full of men. The success of this undertaking depended upon the promptitude of the boarding officer, Lieutenant Barrington Reynolds, who in the most skilful and resolute manner secured her without being observed by the remainder of the squadron. The prize proved to be the *Néarque* of 16 guns and 97 men, victualled and stored for five months. This transaction was thus noticed by Earl St. Vincent, in a letter to the Secretary of the Admiralty, dated on the 5th of the following month:

"Sir,—I have great pleasure in forwarding to you for the information of the Admiralty, the very modest relation of a neat action performed by Captain Loring of the *Niobe*, who has just joined with the corvette his prize, and as the *Crescent* has many defects, which require looking into, I have directed Captain Carthew to receive the prisoners on board that ship, and to proceed with the prize to Plymouth Sound. I am, &c. &c.

(Signed) "St. VINCENT."

"To William Marsden, Esq."

On the 20th Oct. 1810, Captain Loring captured l'Hirondelle French privateer, of 4 guns and 30 men; and in the

* See Captain WILSON RATHBORNE, C. B.

course of the following month, he received the approbation of the Admiralty, for the zeal and gallantry displayed by him in an action with two frigates under the batteries of la Hogue, the particulars of which have already been given under the head of Captain Charles Grant, C. B.*

The Niobe was subsequently employed watching the port of Havre, and on the 4th March, 1811, captured le Loup Marin privateer of 16 guns and 64 men. On the 24th of the same month, she assisted at the destruction of one of her above mentioned antagonists, near Cape Barfleur, by a squadron under the orders of Captain (now Rear-Admiral) Macnamara †, of whose official letter the following is a copy.

“ *H. M. S. Berwick, off Cherbourg, March 25, 1811.*

“ Sir,—Having sailed from St. Helen’s in H. M. S. under my command, in the afternoon of the 23d inst., I stood over to the French coast under easy sail all night; and at day-light the next morning, Barfleur light bearing S. $\frac{3}{4}$ E. distant about twelve or thirteen miles, I observed a large sail S. by E. running along the shore. I immediately gave chase, and obliged her to haul in for a small rocky bay, about one mile to the westward of Barfleur light-house, where she anchored with the loss of her rudder; at eight, the lee tide making strong, I was under the necessity, to avoid the rocks and shoals which surrounded us, to anchor H. M. S. about two miles to the northward of the enemy, which proved a frigate of the largest class. I had previously called in the Amelia frigate, the Goshawk and Hawke sloops, and ordered them to anchor, thinking an attack by boats practicable when the weather tide should make.

“ At noon, the Niobe joined from the eastward: the flood making at four P. M. the squadron weighed, and having relinquished the plan of attack by boats, on account of the rapidity of the tides, I ordered the Niobe, by signal, to lead as close to the enemy as the safety of the ships would admit; which was performed with great judgment, the Amelia and Berwick following in succession.

“ Surrounded by rocks and shoals, our fire could only be partial in the act of wearing; at six P. M. I hauled off; and on standing in this morning with the intention of renewing the attack, the enemy set fire to the frigate, and I had the satisfaction of seeing her burnt to the water’s edge * * *

“ I am, &c. &c.

(Signed)

“ J. MACNAMARA.”

“ Sir Roger Curtis, Bart., Admiral of the

“ Red, &c. &c. Portsmouth.”

* See Vol. II. Part. I. p. 300, *et seq.*

† See Vol. I. p. 691.

Soon after this event, Captain Loring was obliged to come on shore for the recovery of his health; and it was not until September following, that he found himself able to resume the command of the *Niobe*, which ship had been kept vacant for him by the appointment of a Captain to act in her during his absence. During the latter part of the war, he commanded the *Impregnable*, a second rate, bearing the flag of Admiral William Young, commander-in-chief on the North Sea station.

Captain Loring was nominated a C. B. in 1815. He succeeded the late Captain Wainwright as Lieutenant-Governor of the Royal Naval College, Nov. 4, 1819; and has since received a diamond ring, value one hundred guineas, from the Empress of Russia, for his attention to a young protégé of her Imperial Majesty, who completed his education at that excellent school, and afterwards embarked as a Midshipman in the British service on board the *Active* frigate.

The subject of this memoir married, July 18, 1804, Anna, second daughter of Vice-Admiral Patton, who then held a seat at the Board of Admiralty*; and by that lady has three sons and three daughters.

The Lieutenant-Governor's eldest brother, Dr. Henry Lloyd Loring, died Archdeacon of Calcutta, in 1822. The character of this excellent clergyman is correctly drawn in the *Gentleman's Magazine* for April 1823. Another brother, Captain William Loring, of the Horse Artillery, served under Sir John Moore during his celebrated retreat, from the fatigues of which he never recovered, and died at Madeira in 1809. A third brother, Major R. R. Loring, still living, was Military Secretary to Lieutenant-General Sir Gordon Drummond, G. C. B., Governor of the Canadas, during the late war with America.

JOHN WINNE, Esq.

THIS officer was made a Lieutenant in 1790; commanded the *Rambler* cutter, attached to Lord Howe's fleet, and rendered essential service to the crew of the distressed *Vengeance*,

* See Vol. II Part I., note *, at p. 93.

on the memorable 1st June, 1794; served as first Lieutenant of the *Monarch* 74, in the battle off Camperdown, Oct. 11, 1797; obtained the rank of Commander, April 21, 1799; and Post-Captain, April 28, 1802. He subsequently commanded a district of Sea Fencibles on the western coast of England.

Agent—John Hinxman, Esq.

SIR ROBERT HOWE BROMLEY, BART.

This officer is the only son of the late Sir George Bromley, Bart., representative of the very ancient family of Pauncefote, of whom mention is made in Doomsday Book, by Esther, eldest daughter of Asheton, First Viscount Curzon, grandfather of the present Earl Howe.

He was born Nov. 28, 1778; commanded the Inspector sloop of war in 1801; and obtained post rank April 28, 1802. During the late war he commanded the *Champion* of 24 guns, and *Solebay* and *Statira* frigates. On the 23d July, 1805, we find him distinguishing himself in an action with the French flotilla, on which occasion the *Champion* was much damaged in her hull, masts, sails, and rigging, and sustained a loss of 2 men killed and 3 wounded. He succeeded to the Baronetcy on the demise of his father, Aug. 17, 1808; and married, June 8, 1812, the youngest daughter of Daniel Wilson, of Dalham Tower, co. Westmoreland, Esq.

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

HON. DUNCOMBE PLEYDELL BOUVERIE.

This officer is the second son of Jacob, present Earl of Radnor, by Anne, daughter and co-heiress of Anthony Duncombe, Baron Faversham (a title now extinct). He was born June 28, 1780; entered at the Royal Academy at Portsmouth, in January 1793; and removed from thence to the *Latona* frigate in April 1795.

Mr. Bouverie having completed the established period of service as a Midshipman on board the *Latona* and *Cambrian*, under the command of Captain the Hon. A. K. Legge, was

promoted to the rank of Lieutenant on the 16th Feb. 1799: he subsequently accompanied Vice-Admiral Sir Roger Curtis to the Cape of Good Hope, in the Lancaster of 64 guns, from which ship he was made a Commander into the Penguin sloop of war, by commission dated in Feb. 1801. His promotion to the rank of Post-Captain took place April 28, 1802, on which occasion he was appointed to the Braave of 40 guns.

At the renewal of the war, in 1803, we find Captain Bouverie commanding the Mercury, a 28-gun frigate, fitted as a floating battery for the defence of Guernsey. In Dec. 1804 he sailed from Portsmouth as convoy to the outward-bound Mediterranean trade: and on the 4th Feb. following, he captured El Fuerte de Gibraltar, a Spanish vessel of 4 guns and 59 men, from Cadiz bound to Algeziras. His next appointment was about Aug. 1805, to l'Aimable 32, in which ship he fell in with and was chased by a French squadron under M. Richery, when proceeding to join Lord Nelson's fleet off Cadiz. Early in 1806 he was removed to the Medusa frigate, then under orders for the East Indies, but afterwards sent to the Rio de la Plata, where he joined the squadron under Sir Home Popham, Oct. 7, 1806, and continued to serve till the final evacuation of Spanish America, Sept. 9, 1807. The Medusa returned to Spithead with Lieutenant-General Whitelocke and his staff on the 7th Nov. in the same year*.

On the 4th April 1808, Captain Bouverie captured l'Actif French privateer of 14 guns, near Dunnose. He was subsequently ordered to the coast of Labrador, where he remained three months under the orders of Captain Thomas Manby of the Thalia frigate †. On his return from that inhospitable station, we find him employed as a cruiser in the British Channel, and Bay of Biscay, where he captured the French privateers l'Aventure, of 14 guns and 82 men, l'Hirondelle, of

* The Medusa assisted at the capture of the town of Maldonado, and the island of Gorrite, in Oct. 1806. The operations of the British from that period till the final evacuation of Spanish America, have already been detailed in our memoirs of Sir Josias Rowley, and other officers. See vol. I, note at p. 624, *et seq.*

† See vol. II. part I. p. 210, *et seq.*

14 guns and 75 men, and several other of the enemy's vessels : and about the same period he appears to have been elected M. P. for Downton, in Wiltshire.

In the night of June 4, 1812, the boats of the Medusa, under the directions of Lieutenant Josiah Thompson, were sent by Captain Bouverie to attack a French store-ship lying in the harbour of Arcasson ; and notwithstanding the rapidity of the tide and the intricacy of the navigation, succeeded in getting alongside, although discovered and hailed by the enemy before they arrived within musket-shot. The Frenchmen it appears were at their quarters, and perfectly prepared to resist the attack ; but nothing could baffle the impetuosity of Lieutenant Thompson, who rushed on board at the head of his gallant party, and carried the ship after a desperate struggle, in which the whole of her crew, excepting 23 men, were either killed or compelled to jump overboard : among the latter was her commander, a Lieutenant de vaisseau, severely wounded.

The prize proved to be la Dorade, mounting 14 guns, with a complement of 86 men, and a full cargo of ship timber. At day-light she was got under weigh ; but after proceeding about a league down the harbour she grounded on a sand-bank, and the tide then running out with great violence, the captors were obliged to set her on fire, by which means she was soon completely destroyed. In the execution of this spirited enterprise the Medusa had none killed, and only 5 men wounded.

From this period Captain Bouverie was employed in a series of active operations on the north coast of Spain, and his zeal and exertions were repeatedly noticed in Sir Home Popham's despatches, extracts from which will be found under the head of Sir George Collier, Bart. at p. 523, *et seq.* He left the Medusa in June 1813, and has not since been afloat.

Captain Bouverie married, Dec. 27, 1808, Louisa, second daughter of the late Joseph May, of Hale House, co. Wilts, Esq., and by that lady has one daughter.

RICHARD GODDARD, Esq.

Post commission dated April 29, 1802.

RICHARD POULDEN, Esq.

This officer was made a Lieutenant, Feb. 12, 1783, and obtained post rank, April 29, 1802. He has been principally employed in the Transport and Impress services.

CHARLES OTTER, Esq.

THIS officer entered the naval service as a Midshipman on board the *Monarca* of 70 guns, commanded by Captain John Gell, in 1780, and bore a part in the battles between Sir Edward Hughes and M. de Suffrein, Feb. 17, April 12, July 6, and Sept. 3, 1782, as also in the action off Cuddalore, June 20, 1783*. The *Monarca's* total loss on those occasions amounted to 28 men killed and 106 wounded. He subsequently served in the *Nautilus* sloop of war, and *Stately* of 64 guns, under the respective commands of Captains Thomas Boulden Thompson and Robert Calder, the former employed on the coast of Africa and at Newfoundland, the latter forming part of the grand fleet during the Spanish armament.

Mr. Otter received his first commission in 1790, and we find him serving as second Lieutenant of the *Crescent* frigate at the capture of *le Reunion* of 36 guns, near Cherbourg, Oct. 20, 1793†. He was first Lieutenant of the same ship when she encountered a French squadron off Guernsey, June 8, 1794‡; and also of the *Orion* 74, in Lord Bridport's action off l'Orient, June 23, 1795§; on which latter occasion he was advanced to the rank of Commander.

Captain Otter commanded the *Morgiana* sloop of war during the Egyptian expedition, and brought home the duplicate despatches announcing the fall of Alexandria in 1801. He afterwards accompanied a squadron under Rear-Admiral George Campbell to the West Indies, from whence he returned

* See Vol. I. note † at p. 421, *et seq.*

† See Vol. I. p. 178. ‡ See *id. ib.*

§ See *id.* p. 179 and 216, *et seq.*

to Portsmouth, May 17, 1802. His promotion to post rank took place on the 29th of the preceding month.

From this period we lose sight of Captain Otter till the autumn of 1807, when he obtained the command of the *Proserpine*, mounting 40 guns, with a complement of 250 men, in which ship he shortly after conveyed Lord Leveson Gower, the British Ambassador to the court of St. Petersburg, from Gottenburgh to England. His capture by a French squadron, off Toulon, is thus described by one of the officers then under his command :

“ On the evening of the 27 Feb. 1809, the *Proserpine* was at her station off Cape Sicie, and had in the day reconnoitred the French fleet in the roads and inner harbour; two frigates had been making a short excursion, but went in again towards dusk and anchored. Several sail of small coasting vessels were out, and running down alongshore towards Marseilles, which induced Captain Otter to run in and endeavour to cut some of them off; failing, however, in that attempt, and having little wind, we stood off again for the night, and strict orders were given to keep a very sharp look out, and to stand in again in time to catch some of them in the morning. Having the middle watch to keep, I went early to bed; the ship was nearly becalmed, at about 5 or 6 miles from the Cape, and on my relieving the deck, I found her, as near as I could guess, in the very same place, and not a breath of wind; it was as fine a moonlight morning as I ever saw; but the moon being to seaward, prevented us from seeing vessels that then might be running along shore, and our ship being between them and the moon, gave them a decided advantage. Mr. Brown, the Master, who died afterwards in France, was the officer of the watch, and kept a constant good look out. Mr. Carslake, first Lieutenant, had left orders for the men to scrub their hammocks on the main-deck, and that the mate of the watch should occasionally attend to the same; this caused me sometimes to quit the deck for a few minutes. At 4 o'clock, I asked Mr. Brown how I should mark the log; he answered, ‘head round the compass.’ I then called Mr. Rigby, second Lieutenant, to relieve Mr. Brown, and on coming up again I heard a man, at the look-out on the larboard gangway, sing out, ‘I think I see a vessel, Sir.’ Mr. Brown took a glass, and on looking, told me he thought she looked like a man of war: he ran down to the Captain, and I went and called all the officers: when I got on deck again I looked through my glass, and plainly discovered two ships, with all sail set, very close to us, yet I could scarce make them out with the naked eye. All hands were immediately called, and we in vain (it being calm) attempted to escape the enemy, who were coming up fast, with a fine land breeze: we made the private night signal, but they returned no answer.

“ At length we got a little breeze, and as Captain Otter knew the ship

sailed beat by the stern, he ordered the two bow-guns into the cabin, to answer the double purpose, I suppose, of stern-chasers and ballast. At about 20 minutes past 4, one of the ships ranged up on the larboard side, looking very large—her ports all up, lights on the main-deck fore and aft: she had shortened sail, and was perfectly ready for commencing the action; the other ship was coming up on our starboard side, when the wind entirely died away, leaving the poor little Proserpine in a very hopeless situation; as by this time we discovered two 74's coming down to assist in the unequal combat. Captain Otter hailed one of the ships, and was answered by a single gun. He took the hint and beat to quarters. When the enemy heard our drum they gave us a whole broadside, which salute we returned in as polite a manner as we could: the ship yawed a little, and left her consort in a safe position astern, where she continued raking us all the action, without our being able to fire a shot at her, as the two bow-guns had been left by those who were getting them aft, when we beat to quarters, and were no small nuisance, as on our larboard side two guns were disabled for 20 minutes by them, till they were got to their places: very fortunately they fired high in the ship astern, to prevent our escape by flight, as they had before witnessed that we could sail very fast. At a little after 5 o'clock the ship alongside piped *à la bordage!* and the cry of *Vive l'Empereur! à la bordage!* rent the air; a light breeze which sprung up would have favored them in this design, had not Captain Otter called all the officers, and consulted with them; the result of which was, that as the Proserpine was almost a wreck, her rigging, masts, and sails cut to pieces, 41 hands short of complement, with no chance of being able to save the ship, and the two 74's coming up fast, it was necessary to surrender, to save the lives of the crew. The colours were then ordered to be struck, after which they fired two broadsides at us, then took possession, and carried us into Toulon. The two ships that took us were the Penelope and Pauline, of 44 guns and 360 men each; the Proserpine had one seaman killed outright, one marine mortally, and eleven men slightly wounded. The French officers said they had none killed or wounded, but several of the crew secretly told us that they had several killed, and that many wounded men were sent at night to the hospital*."

* The squadron sent out to cut off the Proserpine, consisted of the following ships: the Suffrein and Ajax 74's, and Penelope, Pauline, and Pomone frigates, each mounting 44 guns, and carrying from 360 to 380 men. The writer of the above narrative, when below superintending the men scrubbing their hammocks, heard one of them scold another who had twin sons on board, for breaking his own rest to wash for them, as he said they were big enough to do it themselves. The poor fellow replied, "Oh! they will grow up men soon, and then will not forget my doing this for them; and provided that a shot does not take my head off, they will treat me to many a glass for washing for them now." In less than two

Captain Otter continued in France as a prisoner till the conclusion of the war. On the 30th May, 1814, he was tried by a court-martial for the loss of the *Proserpine*, and honorably acquitted of all blame on that occasion, the court agreeing that the ship was defended in the most gallant and determined manner, and that her colours were not struck until resistance was of no avail.

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

THOMAS HURD, Esq.

Late Hydrographer to the Board of Admiralty; Superintendent of Chronometers; and a Commissioner for the Discovery of Longitude.

PREVIOUS to the first American war we find this officer assisting in a survey of Newfoundland, and afterwards completing his time as a Midshipman on board the flag-ships of the late Admiral Gambier and Earl Howe, by the latter of whom he was made a Lieutenant into the *Unicorn* frigate, commanded by Captain J. Ford, in 1777.

The *Unicorn* being coppered, was enabled to come up with and capture an unusually large number of American privateers and merchantmen, and Lieutenant Hurd, in consequence, realized a considerable sum, as had been predicted

hours after he said the words, a shot actually took his head clean off; and the heart-rending scene that ensued, on the boys finding out that it was their father, beggars all description. He was the only man killed outright.

The marine who was mortally wounded, knew his end was very fast approaching, and begged to be allowed to die on board the *Proserpine*; but he was sent on shore to the hospital at Toulon, and although he could scarcely speak from his wounds, when he passed under the stern of the French Admiral's flag-ship, seeing numbers on her poop looking at the boat, which was the *Proserpine's* cutter, he made an effort to raise himself up in his cot, and exclaimed,

“ You Frenchmen, don't talk of your fighting,

“ Nor boast of this deed you have done :

“ Don't think that Old England you'll frighten,

“ So easy as Holland and Spain.”

He then attempted to sing “ God save the King,” but could not, being faint from loss of blood and exertions; this gallant man was firm and collected to his last moments, and afforded a proof of that sterling and truly British heroism for which our seamen and marines have ever been noted.

by the above nobleman, who, on presenting him with his commission, had advised him to purchase an iron chest to secure his prize-money in *. In May 1779, she formed part of the squadron under Sir James Wallace, at the capture of the *Danæ* French frigate, and the destruction of several other national vessels in Concale bay, on the coast of France †.

Mr. Hurd was appointed to the *Hercules* in 1781; and commanded her main-deck guns, as second Lieutenant, on the glorious 12th April in the following year †. He was subsequently removed, as first Lieutenant, into the *Ardent*, a 64-gun ship, recaptured from the French on that memorable occasion, and afterwards attached to the ill-fated convoy that sailed from Jamaica under Rear-Admiral Graves, and suffered so dreadfully in the hurricane of Sept. 17, 1782 §.

During the ensuing peace he was employed on various services; and it is to his scientific knowledge and sedulous exertions that we are indebted for our present knowledge of Murray's anchorage, on the north side of the Bermudas. The geographical situation of those islands, as well as of the many banks and reefs, which on the north, east, and west sides, extend to the distance of three, four, and five leagues, was also first determined by him, and with the same fidelity as the channels leading to Castle Harbour and other places of anchorage. He afterwards commanded the *Lily* sloop of war; and in the summer of 1804, we find him engaged in a survey off Brest, the result of which was the production of an accurate chart denoting the soundings, and pointing out the exact position of the sunken rocks in the neighbourhood of that port. He succeeded Mr. Dalrymple as Hydrographer to the Admiralty in 1808, and died April 30, 1823.

RICHARD PELLOWE, Esq.

THIS officer was made a Lieutenant in 1790, and served as third of the *Nymphé* at the capture of the *la Cleopatra*, French

* The experiment of covering ships' bottoms with copper was first tried on the *Alarm* frigate in 1761; but the plan was not generally adopted for many years afterwards.

† See Vol. I. p. 68. ‡ See *id.* p. 602. § See Vol. I. p. 679

frigate, June 18, 1793*. He afterwards commanded the Otter fire-ship. During the late contest with France he was principally employed as an agent for prisoners of war.

Captain Pellowe married, Sept. 7, 1805, Miss Sparg, of Penryn, in Cornwall. That lady died April 29, 1812.

JOHN DICK, Esq.

Knight of the Imperial Ottoman Order of the Crescent.

THIS officer is a son of the late James Dick, Esq. who passed his life in the civil department of the navy, and a cousin of Colonel Sir William Dick, Bart., representative of the ancient family of that name, long settled at Braid, in Mid-Lothian, N. B.

He is a native of Rochester, and entered the naval service under the patronage of Sir Andrew Snape Hamond in 1789. His time as a Midshipman was completed under the respective commands of that excellent officer, and Captains John Drew, Francis Laforey, and Andrew Snape Douglas. In 1795 he obtained the rank of Lieutenant in the Victorious of 74 guns; and he subsequently served as such in l'Aimable frigate and the Majestic 74, bearing the flag of Sir John Laforey, in the West Indies. His promotion to the rank of Commander took place in 1796, and on that occasion he was appointed to the Bull Dog sloop of war, in which vessel he returned to England at the period when our seamen were unhappily engaged in acts of open treason, the expected disastrous effects of which were prevented by the exertions of himself and those of his brother officers selected to direct the operations of a flotilla equipped for the express purpose of reducing the mutineers at the Nore to obedience.

Captain Dick was soon after appointed to the Discovery bomb, on the North Sea station. In 1799, he accompanied the expedition sent against the Helder, covered the landing of the troops, and served on shore with the army till the final evacuation of Holland †. Early in 1800 he removed into the Cynthia of 18 guns, and proceeded to the Mediterranean, where he was most actively employed during the remainder

* See Vol. I, p. 212.

† See Vol. I, note at p. 414, *et seq.*

of the war. His vigilance as senior officer of the sloops, and other vessels composing the in-shore squadron employed in the blockade of Alexandria, and co-operating with the Turks at the capture of Damietta, was highly meritorious, and procured him the esteem of Sultan Selim, by whose command he was knighted, and invested with the insignia of a K. C. of the third class, on the 8th Oct. 1801*. His post commission bears date April 29, 1802.

Captain Dick's next appointment was to the *Jamaica*, of 24 guns, in which ship he was employed on the Channel and Newfoundland stations from 1803 till 1807. He then removed into the *Penelope* frigate; and after serving for some time in the Channel, was ordered to join the squadron in America, under the orders of Sir John B. Warren, by whom he was selected to convey Major-General Sir George Prevost to Barbadoes, and escort thither four chosen regiments destined to assist at the reduction of Martinique †. The landing of the main body of the army employed on that occasion is thus described by the officer to whom the superintendence of the debarkation had been committed:

“ *H. M. S. Acasta, Bay Robert, Jan. 31, 1809.*

“ Sir,—I have the honor to inform you, that at day-dawn of yesterday, the division of transports carrying the army under the command of Lieutenant-General Beckwith, were four leagues to windward of the Carvel rock. I immediately bore up for Bay Robert, being joined in my way thither by the *Ethalion*, *Forester*, *Ringdove*, *Haughty*, and *Eclair*, the *Eurydice* having joined me the preceding evening.

“ The weather was uncommonly windy and squally, and there was a very considerable swell as far out as *Loup Garou*. Neither of the small frigates (the *Cleopatra* or *Circe*) had joined to go in with the transports; and not knowing what opposition might be made to a landing, I determined to enter the *Cul de Sac* with all the men of war, that I might effectually protect the troops, if occasion required, which I could not possibly have done had I anchored as far out as *Loup Garou*. Having therefore placed boats with flags on the edges of the shoals, I led in with the *Acasta*, followed by the *Penelope* and transports, and anchored the whole of them about noon.

“ This decision, I trust Sir, you will approve, as it enabled me to land the first and second brigades, amounting to 4500 men, with a certain proportion of artillery and horses before sunset, which I could not otherwise have done; and this morning by 7 o'clock all the reserve were landed.

* See Vol. I, note at p. 129, *et seq.* † See Vol. I, p. 261.

"To Captains Cochrane of the *Ethalion*, and Bradshaw of the *Eurydice*, I am indebted for arranging the boats for the first landing; and more particularly to Captain Dick of the *Penelope*, for superintending that arrangement, and leading in the transports, which he did with great judgment. . . . I have the honor to be, &c.

(Signed)

"P. BEAVER."

"To the Hon Sir Alexander Cochrane, K. B.
&c. &c. &c."

After performing the services mentioned in the above letter, Captain Dick landed with a party of seamen, and succeeded in securing Fort Trinité, and other works on the windward side of the island. He subsequently returned to the Halifax station, and continued there till the latter end of 1811 or early in 1812, since which time he has been on half pay.

He married a daughter of B. Goodrich, of Saling Hall, Essex, Esq., and has several children.

Agents.—Messrs Goode and Clarke.

PETER RIBOULEAU, Esq.

THIS officer commanded the *Astrea* troop-ship, and greatly distinguished himself during the Egyptian campaign in 1801. His post commission bears date April 29, 1802; and we subsequently find him holding a command in the *Sea Fencibles*. He is at present serving as Flag-Captain to Lord Colville on the Irish station.

Agent.—Thomas Stilwell, Esq.

JOHN NASH, Esq.

THIS officer is a son of the late Richard Nash, Esq., Purser, R. N., and a brother of Captain James Nash, who obtained post rank the same day as himself, April 29, 1802.

STEPHEN RAINS, Esq.

THIS officer commanded the *Ping George* cutter, attached to Admiral Duncan's fleet in the battle off Camperdown, Oct. 11, 1797. He obtained the rank of Post-Captain April 29, 1802; and was employed during the late war as a resident agent of transports. He died Feb. 1, 1824, in his 59th year.

THOMAS HAND, Esq.

THIS officer was made a Lieutenant Nov. 6, 1778; and commanded the *Tartarus* bomb during the expeditions to Ostend and Egypt, in 1798 and 1801. He obtained post rank April 29, 1802; and subsequently held an appointment in the Sea Fencible service.

Agent.—Thomas Stilwell, Esq.

FARMERY PREDAM EPWORTH, Esq.

Is the eldest son of the late Rear-Admiral Epworth, by Jane, daughter of William Cuming, Esq. an Alderman of Totness.

The Epworths can boast a very respectable ancestry, as will appear from the following genealogical particulars:— Lieutenant William Thompson, who fled from the battle of Worcester, Sept. 3, 1651, with Charles II., and continued abroad until the restoration, was the first man that jumped on shore to challenge any person to single combat who should oppose the King's landing. He married the daughter of Sir Thomas Lowther, a member of the family from which is descended the present Earl of Lonsdale.

Lieutenant Thompson's daughter married a Yorkshire gentleman named Willis, whose ancestor accompanied King Edward the First into Scotland, in the year 1296. His daughter married John Gillson, great grandson of Mansou Harrison, Esq., Envoy at the Hague, who was united to a Dutch lady named Breaderord, a niece to the Earls of Egmont and Horn*.

Mr. Gillson's daughter married Farmery, father of the late Rear-Admiral Epworth †, and grandson of Christopher Epworth, owner of the royalty of Keelby in Yorkshire, Vicar of the same place, and Rector of Croxton.

Farmery Predam Epworth, the subject of this memoir, was

* There are large possessions in Holland to which Captain Epworth has a legal claim.

† Rear-Admiral Epworth died at Totness, Mar. 18, 1804.

born at Totness, co. Devon, Nov. 30, 1766, and entered the naval service in 1779, on board the *Squirrel* a 20-gun ship, commanded by his father, with whom he appears to have continued but a few months. In the following year he joined the *Foudroyant* of 80 guns, Captain John Jervis, under whom he served at the relief of Gibraltar by Vice-Admiral Darby and Earl Howe, and at the capture of *le Pégase*, a French 74, April 21, 1782*.

Towards the conclusion of the American war, Mr. Epworth removed with Sir John Jervis into the *Salisbury* of 50 guns. In Dec. 1782, he was made a Lieutenant, and appointed to the *Wasp* sloop, Captain John Hills. The activity of this vessel in suppressing smuggling was such as to call forth the thanks of the Commissioners of the Customs, who sent a sum of money to be distributed amongst the officers and crew, as a reward for their exertions †.

At the commencement of the French revolutionary war Lieutenant Epworth proceeded to the West Indies, on which station he was frequently employed in boats, capturing the enemy's vessels, and cutting them out of their harbours. We next find him serving in the *Alexander* of 74 guns, commanded by the late Sir Richard Rodney Bligh, whose memorable defence of that ship against a French squadron of five sail of the line and three frigates, can never be forgotten ‡. In his official letter respecting the capture of the *Alexander*, that excellent commander recommended Lieutenant Epworth, and the other officers who were his supporters on the arduous occasion, to the favor and protection of the Admiralty. The following is a translation of the French commander-in-chief's reply to a memorial presented by them on their arrival at Brest:

"On board the Montagne, in Brest Road, 22d Germinal, in the third year of the Republic, one and indivisible.

"Gentlemen,—I have received the letter you did me the honor to

* See Vol. I. p. 15.

† In our memoir of Admiral Sir John Wells we have erroneously described that officer as the commander of the *Wasp* at the period alluded to above.

‡ An account of the action will be given under the head of Commander JAMES GODENCH.

write to me for the purpose of procuring for you either permission to return to England on your parole of honor, not to serve till after being exchanged, or to ameliorate your condition by placing you in security *.

"You are not ignorant, doubtless, of the arrival of an English commissary a few days since, in one of our ports in the Channel, sent by your government to treat for the exchange of prisoners of war. The representatives of the people immediately sent a courier extraordinary to the Committee of Public Safety, to ascertain if they would enter upon negotiations on the subject. We await with impatience the answer of this despatch, which I hope will be favorable to you; but if my hopes should be disappointed, I can assure you, gentlemen, on the part of the representatives, that you will, in a very few days, be sent to Quimper, where you will enjoy your liberty, and that respect which is due to your rank, and to your distinguished conduct in the *Alexander*—conduct which gives you a claim to the esteem of all Frenchmen, and to mine in particular. I have the honor to be, very sincerely, Gentlemen, your very humble and obedient servant,

(Signed) "VILLARET JOYEUSE, Vice-Admiral and Commander of the naval forces of the Republic."

"To the officers composing the *etat major* of the late English ship *Alexander*."

On his return to England Lieutenant Epworth was appointed to command the *Pilote* brig, and employed conveying despatches to the West Indies and Channel fleet. He obtained the rank of Commander in the *Wasp* sloop of war in Dec. 1796; and was posted into the *Portland*, a 50 gun ship, April 29, 1802.

In 1801, we find him acting as Captain of the *Prince George* 98, in the Channel fleet, and subsequently commanding the *Goliath* 74, *pro tempore*, off the Black Rocks. His next appointment was to the Sea Fencible service; and he does not appear to have been called again into active employment till June 1811, when he received a commission for the *Nijaden* of 26 guns.

On the 14th Mar. 1812, being on his passage from Lisbon to England with despatches and the post-office mail, Captain Epworth fell in with five French line-of-battle ships which had escaped out of l'Orient a few days before. This squadron chased the *Nijaden* the whole day, and was at one time so near as to exchange shot with her. Three large ships, which afterwards proved to be the *Northampton*, *Monarch*, and

* "En vous envoyant en cautionnement."

Euphrates, homeward bound Indianmen, were then in sight, standing directly for the enemy; and had it not been for the signals made by Captain Epworth, and his masterly manœuvres, they must inevitably have been captured.

Soon after this event the *Nijaden* was ordered to be broken up, and Captain Epworth received an appointment to the *Nymphe* frigate, rated at 38 guns, in which he was employed blockading the port of Boston in North America for a period of two years; and so great was his vigilance that he completely stopped the coasting trade between the southern and northern ports, and compelled the enemy to have recourse to land carriage for the supply of flour and corn.

In Sept. 1814, the boats of the *Nymphe* took possession of a fort in Sandy Bay, near Cape Ann, spiked and threw the guns, four in number, into the sea, and brought off the guard, and all the vessels at the anchorage, without the loss of a man.

Towards the conclusion of the war with the United States, Captain Epworth was appointed to the *Bulwark* 74, stationed off Boston to watch the American line-of-battle ship *Independence*, then lying in that harbour ready for sea. During his continuance on that station, in the *Nymphe* and *Bulwark*, he captured six privateers, carrying in the whole 41 guns and 309 men; took and destroyed sixty-three sail of the enemy's coasting and other traders; and recaptured eight British merchantmen with valuable cargoes.

Hostilities having at length ceased, the *Bulwark* was ordered to Bermuda, from whence she conveyed Rear-Admiral Griffith, now Colpoys, to Halifax. Captain Epworth was then sent to Quebec, to superintend the embarkation of 7000 troops, and found on his arrival there, that the transports were in a very deficient state as to their equipment. This, however, was remedied through his exertions, and the whole were escorted by him, with great dispatch to Portsmouth, where they arrived soon after the renewal of the war in Europe, occasioned by Buonaparte's return from Elba, and consequently in time to render essential service to their country by joining the British army in the Netherlands. The *Bulwark* was paid off at Chatham in June 1815.

Agent.—J. Copland, Esq.

MATTHEW BUCKLE, Esq.

THIS officer, a son of the late Admiral Buckle, was made a Lieutenant in 1791; commanded the Camel store-ship in 1801: and obtained post rank April 29, 1802. During the late war he was employed in the Sea Fencible service, and as Captain of the Adamant, a 50 gun ship, and Latona frigate.

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

JOHN ALLEN (*a*), Esq.

THIS officer was made a Lieutenant April 21, 1783; and a Post-Captain, April 29, 1802. *see 4 June 1853*

Agent.—William Marsh, Esq.

JAMES NOBLE, Esq.

THIS officer is the second and only surviving son of a patriotic gentleman, descended from a respectable mercantile family settled at Bristol, co. Somerset, who after sacrificing considerable property in the royal cause, was killed by a party of American rebels, when proceeding to New York on public service*.

He entered the navy in 1788, and served his time as a Midshipman on board the Impregnable, a second rate; Ter-

* During the war with the colonies, Captain Noble's father raised an independent corps, consisting chiefly of Germans employed at the iron works on his estate in the Bergen county, East Jersey; and was nominated a Major in Colonel Buskirk's regiment, attached to General Skinner's brigade; but having received a bayonet wound in his right eye, and his skull being fractured in an affair with the republicans, he was thereby deprived of his reason for upwards of eighteen months, during which time the majority was bestowed on another. Having at length recovered, he obtained an appointment as Assistant Commissary from Sir Henry Clinton, in which situation he died, leaving three sons to lament his loss; viz. Richard, who was drowned in la Dorade, a French privateer, prize to the Clyde frigate †; James, the subject of this memoir; and Dejoncourt, who fell a victim to the yellow fever when serving as a Midshipman on board the Vanguard of 74 guns, in the West Indies.

† See Vol. II, Part I, note * at p. 81.

magant, and Ferret, sloops; Bedford, 74; and Britannia of 100 guns. During the occupation of Toulon by the allied forces, in 1793, he was engaged with a party of small arm men in the various services on shore: he also bore a part in the actions between the British and French fleets, March 14, and July 13, 1795*.

In October of the same year Mr. Noble was appointed to act as a Lieutenant on board the *Agamemnon* of 64 guns, bearing the broad pendant of Commodore Nelson, and in the following month he fell into the enemy's hands when employed carrying despatches from that officer to the Austrian camp near Savona. A few days after his enlargement, he received a very dangerous wound in an affair with the enemy at Loäno, as will be seen by the following letter from Nelson to Sir John Jervis, dated April 25, 1796:

"This morning, having received information that a convoy laden with stores for the French army had anchored at Loäno, I lost no time in proceeding off that place with the *Meleager*, *Diadem*, and *Peterell*. On my approach, I was sorry to observe that instead of a convoy, only four vessels were lying under the batteries; which opened on our nearing them, and the fire was returned as our ships got up, under cover of which our boats boarded the vessels, and brought them off: but these vessels lying very near the shore, a heavy fire of musketry was kept up on the boats, and it is with the greatest grief I have to mention, that Lieutenant James Noble, a most worthy and gallant officer, is, I fear, mortally wounded. From our ship's keeping under the fire of their batteries, we sustained no loss; the *Agamemnon* was, I believe, the only ship struck by shot. The principal part of this service fell on our boats, whose conduct and gallantry could not on any occasion have been exceeded; and I wish fully to express the sense I entertain of the gallantry of every officer and man employed on this occasion †."

In July following, Lieutenant Noble, having recovered from the wound which had caused such apprehensions for his life, was appointed to the temporary command of *la Genie*,

* See Vol. I. notes at pp. 340, and 254.

† The officers employed in the boats of the squadron were Lieutenants Suchling, Noble, Compton, Culverhouse, and Ryder. Not a man was killed, and only three persons wounded, including Mr. Noble. The prizes consisted of a ship, a ketch, and two galleys, laden with corn, rice, wine, powder, 8 brass guns, and 1600 stand of arms.

a ketch recently taken at St. Pier d'Arena *, armed with three 18-pounders, and employed in the blockade of Leghorn. A short time previous to this appointment he had been transferred with the Commodore's broad pendant, and most of his brother officers, from the worn out *Agamemnon* to the Captain of 74 guns †.

During the remainder of the year 1796, Mr. Noble was employed on a variety of important services as flag Lieutenant to the enterprising Nelson, in the Captain and *la Minerve*, particularly at the capture of Porto Ferrajo, and the island of Capraja, the evacuation of Corsica, and the capture of the *Santa Sabina*, a Spanish frigate of 40 guns, commanded by a descendant of King James II †.

On the latter occasion Lieutenant Noble received several bad wounds from splinters. A repetition of Nelson's own words will in themselves afford the praise best adapted to his general conduct. Writing an account of the action to Sir John Jervis, he says,—“You will observe, Sir, I am sure, with regret, amongst the wounded, Lieutenant James Noble, who quitted the Captain to serve with me, and whose merit, and repeated wounds received in fighting the enemies of our country, entitle him to every reward which a grateful nation can bestow.”

On the memorable 14 Feb. 1797, the subject of this memoir was one of the officers who, under the heroic Nelson, boarded and carried two Spanish ships of the line, one of which was a first rate, mounting 112 guns †. The particulars of this almost incredible exploit have already been given in our memoir of Rear-Admiral Sir Edward Berry §. To that account we shall now add some extracts from the Captain's log-book, which in the plainest and most unadorned, though not on that account less interesting style, sets forth not only the

* See Vol. I. p. 519.

† When the *Agamemnon* was docked in Oct. 1796, she had not a mast, yard, or sail fit for service. Her hull had been for a long time secured and kept together by cables passed under her bottom.

‡ See Vol. I., p. 520; and Vol. II. part I. note at p. 153.

§ See Vol. I. p. 774 *et seq.*

leading events of the action itself, but those also which immediately preceded it :

" P. M. wind variable, moderate breezes and hazy ; out cutter and arge, and sent them on board the Victory ; joined company H. M. S. Bonne Citoyenne. At 2 the cutter returned with Lieutenant Noble. Hoisted Commodore Nelson's pendant. 4^h 30' mustered at quarters ; one division exercised great guns. 6^h 30' Commodore Nelson came on board from la Minerve. * * * * * Midnight, tacked per signal.

" A. M. ditto weather—between 2 and 3 o'clock, heard the report of several guns to the southward. * * * At day-light made the signal for a strange sail to the northward. 5^h 30' heard the report of two guns S. W. ; at 10 moderate and foggy, 10^h 30' saw the Spanish fleet, bearing S. S. E. 4 or 5 miles—answered signal to form the line, and chase the enemy. At 11^h 40' the headmost of our ships began to engage the enemy as they passed us on the other tack ; Cape St. Vincent bearing North 10 leagues. A few minutes before noon, we opened our fire on their leading ship, and passed nineteen sail of the line, exchanging broadsides as we passed †.

" P. M. wind variable, at 18 minutes before one, the Captain having passed, on the starboard tack, the last of the enemy's line of nineteen sail, which were on the larboard tack, the Spanish Admiral, in the Santissima Trinidad, bore up, evidently with a design to join a division of his fleet, of eight sail of the line, which were on the Captain's lee-bow. Seeing this the Commodore ordered the ship to be wore ; and passing between the Diadem and Excellent, she was immediately engaged by the Santissima Trinidad, a four-decked ship, two three-deckers, and several two-deckers ; so that at one time we were engaged by 9 line-of-battle ships, in which we were most nobly supported by Captain Trowbridge, of the Culloden. The Spanish Admiral desisted from his attempt, and hauled to the wind on the larboard tack. About 2, the Culloden having got between us and the enemy, we ceased firing for 10 minutes, till we got a head of her, and became engaged as before. * * * 2^h 30' our sails and rigging being almost cut to pieces, the Blenheim passed between us and the enemy. At 3, we engaged several of the enemy's line, particularly the San Josef and San Nicholas. Saw a Spanish two-decker strike to the Excellent, and soon after we shot away the San Josef's mizen-mast * * * * *

At 3^h 30' the Excellent passed us to windward, engaged the San Josef within pistol shot, and caused her to fall on board the San Nicholas. The Captain, whose fore-top-mast was at this time shot away, immediately luffed alongside the latter ship, prepared for boarding, and, having engaged very sharply for a few minutes, in which we had 15 men killed and wounded, the Commodore ordered her to be laid on board ; when himself, Lieutenants Berry, Noble, and Pearson, and Messrs. Samwell,

† Nelson in his account says 17 sail.

Withers, and Williams, Midshipmen, at the head of the boarders and troops, entered the San Nicholas on the larboard quarter, and from her boarded the San Josef, whose colours they hauled down at 5 minutes before 4 o'clock; the latter mounting 112 guns, Rear-Admiral Winthuysen; and the former 84 guns, Commodore Gerraldelino*. Found the San Nicholas on fire, but extinguished it. At 5, all firing ceased. While we were entangled with both ships, discovered the San Nicholas to be on fire again in the fore hold, but it was happily extinguished by our firemen. Commodore went on board the Irresistible. At six got clear of the prizes. Wore to join the fleet, having been between them and the enemy, who stood towards us with a fresh breeze, but hauled their wind again. Employed cutting away the remnant of the fore-sail, and clearing the wreck of the fore-top-mast. At 7, la Minerve took us in tow; our standing and running rigging, with all the bending sails, being cut to pieces; our wheel, fore-top-mast, and fore-top, shot away, and our masts severely wounded; the main-mast having three shot through the heart. Employed filling powder, getting up shot, knotting and splicing the rigging, and preparing to renew the battle. * * * * *

"* * * *. Found we had 24 men killed, and 56 wounded. In the Spaniards we took, the slaughter must have been very great, as there were people employed all night throwing the dead overboard."

The document just given is more peculiarly valuable, inasmuch as it is a plain relation of facts, given in the most summary way, on the instant of their taking place; and serves to establish beyond controversy a point, which those who are sceptically inclined, might otherwise demur to †.

Lieutenant Noble was promoted to the rank of Commander immediately after this brilliant action; but his health being very much impaired, he was under the necessity of returning to England, and accepting a command in the Sea Fencible service on the coast of Sussex, where he continued from March 1798 till the conclusion of the war. His post commission bears date April 29, 1802.

Captain Noble married, in 1801, Sarah, daughter of James Lamb, of Rye, Sussex, Esq. and by that lady, who died in

* Those officers were both mortally wounded, and died soon after the action.

† A Flag-Officer, to whom the author is indebted for many acts of kindness, doubts the possibility of Commodore Nelson's ship and her prizes falling into the hands of the enemy; and speaking of the passage to that effect in Vol. I, p. 26, says, "it is a hardy assertion, and not borne out by the position of the fleets as there stated."

1818, he had seven sons and three daughters, the whole of whom, we believe, are still living. He married, secondly, in 1820, Dorothy, daughter of the late — Halliday, M. D. by whom he has no issue.

SAMUEL WARREN, Esq.

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

THIS officer was born at Sandwich, co. Kent, Jan. 9, 1769; entered the naval service in Jan. 1782; and served his time as a Midshipman on board the Sampson 64, Busy cutter, Druid frigate, Colossus 74, London 98, and Royal Sovereign of 100 guns. The former ship was commanded by the late gallant Captain John Harvey*, and formed part of the fleet under Lord Howe at the relief of Gibraltar, and in the subsequent action with the combined forces off Cape Spartel, on which occasion she had two men killed.

Mr. Warren obtained the rank of Lieutenant, Nov. 3, 1790; and served as such successively in the Argo of 44 guns, Ramillies 74, and Royal George, a first rate.

The Ramillies, commanded by Captain Henry Harvey, brother of Lieutenant Warren's former commander, bore a part in the battles of May 29, and June 1, 1794, and was much cut up in her sails and rigging; fortunately, however, she only sustained a loss of 5 men killed and 7 wounded. The Royal George bore the flag of Lord Bridport in the action off l'Orient, June 23, 1795 †.

Lieutenant Warren was promoted to the rank of Commander in March, 1797; and from that period till July 1800, he commanded the Scourge sloop of war at the Leeward Islands, on which station he captured several large privateers and merchantmen. Among the latter were a letter of marque and a brig, bound to la Guira with wine, brandy, and merchandise. Previous to his return home he received the thanks of the Counsel and Assembly of Tobago, for the great attention he had paid to their interest, whilst employed in the protection of the trade of that island. The Scourge arrived in England Aug. 22, 1800.

* See Vol. I. note at p. 613.

† See Vol. I. pp. 75, and 246, *et seq.*

Captain Warren's next appointment was to the *Vesuvius* bomb, fitting at Portsmouth. His post commission bears date April 29, 1802.

In the summer of 1805, he was selected by Rear-Admiral Domett to serve as his Flag-Captain in the Channel fleet; but ill health obliging that officer to give up the idea of going to sea at that period, the *Glory* of 98 guns, which had been fitted for his reception, was ordered to receive the flag of Rear-Admiral Stirling, under whom Captain Warren served in the action between Sir Robert Calder and M. Villeneuve, on the 22d July in the same year. The following are extracts from the Rear-Admiral's letter to the commander-in-chief, dated July 24.

"The great object I had in view was to obey your orders, by keeping in a compact line, whilst the signal for that purpose remained in force; and therefore, as the *Raisable* closed with you, my Captain took care that nothing could pass between her and this ship. * * * * We had only 1 man killed and 4 wounded; * * * * I have great pleasure in bearing testimony to the zeal of Captain Warren and his officers, and feel much confidence from the good conduct of the crew belonging to the ship where my flag is flying, if our good fortune should again lead us against the foes of our country."

In the ensuing year, Captain Warren accompanied Rear-Admiral Stirling to the Rio de la Plata, as a passenger, on board the *Sampson* 64; and on his arrival off Maldonado, he assumed the command of that officer's flag-ship, the *Diadem*, of similar force. His services during the siege of Monte Video, on which occasion the *Diadem* was frequently left with only 30 men on board, were duly acknowledged in the naval and military dispatches announcing the capture of that fortress, an account of which will be found in our first volume, at p. 406, *et seq.*

Some time after his return from South America, Captain Warren was appointed to the *Bellerophon* 74, bearing the flag of Rear-Admiral Lord Gardner, in the North Sea. We subsequently find him on the Baltic station, where he was very actively employed under the orders of Sir James Saumarez, Bart. *

* An account of the destruction of a Russian battery by the *Bellerophon's* boats, will be found under the head of Commander ROBERT

His next appointment was, about Sept. 1810, to the President frigate, in which he assisted at the reduction of Java and its dependencies by the military and naval forces under Sir Samuel Auchmuty and Rear-Admiral Stopford. Whilst on that service he was sent to Cheribon with a flag of truce, to demand the surrender of that place; and after hoisting the English colours on the fort, succeeded in securing the persons of General Jamelle, commander-in-chief of the enemy's troops, M. Knotze aid-de-camp to the Governor of Java, and M. Rigaud, an officer of infantry, who had stopped at the Land-roost's, some distance from Cheribon, for the purpose of changing their horses, and who would have effected their escape to the eastward but for his promptitude in running thither with only a few marines, to arrest them in their flight. The fort of Cheribon mounted 12 guns and 4 brass swivels, and had a garrison of 133 men. This and other services performed by a squadron of frigates, to which the President was attached, were of great importance to the ultimate result of the campaign †.

Captain Warren has since commanded in succession the Blenheim and Bulwark, third rates, and Seringapatam of 46 guns. The latter ship conveyed Sir Benjamin Bloomfield, Ambassador to the Court of Sweden, to Stockholm, in the summer of 1823; and was paid off at Portsmouth, Feb. 5, 1824. Previous to their separation her officers gave Captain Warren a sumptuous farewell dinner, and presented him with a gold snuff-box, value thirty guineas, as a small token of their warm attachment and sincere respect.

Captain Warren married, in Dec. 1800, a daughter of — Barton, Esq. Clerk of the Cheque at Chatham, and by that lady has had seven children, five of whom are now living. He was nominated a C. B. in 1815.

Agents.—Messrs. Brine, Chards, and Co.

PILCH; and the capture of a convoy on the coast of Finland will be noticed in our memoir of Commander CHARLES ALLEN, the senior surviving officer employed on that occasion.

† See Captain JAMES HILLYAR, C. B.

ANSELM JOHN GRIFFITHS, Esq.

This officer is a son of the late Rev. John Griffiths, of Kingston-upon-Thames. He entered the naval service as a Midshipman on board the *Juno* frigate, commanded by Captain James Montagu, in Jan. 1781; obtained his first commission Nov. 22, 1790; and after serving for some time as first Lieutenant of the *Fly* sloop, on the Newfoundland station, was appointed, in Nov. 1792, to the *Culloden* of 74 guns, in which ship he continued, under the respective commands of Captains Sir Thomas Rich, R. R. Burgess, Isaac Schomberg, and Thomas Troubridge, till his promotion to the rank of Commander, March 8, 1797.

The *Culloden* formed part of Earl Howe's fleet in the battle of June 1, 1794; and bore a principal part in Vice-Admiral Hotham's action, July 13, 1795. Her loss on each of those days was 2 men killed and 5 wounded. The services she performed on the memorable 14th Feb. 1797, have already been alluded to in the course of this work*, and were thus noticed by Sir John Jervis, in a private letter to Earl Spencer, respecting the conduct of certain officers concerned in the engagement:

"My Lord,—The correct conduct of every officer and man in the squadron on the 14th inst., made it improper to distinguish one more than another in my public letter, because I am confident that had those who were least in action been in the situation of the fortunate few, their behaviour would not have been less meritorious. Yet to your Lordship it becomes me to state, that Captain Troubridge, in the *Culloden*, led the squadron through the enemy in a masterly style, and tacked the instant the signal flew; and was gallantly supported by the *Blenheim*, *Prince George*, *Orion*, *Irresistible*, and *Colossus*. The latter had her fore and fore-top-sail yards wounded, and they unfortunately broke in the slings in stays, which threw her out and impeded the tacking of the *Victory*. Commodore Nelson, who was in the rear on the starboard tack, took the lead on the larboard, and contributed very much to the fortune of the day, as did Captain Collingwood; and, in the close, the *San Josef* and *San Nicholas* having fallen foul of each other, the Captain laid them on board, and Captain Berry, who served as a volunteer, entered at the head of the boarders, and Commodore Nelson, who followed immediately, took possession of them both."

* See Vol. I. pp. 24, 25, and 775; also memoir of Captain JAMES NOBLE, at p. 567 *et seq.* of this part.

We have inserted the above document from two motives : that of shewing the estimation in which the Culloden's services were held by the commander-in-chief ; and that of endeavouring to do away a misconception which has prevailed, respecting the veteran Admiral himself, in consequence of his having omitted specifically to notice the exertions of such officers as most effectually contributed to the success of the action *. It is now only necessary to add, that the Captain and Culloden alone, turned the whole van of the Spanish fleet, consisting of three first rates, and several two-deckers ; and that the latter ship, at the close of the action, was in a worse state than any other of the British squadron, the Captain alone excepted. Her loss consisted of 10 men killed and 47 wounded.

The subject of this memoir was promoted, at the period we have already mentioned, for his conduct as first Lieutenant of the Culloden on the above glorious occasion ; and during the ensuing eight months we find him holding an appointment in the Sea Fencible service, in the Isle of Wight. He obtained the command of the *Atalante* of 16 guns, in Nov. 1798 ; and was posted from that vessel, after cruising with considerable activity against the enemy's privateers, in the Channel and North Sea, April 29, 1802 †.

* Charnock, in his "Biographical Memoirs of Lord Nelson," at p. 74, says, "No particular observation is made on the conduct of Lord Nelson [in the official or Gazette account] : and that circumstance, perhaps, paradoxical as it may appear, is in itself a matter of the highest praise ; for it is the natural infirmity of the human mind, to be silent as to the promulgation of that worth, which it feels itself shrink as it were from the task of paying sufficient tribute to."

† On the 10th Aug. 1801, a gallant little exploit was performed by Mr. Francis Smith, a Midshipman of the *Atalante*, who with eight men, in a six-oared cutter, captured a French national lugger mounting two 4-pounders and four swivels ; the cool intrepidity with which he rowed up in face of a brisk discharge of cannister and grape from the vessel, and a cross fire from two small land batteries, excited his commander's admiration. The lugger was lying about mukset shot from the French shore ; notwithstanding which she was boarded and brought off without any body being hurt on the part of the British, who jumped on board at the moment her crew were deserting her.

In Sept. following, Captain Griffiths was appointed to the *Constance* of 24 guns, which ship appears to have been successively employed in the blockade of the Elbe, and as a cruiser on the coast of Portugal, and in the Channel. In July, 1806, he removed into the *Topaze* frigate, on the Irish station, from whence he proceeded to Davis's Straits, for the protection of the whale fishery, in company with Captain, now Rear-Admiral, Maitland, of the *Boadicea*. He was subsequently ordered to the Mediterranean, where he left the *Topaze* and joined the *Leonidas* frigate in the month of July, 1809; a short time previous to which his boats, commanded by Lieutenant Charles Hammond, made an attack on nine of the enemy's vessels lying at anchor in the road of Demata, on the coast of Albania; and, notwithstanding the opposition of a very superior force, five of them being regularly armed for war, and in complete preparation for resistance, succeeded in bringing them all out, with the loss of only one man killed and another wounded*.

The *Leonidas* formed part of the squadron under Captain Spranger, at the capture of Cephalonia, Oct. 4, 1809 †, and assisted at the reduction of St. Maura, by the military and naval forces under Brigadier-General Oswald, and Captain George Eyre, in March and April, 1810. The particulars of that service are detailed in the latter officer's public letter, a copy of which will be found at p. 404, *et seq.* of Vol. II. part I.

Captain Griffiths left the *Leonidas*, in 1813, and has not since been afloat. He married, June 7, 1802, Miss Parker, of Arundel.

Agent.—Harry Cook, Esq.

* The vessels captured on this occasion were loaded with timber and brandy on government account, and were bound to Corfu, where their cargoes were much needed. They consisted of three armed vessels carrying in the whole 15 guns, 6 swivels, and 93 men; two gun-boats; and four trabaccolas. Lieutenant Hammond had previously received a severe wound, whereby his right hand was rendered nearly useless, when cutting out two vessels on the same coast; he subsequently distinguished himself at the destruction of a French convoy in the bay of Rosas, an account of which will be given in our memoir of Captain JOHN TAILOUR.

† See Vol. I, p. 719.

GEORGE BURDETT, Esq.

THIS officer was first Lieutenant of the *Egmont* 74, commanded by the present Admiral Sir John Sutton, in the action off Cape St. Vincent, Feb. 14, 1797; and commanded the *Sophie* sloop of war, on the Newfoundland station, during the last three years of the French revolutionary war. He was nominated to a command in the Irish Sea Fencibles about Dec. 1803; and appointed to the *Maidstone* frigate towards the latter end of 1811. From that period he was principally employed on the Halifax station, till the close of the contest between Great Britain and the United States.

On the 1st of Aug. 1812, the boats of the *Maidstone* and *Spartan* destroyed two American privateers in the bay of Fundy; and two days afterwards attacked and brought out a revenue cutter of 6 guns, pierced for 10, and three schooners mounting 2 guns each. On the 17th Oct. following, the same ships captured the *Rapid*, a fine privateer brig, of 14 guns and 84 men.

In Feb. 1813, we find Captain Burdett employed in the Chesapeake, with a squadron of frigates under his orders, the activity of which, in annoying the enemy, may be inferred from the following copy of a general memorandum issued by Rear-Admiral Cockburn:

" H. M. S. Marlborough, Lyn-haven Bay, Chesapeake, Mar. 4, 1813.

Gen. Mem.—Captain Burdett having transmitted to me the copy of a letter, dated Feb. 9, 1813, which he has written to the commander-in-chief, giving an account of the capture of the *Lottery* (a schooner of 12 guns) in a most gallant style, by a division of boats under the command of Lieutenant Nazer; and the copy of another letter, dated the 14th Feb., stating the invariably gallant, active, and zealous conduct of every officer and man of the small squadron of frigates lately employed in this bay under his orders, I cannot resist anticipating the commander-in-chief in taking public notice thereof, and in requesting the respective Captains of the said frigates to make known to their officers and crews, the high sense I entertain of their good conduct—the honor such behaviour does to themselves and their country—and to assure them how highly satisfied the commander-in-chief will be when he receives these accounts, and that I am sure he will not fail to inform the Admiralty and their Country thereof, with due encomiums. I have also to request the respective Captains will transmit immediately to

the Secretary of the Patriotic Fund, the necessary certificates to obtain, with the least possible delay, for those who have been wounded, the usual necessary rewards.

(Signed) "GEO. COCKBURN, Rear-Admiral."

"To the Captains of the *Maidstone*,
Belvidera, *Junon*, *Statira*, and *Laurestinus*." *

Captain Burdett married, first, in 1802, a daughter of Lieutenant-General White Locke, at that period Lieutenant-Governor of Portsmouth; and, secondly, May 15, 1806, the only daughter of Colonel Brown, of Glennagary, in the county of Dublin.

Agent.—J. Copland, Esq.

JAMES NASH, Esq.

This officer is a brother of Captain John Nash, R. N. His post commission bears date April 29, 1802.

Agent.—John Chippendale, Esq.

PETER SPICER, Esq.

OF this officer's services whilst a Lieutenant, it would be sufficient to say that he served as such under Nelson, in his favorite ship the *Agamemnon*; but as he had the honor of being repeatedly mentioned by that great man, in his official accounts of the numerous actions in which the officers and men under his orders were engaged, it may not be amiss to introduce a few extracts from those despatches respecting him.

On the 26th Aug. 1795, the boats of the *Agamemnon* and other ships, cut out of the bay of *Alassio*, *la Resolu*, French national polacre, of 10 guns, 4 swivels, and 87 men; *la Republique*, of 6 guns and 49 men; two armed galleys; and

* The *Lottery* was from Baltimore bound to Bourdeaux, with a cargo of coffee, sugar, and logwood. So obstinate was her defence, that of a complement of 28 men, no less than 19, including her commander, were dangerously wounded. The British boats had only 6 wounded. Having but an imperfect list at present of the numerous captures in which Captain Burdett was concerned whilst on the American coast, we shall defer noticing them more fully until the publication of our promised Supplement to the *Addenda* contained in Vol. I.

three transports laden with powder, shells, and wine; two others in ballast; and destroyed three vessels laden with ammunition and provisions.

This enterprise was soon succeeded by another, which did not terminate quite so successfully. It is detailed in the following letter from Nelson to Vice-Admiral Hotham, dated Vado Bay, Aug. 30, 1795 :

“ Sir,—Having received information that a ship laden with provisions was arrived at Oneglia, I yesterday afternoon manned the two small galleys taken on the 26th, with 44 officers and men from the *Agamemnon*, and 10 men belonging to the *Southampton*, under the command of Lieutenant George Andrews, and Lieutenant Peter Spicer of the *Agamemnon*; and ordered Lieutenant Andrews to proceed to Oneglia, and to endeavour to take the said ship. On his passage down, about nine at night, he fell in with three large vessels with lateen sails, which he engaged at ten o'clock. One of these was carried by boarding; but the men belonging to her retreating to the others, cut her adrift, the three vessels being made fast together. At half past ten the attack on the other two was renewed with the greatest spirit; but the number of men on board was too great, united with the height of their vessels, for our force; and my gallant officers and men, after a long contest, were obliged to retreat. It is with the greatest pain I have to render so long a list of killed and wounded. The spirited and officer-like conduct of Lieutenants Andrews and Spicer, I cannot sufficiently applaud; and every praise is due to each individual, for their exemplary bravery and good conduct. The vessels had no colours hoisted, but a Greek flag has been found on board the prize.”

In this unfortunate affair the gallant party had no less than 4 men killed and 13 wounded. The following additional information is extracted from a letter to Mrs. Nelson, dated Sept. 1, 1795.

“ We have made a small expedition with the squadron, and taken a French corvette and some other vessels, in which affair I lost no men; but since, I have not been so successful. I detached Mr. Andrews* to cut off a ship from Oneglia. On his passage he fell in with three Turkish vessels, as it has since turned out, who killed and wounded 17 of my poor fellows. Seven are already dead, and more must be lost by the badness of their wounds. I am sorry to add that the Turks got into Genoa, with six millions of hard cash: however, they who play at bowls must expect rubs; and the worse success now, the better, I hope, another time.”

On the 31st May, 1796, Nelson's squadron captured a

* Lieutenant Andrews was afterwards made a Post-Captain. He died at Tiverton, July 23, 1810.

valuable convoy laden with arms, ammunition, entrenching tools, &c., sent to Buonaparte for the purpose of enabling him to carry on the siege of Mantua. The Commodore's account thereof will be found at p. 519 *et seq.* of Vol. I. On a subsequent day he writes thus :

“ In my public letter it was impossible to enumerate every individual ; but next to Captain Cockburn stands Captain Stuart of the *Peterell*. Spicer commanded the boats which first boarded the ketch *, under a heavy fire, and had a little skirmish when on board ; and to him the commander surrendered.”

In the following month, Commodore Nelson shifted his broad pendant into the *Captain* of 74 guns, on which occasion the whole of the *Agamemnon*'s officers, with the exception of one Lieutenant and the Master, were exchanged, and followed him.

About this period the French army, under Buonaparte, entered Leghorn, and Nelson immediately commenced a vigorous blockade of that port. He soon after took possession of Porto Ferrajo, in order to prevent the island of Elba from falling into the enemy's possession, in which case the safety of Corsica would have been rendered extremely doubtful.

On the 18th Sept. in the same year Capraja, an island situated about 37 miles from Corsica, was also secured by the squadron. On this occasion, as appears by the Commodore's account of the operations, “ a party of seamen were landed under Lieutenant Spicer, who dragged cannon up the mountain with their usual spirit and alacrity.”

It was on the 13th Feb. in the eventful year 1797, that Commodore Nelson again hoisted his pendant in the *Captain*, from which he had occasionally removed it into other ships, for the purpose of superintending the evacuation of Corsica, and the removal of the naval establishment and stores from Porto Ferrajo, measures that had become necessary in consequence of the turbulent disposition of the Corsicans, the recent declaration of war by Spain, and the want of a sufficient

* *La Genie*, of three 18-pounders, two 4-pounders, four swivels, and 50 men.

naval force to counteract the designs of the enemy in that quarter.

On the following day was obtained one of the most brilliant victories ever recorded in our naval annals. It would be superfluous to repeat any of the circumstances of that proud event, in this place. A particular account thereof will be found under the head of Earl St. Vincent; and the conspicuous part acted by the Captain, in our memoirs of Rear-Admiral Sir Edward Berry and Captain James Noble.

Soon after the above glorious event, Lieutenant Spicer was promoted to the command of the *Arab*, and subsequently removed into the *Renard* of 20 guns; the latter sloop he left in 1801.

On the 29th April, 1802, Captain Spicer was included in the list of officers who were advanced to post rank, in consequence of the cessation of hostilities. Soon after the renewal of the war we find him commanding the *San Josef*, a first rate, and subsequently the *Foudroyant* of 80 guns. The latter ship he appears to have quitted about June 1804, from which period there is no further mention of him until the summer of 1810, when he was appointed to regulate the impress service at Swansea. Captain Spicer obtained the out pension of Greenwich Hospital, March 18, 1816. He is a burgess of Saltash, in Cornwall, and was formerly an alderman of that borough.

JAMES SEWARD, Esq.

This officer was made a Lieutenant, July 30, 1779; and commanded the *Sirene* sloop of war, on the Jamaica station, in 1796. He subsequently held an appointment in the Sea Fencibles on the coast of Hampshire. His post commission bears date April 29, 1802.

Captain Seward married, in 1800, a daughter of Colonel, (now Lieutenant-General) Evelcigh, of the Royal Engineers. That lady died in 1813.

Agent.—Thomas Stilwell, Esq.

JOHN TAYLOR MICHELL, Esq.

This officer was made a Lieutenant in 1793; appointed to a command in the Devonshire Sea Fencibles, April 3, 1798; and promoted to post rank April 29, 1802.

Agent.—Sir F. M. Ommanney, M. P.

THOMAS PHILIP DURELL, Esq.

This officer's first commission as a Lieutenant bears date April 17, 1778. He obtained post rank April 29, 1802.

Agent.—Sir F. M. Ommanney, M. P.

ALEXANDER BECHER, Esq.

This officer is the fourth and only surviving son of the late John Beche, Esq., a Commander R. N. He was born at Sheet-End (in Staffordshire) near Stourbridge, co. Worcester, April 6, 1770; received his education at the maritime academy, Chelsea; entered the naval service on board the *Latona* frigate about March 1783, and served nearly eight years as a Midshipman in that ship, the *Carysfort* 28, *Trusty* 50, and *Pearl* of 28 guns, on the West India and Mediterranean stations; during which time he distinguished himself by his assiduity in making astronomical observations, and surveys of the various places visited by the different ships to which he belonged.

In Feb. 1791, being then at Gibraltar without the least prospect of promotion, he introduced himself to Rear-Admiral Peyton by a letter, stating that he was the son of a deceased officer, and that he had made such observations and surveys between that place and Constantinople as might probably be found useful to the squadron; mentioning at the same time that the drawings alluded to had been forwarded to the Admiralty by the Captains under whom he had had the honor of serving.

The Rear-Admiral received this letter in a very kind manner, and instantly ordered him to be discharged into his flagship, the *Leander* of 50 guns, from whence he promoted

him to the rank of Lieutenant in the Bull Dog sloop of war, on the 11th Aug. in the same year.

As a Lieutenant, Mr. Becher employed his spare time in studying naval tactics, composing signals, and forming plans, many of which he has since had the pleasure of seeing adopted by the Admiralty.

At the commencement of the French revolutionary war we find him serving on board the Proserpine frigate, and commanding one of her boats at the capture of a ship laden with colonial produce, lying close to the jetty at Gonaives in St. Domingo. This vessel he conducted to Jamaica, and she proved to be the first prize captured on that station.

He subsequently joined the Defence of 74 guns, commanded by Captain (now Lord) Gambier, under whom he served as fourth Lieutenant in the battle of June 1, 1791. The following anecdote, with which we have been furnished since the publication of his Lordship's memoir, will serve as an instance of the zeal displayed by that gallant officer on the memorable occasion alluded to:

"The Defence, by bearing up at the instant the signal was made to that effect, became so far advanced that an officer suggested to Captain Gambier the propriety of bringing to a little to wait for the other ships. He smilingly replied, 'No, no, Sir, the signal is made and I shall obey it; every man must answer for his own conduct this day.' The Defence continued her course, was the first ship that broke through the enemy's line, and presently in the thickest of their fire." The loss and damage sustained by her has been correctly described at pp. 78 and 79 of Vol. I.

In the following month Lieutenant Becher was removed into the Royal George, a first rate, bearing the flag of his god-father, the late Lord Bridport, under whom he served in the action off l'Orient, June 23, 1795.

The Captain of the Marlborough having been deprived of his command, and treated with great indignity by her crew, during the general mutiny at Spithead in May 1797, Captain Eaton, of the Medusa troop-ship, was appointed by Lord Bridport to succeed him; and Mr. Becher, at that period first

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Lieutenant of the Royal George, to act as Commander of the Medusa, which ship, in common with the rest of the fleet, had yard ropes rove in order to strike terror into the minds of the officers, and those who might feel disposed to side with them.

Pursuing the same temperate though firm line of conduct that he had previously done in the flag-ship, Captain Becher succeeded in restraining the violent disposition of his crew, and soon after rendered an essential service by conveying a regiment to Ireland, at a moment when the presence of fresh troops was much required, to overawe the rebellious natives of that country. For this service he received the approbation of the Admiralty, by whom Lord Bridport's appointment had been confirmed on the death of Captain Eaton*.

We next find Captain Becher proceeding to Gibraltar, where he had the misfortune to be wrecked, whilst under orders to join Lord Nelson in the Mediterranean, where the Medusa was to have been established as a post ship under his command.

After this disaster, he appears to have been very usefully employed in equipping the expedition destined against Minorca, and superintending the conduct of his officers and men during their occasional services in gun-boats, under the immediate command and observation of Earl St. Vincent. He subsequently held a command in the Sea Fencibles at Faversham, Kent. His post commission bears date April 29, 1802, a sufficient proof that the nobleman then presiding at the Admiralty, and who had witnessed the Medusa's fate, did not attach any blame to her Commander, whatever he might have laid to his own charge, on account of her loss †.

Captain Becher's last appointment afloat was in Sept. 1802,

* The untimely death of Captain Eaton is described by Captain Brenton in his Naval History, Vol. I, p. 456.

† The Medusa was lost through the interference of Earl St. Vincent, occasioned by his Lordship's impatience to get her out of Gibraltar mole. We have been told by an old Post-Captain (not the subject of this memoir) that had her Commander been allowed to proceed in his own way, no accident of the kind would have happened. The Admiral dictated to him from the shore by means of a speaking trumpet.

to la Determinée, a frigate armed *en flûte*, in which he was again unfortunate. On the 24th Mar. 1803, having received on board a detachment of the 81st regiment, he sailed for Jersey, in company with the Aurora, but without a pilot. In the afternoon of the 26th the ships passed through the passage of the Great Russel. The weather being fine and wind moderate, Captain Becher resolved to follow in his consort's wake. At 4^h 15' P. M., being close hauled, and nearing the harbour, the Aurora was observed to be in stays: every thing was of course prepared, and in momentary readiness for tacking. In about five minutes after the helm was put a-lee, the ship came instantly to the wind, and the after yards were swung; but the main-brace was scarcely belayed when she struck on a rock, and in less than three minutes the water inside of her was of equal height with the surface of the sea. Being apprehensive, from the strength of the tide, that the ship might fall into deep water, Captain Becher ordered both anchors to be let go, which was done, and the cables bitten and stoppered. The panic that prevailed among the soldiers, wives and children occasioned indescribable confusion, and every effort to suppress it proved ineffectual. The sails were by this time clewed up, and the top-gallant-sails landed; but Captain Becher fearing that the weight of the men on the top-sail-yards might tend to upset the ship, ordered them down to hoist the boats out. The large cutter was soon over the side; but the anxiety of the people who crowded into her plainly foretold their fate. In vain did Captain Becher remonstrate on the folly and impropriety of their conduct, and solicit them to let the women and children only go in the boat: both reason and persuasion had lost their influence. The ship now fell on her broadside, and Captain Becher with many others were thrown into the sea, where they remained ten minutes before they could regain the wreck; but at length, having reached the mizen-top, he had once more an opportunity of advising those left with him how to save their lives, though still unable to prevent many from jumping into the water. Too much praise cannot be given to the officers and men sent to his assistance: by their exertions, although

the tide was running near six knots per hour, in the course of three hours and a half every person was removed, and then only did Captain Becher quit his post.

On the 5th April following a court-martial, assembled at Portsmouth, determined that no blame was imputable to Captain Becher for his conduct on the occasion of *la Déterminée's* loss; that he used every means in his power to obtain a pilot for Jersey, both before he sailed from Spithead, and during the voyage, without effect; that he was actuated by commendable zeal for the service in attempting to enter the harbour by endeavouring to follow the *Aurora's* track; and that his cool and officer-like conduct, after she struck, was highly meritorious, especially in ordering the anchors to be let go, to prevent her drifting into deep water, by which means many lives were in all probability saved; the court did therefore adjudge him to be acquitted of all blame*.

Captain Becher subsequently commanded the *Sea Fencibles* at Alnwick, in the county of Northumberland. He married, in 1793, Frances, daughter of the Rev. — Scott, of Queen's College, Oxford, Rector of Kingston and Port Royal in Jamaica (and brother of the present Countess of Oxford), by whom he has issue Alexander Bridport †, a Lieutenant R. N., and acting *pro tempore* as Hydrographer to the Admiralty; Elizabeth Emma Maria, married to Captain Wood, son of General Wood; Ann, married to Lieutenant Charles W. Nepean, son of General Nepean, and nephew of the late Right Hon. Sir Evan Nepean, Bart., Governor of Bombay; two other sons, and three daughters. Four of his children died in their infancy. His eldest brother, the Rev. Michael Thomas Becher, of King's College, Cambridge, was Head Master of the Royal Foundation School at Bury St. Edmunds, during a period of 21 years.

Agent.—J. Woodhead, Esq.

JOHN HATLEY, Esq.

This officer was made a Lieutenant by Sir Robert Harland.

* *La Déterminée's* crew and passengers were all saved, with the exception of 12 persons.

† It is rather a singular circumstance that Lord Bridport should have stood sponsor both for father and son; but such was the case.

and appointed to the Active frigate, on the East India station, in 1782. His exemplary conduct as first Lieutenant of the *St. George*, when a mutiny existed on board that ship, off Cadiz, in July 1797, and for which he was deservedly promoted to the rank of Commander, has already been noticed in the first part of this volume, at p. 23, *et seq.* He subsequently commanded the *Winchelsea*, a 32-gun frigate, armed *en flûte*, and employed in the conveyance of troops to Jamaica and the Mediterranean; on which latter station his services obtained him the gold medal of the Turkish Order of the Crescent. He formed part of the procession at the funeral of Britain's idol, the immortal Nelson; and afterwards served as Captain of the *Boadicea* frigate, and *Raisonné* 64, in the Indian seas.

Agent. — M'Inerheny, Esq.

FRANCIS HOLMES COFFIN, Esq.

THIS officer obtained a Lieutenant's Commission in 1791, and distinguished himself when serving on shore with a detachment of seamen at the reduction of the Cape of Good Hope, by the naval and military forces under the orders of Sir George Keith Elphinstone, and Major General Craig, but more particularly on the 8th Aug. 1795, when the Dutch Commandant, endeavouring to regain a position wrested from him on the preceding day, drew out his whole force from Cape town, together with eight pieces of cannon. On that occasion, says the Major General, "Captain Hardy and Lieutenant Coffin crossed the water with the seamen and marines under their command, received the enemy's fire without returning a shot, and manœuvred with a regularity that would not have discredited veteran troops."

Lieutenant Coffin, at that time belonging to the *Rattlesnake* sloop of war, was afterwards removed to the *Monarch*, of 74 guns, bearing the flag of the commander-in-chief, by whom he was employed as the bearer of the correspondence between himself and the Dutch Rear-Admiral, Lucas, relative to the surrender of a squadron belonging to the Batavian republic, in Saldanda Bay*.

* See Vol. I, pp. 47—51. N.B. Since the publication of Lord Keith's

Captain Coffin's post commission bears date April 29, 1802. He had previously commanded the Sphynx sloop of war, on the Cape station; and held an appointment in the Sea Fen- cible service. During the late war he was appointed to com- mand a portion of the same corps at Tralee, in Ireland; and after its dissolution we find him serving in the Arethusa fri- gate, on the Jamaica station.

Agents.—Messrs. Maude.

JEFFERY RAIGERSFELD, Esq.

This officer is descended from a noble German family. He obtained post rank April 29, 1802; and married, about the same period, a daughter of the Rev. Peter Hawker, Rector of Woodchester, and of Hampnett, co. Gloucester.

CHARLES RYDER, Esq.

This officer was made a Lieutenant in 1789; his post com- mission bears date April 29, 1802.

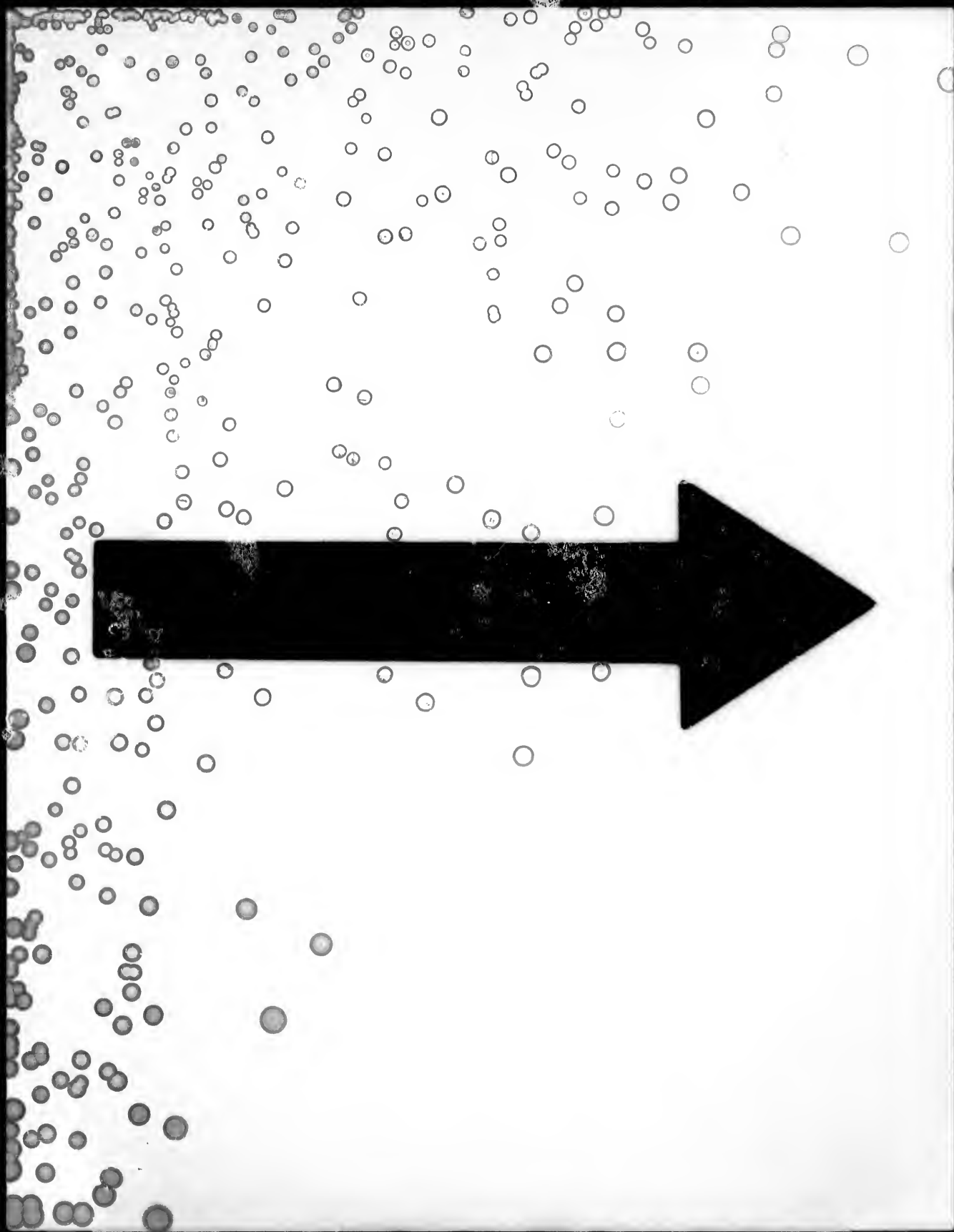
CHRISTOPHER JOHN WILLIAMS NE- SHAM, Esq.

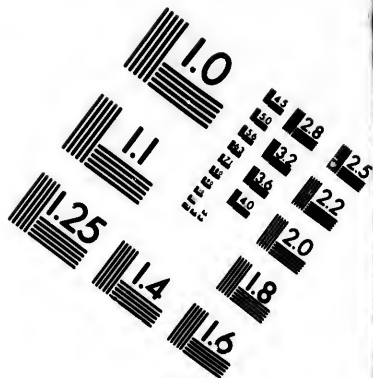
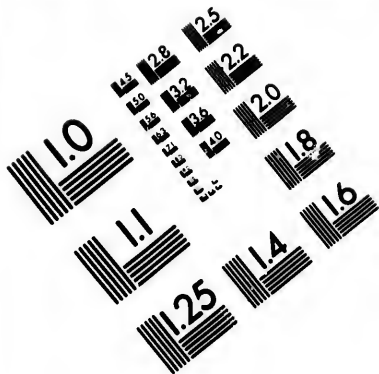
This officer is a son of the late Christopher Nesham, Esq., who served as Aid-de-camp to Colonel Monson, at the cap- ture of Manilla, in 1762, by Mary Williams, sister of the present Admiral Freeman, and a relative of the late Lord North*.

He was born in 1771; entered the naval service under the patronage of his maternal uncle in 1782; and served as a Mid-

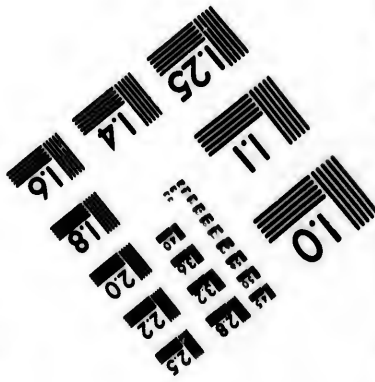
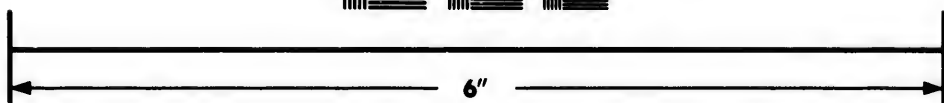
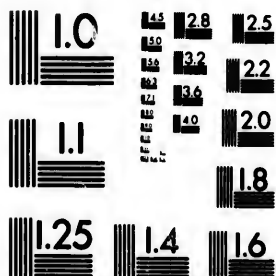
memoir, we have ascertained that the intelligence of a Dutch squadron being on its way from the Texel to the Cape of Good Hope, was forwarded to that officer by George Baldwin, Esq., H. M. Consul-General in Egypt.

* Captain Nesham's grand-father, John Nesham, of Houghton-le-spring, co. Durham, Esq., was possessed of considerable coal mines and landed property. His youngest son, Christopher, was a Captain in the 63d re- giment, but left the army on being presented with a civil appointment by Lord North.





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shipman on board the Juno frigate, Captain James Montagu, in the action between Sir Edward Hughes and M. de Suffrein, off Cuddalore, June 20, 1783*.

On his return from the East Indies, in 1785, Mr. Nesham joined the *Druid* of 32 guns, in which ship he continued until qualified for the rank of Lieutenant, when he was sent to a college in France, where he had the gratification of saving an honest man from the fury of a blood-thirsty mob.

The person alluded to was Mons. Planter, a government agent, in charge of a large corn depot at Vernon-sur-Seine, whom the revolutionists were hurrying through the streets *à la lanterne*. Thoughtless of his own danger, Mr. Nesham rushed among the sanguinary multitude, and throwing his arms round their prisoner, declared that if they destroyed one innocent man they should the other. The extraordinary generosity of this heroic action was not lost on the surrounding spectators; and those very people, who but for him would have exulted in the destruction of their victim, now carried M. Planter and his deliverer before the municipality, from whom Mr. Nesham received the freedom of the town. A national sword, dedicated to such purposes, was also presented to him, and a civic crown placed on his head, at Paris.

Mr. Nesham returned from France, and joined the *Salisbury*, a 50-gun ship, bearing the flag of Vice-Admiral Milbanke, and commanded by the present Viscount Exmouth, in 1790. He was promoted to the rank of Lieutenant at the latter end of the same year.

In 1791 and 1792, we find him serving on board the *Drake* sloop of war and *Niger* frigate, in the British Channel; and subsequently in the *Adamant* of 50 guns, on the West India, Newfoundland, Lisbon, and North Sea stations. He was first Lieutenant of the latter ship during the mutiny in Admiral Duncan's fleet, and in the battle off Camperdown, Oct. 11, 1797 †. His promotion to the rank of Commander took place in Jan. 1798; and on that occasion he was appointed to the *Suffisante* sloop of war, in which vessel he continued, on Channel service, till posted, April 29, 1802.

* See Vol. I, note at p. 425.

† See Vol. I, pp. 160, 580, and 581.

In 1804 and the following year, Captain Nesham commanded the *Foudroyant* of 80 guns, bearing the flag of Sir Thomas Graves, in the grand fleet. His next appointment was to the *Ulysses* 44; and in the autumn of 1807 we find him convoying a fleet of merchantmen from England to the West Indies, where he was most actively employed in that ship, the *Intrepid* 64, and *Captain* 74, for a period of three years, during which he assisted at the capture of *Mariegalante*, and served on shore at the reduction of *Martinique* *. The following are extracts from Sir Alexander Cochrane's official account of the latter event, dated Feb. 25, 1809:

"While the batteries were kept constantly firing on the enemy from the western side, Captains Barton and Nesham, of the *York* and *Intrepid*, with about 400 seamen and marines, continued to be employed in getting the heavy cannon, mortars, and howitzers up to Mount Sourier, from the eastern side of the fort (*Edward*), which was a service of the utmost labour and difficulty, owing to the rains and deepness of the roads; but notwithstanding which, a battery of four 24-pounders, and four mortars, was finished by the 22d, and the guns mounted ready for service.

"On the following day some more guns were got up, and ready to be placed in an advanced battery, intended to consist of eight 24-pounders; * * * * The fire kept up by the batteries was irresistible; the enemy was driven from his defences, his cannon dismounted, and the whole of the interior of the work ploughed up by the shot and shells, within five days after the batteries opened. * * * *

"I have already informed their lordships, that I entrusted the whole of the naval arrangements on shore to Commodore Cockburn * * *. He speaks in terms of high approbation of the able support and assistance he received from Captains Barton, Nesham, and Brenton, whom I had selected to act with him. To all these officers, and the Lieutenants and other officers, seamen and marines, immediately under their commands, I feel truly obliged, for performing the arduous duties imposed upon them. The 7-gun battery at *Folville* was entirely fought by seamen, from which the enemy suffered severely."

The *Captain* 74, being found unfit for service, was paid off in 1810; and the subject of this memoir has not since been employed. He married, in 1802, Margaret, youngest daughter of the late Admiral Lord Graves, by whom he has one son and a daughter. Mrs. Nesham died in 1808.

* See Vol. I, p. 264.

CHARLES BULLEN, Esq.

A Companion of the Most Honorable Military Order of the Bath; and Commodore on the coast of Africa.

THIS officer is a son of the late John Bullen, Esq. (Surgeon-General of the naval force employed on the coast of America, under Vice-Admiral Arbuthnot, in 1779, 1780, and 1781), by Ruth, daughter of Charles Liddell, of Newcastle-upon-Tyne, Esq., and second cousin of the present Lord High Chancellor of Great Britain*.

He was born at the above place, Sept. 10, 1769; and embarked, when little more than ten years of age, as a Midshipman on board the *Europe 64*, bearing the flag of Vice-Admiral Arbuthnot, under whose patronage, and the immediate protection of his father, he proceeded to New York, where he was removed, at his own request, into the *Renown* of 50 guns, for the purpose of seeing more active service than the flagship was likely to be engaged in.

On her passage to Quebec with a large fleet under her protection, the *Renown* encountered a heavy gale of wind, during which she was totally dismasted, and only saved from destruction by the active exertions of her first Lieutenant, the present Rear-Admiral Sir James Athol Wood. The greater part of the merchantmen having either foundered or dispersed, she returned to New York, where Mr. Bullen joined the Loyalist sloop of war, commanded by Captain Ardesoif, with whom he continued on the American station till 1781, during which period he was present at the reduction of Charlestown, in South Carolina, and other services of importance †.

The Loyalist being paid off on her return to England, and a general peace approaching, Mr. Bullen availed himself of the opportunity afforded him, by prosecuting nautical and other necessary studies, till 1786, when he again embarked,

* The Earl of Eldon's mother and Captain Bullen's grandmother were first cousins.

† See Vol. II, part I, note † at p. 58.

on board the *Culloden* 74, Captain Sir Thomas Rich, Bart., under whom he served upwards of three years. In Dec. 1789, he joined the *Leander* of 50 guns, bearing the flag of Rear-Admiral Peyton, by whom he was appointed to act as a Lieutenant on board the *Mercury* frigate, in 1791. He was soon after confirmed by the Admiralty to the *Eurydice* of 24 guns, on the Mediterranean station.

In Dec. 1792, the *Culloden*, having undergone a complete repair, was again commissioned by Sir Thomas Rich, and Lieutenant Bullen appointed to her at the particular request of his old commander. In Mar. 1793, she formed part of the squadron sent to Martinique, under the orders of Rear-Admiral Gardner; and after the failure of the attack made upon that island, she appears to have afforded shelter to more than 1000 French royalists, men, women, and children, of all ages, who were embarked in St. Ann's Bay under the most distressing circumstances, the brigands having literally driven them into the water; and conveyed them in safety to Barbadoes*.

Lieutenant Bullen's next appointment was to the *Ramillies* 74, which ship bore a part in Lord Howe's actions of May 28 and 29, and the memorable battle of June 1, 1794 †; and was subsequently employed on the West India, Newfoundland, and North Sea stations. From her he removed into the *Monmouth* 64, as first Lieutenant to the Earl of Northesk, under whom he was serving when the mutiny broke out in Admiral Duncan's fleet ‡, on which occasion he was brought to trial by the rebellious crew, one of whom, a man who had received many favors from him, went so far as actually to throw a noose over his head. He, however, had the good fortune not only to escape with his life, but also to see the deluded part of the ship's company return to obedience, and redeem their character by conduct more natural to British seamen, in the glorious battle off Camperdown, Oct. 11, 1797.

The *Monmouth* on that day compelled the *Alkmaar* and *Delft*, two Dutch ships of 50 guns each, to surrender; the

* See Vol. I, p. 40*.

† See p. 570.

‡ See Vol. I, p. 200.

former she conducted to Yarmouth Roads*, the latter was taken possession of by Lieutenant Bullen, who found her in very shoal water, and so dreadfully cut up, that it was with great difficulty he could get her clear of the shore. She sunk under him, when in tow of the Veteran 64, two days after the action, and took down with her 180 Dutchmen, together with 5 British seamen and marines. The remainder of the persons on board were saved by boats sent from the Veteran to their assistance, on observing "the ship is sinking," chalked on a board, and exhibited by them. A frigate, which had likewise been engaged by the Monmouth, but finally captured by the Beaulieu, was wrecked near West Capel. The loss sustained by the Delft in killed and wounded has never been ascertained; but according to the Dutch accounts, the Monmouth's other opponents had no less than 76 men killed, and 102 wounded, whilst she herself had but 5 slain and 22 wounded.

For his bravery and exertions in and after the above battle, Lieutenant Bullen was deservedly promoted to the rank of Commander at the commencement of 1798, and from that period he enjoyed the pleasures of his domestic circle till June 1801, when he obtained an appointment to the Wasp sloop of war, fitting at Plymouth.

After accompanying the Newfoundland convoy to a certain latitude, he received orders to proceed, without loss of time, to Madeira and the coast of Guinea; and he appears by the following documents to have reached Sierra Leone at a very critical period:

Fort Thornton, Dec. 2, 1801.

"Sir,—We, the governor and council of this colony, to whose care the lives and property of H. M. subjects, as well as the interests of the Sierra Leone company are entrusted, feel it to be our duty, at this critical juncture, to represent to you that the presence and aid of H. M. sloop Wasp, under your command, may materially contribute to the preservation and security of the colony, by co-operating with our force by land against a formidable confederacy of the Timmany chiefs; who, though repulsed in their attack on Fort Thornton, in the morning of the 18th ult., still per-

* See Vol. I, p. 850.

sist in their design of plunder and extermination ; and, according to the intelligence we have lately received, are now collecting a numerous force to the eastward, as well as endeavouring to maintain and recruit their numbers at Cape Sierra Leone, with a view to attack us as soon as we are deprived of the aid of H. M. sloop.

“ The object we have at heart is, without loss of time, to reduce the enemy to such terms and conditions of peace, as will afford us a reasonable satisfaction for the past, and entire security for the time to come.

“ We expect an answer in the course of this or the following day to a proposition we have made to King Firarna, the Sovereign of the Timmauy nation, through Smart and Moribundoo, our allies, to enter into a treaty ; that answer will, in a great measure, determine our future operations.

“ We shall be happy at all times to receive the benefit of your counsel and advice, upon the best means of attaining the end we have in view. We have the honor to be, &c. &c. &c.

(Signed)

“ WM. DAWES, Governor.

“ J. GRAY, 1st in Council.

“ RD. BRIGHT, 2d Ditto.

“ T. LUDLAM, Counsellor, *pro tempore*.”

“ To Charles Bullen, Esq. Commanding H. M. sloop *Wasp*.”

“ Fort Thornton, Jan. 24, 1802.

“ Sir,—We enclose a copy, which we have just received, of a representation from the principal private merchants in the colony.

“ When we had the honor of addressing you in an official manner, to request that you would sail direct for England with our despatches, we did not attach that degree of credit to the advices received from different quarters, ‘ that the enemy were determined to renew their attack in a very few days,’ which subsequent information has now convinced us they merited. More than once their forces have been in motion to execute the design of plundering and destroying this colony; but they have been stopped by their leaders, who thought it advisable to postpone offensive operations till the departure of the *Wasp*. In addition to the above, intelligence from a respectable quarter, and of a nature highly probable in itself, has been received by the governor, announcing the accession of a very powerful and enterprising chief to the confederacy already formed against us. A detail of the grounds upon which our apprehensions are founded shall be communicated to you as soon as possible. With such strong and just impressions of the public danger upon our minds, it would be inconsistent with our duty to be silent. We intreat you therefore to remain upon this station, till circumstances have taken a more favorable turn, which we shall use our utmost exertions to effect. A compliance with this entreaty will (humanly speaking) prove the means of preserving from imminent risk, the lives of 1200 of his Majesty’s subjects, together with property to the amount of upwards of 70,000*l*. sterling.

" We conclude with assuring you, that we are unanimous in thinking that the departure of the Wasp at this most critical juncture, would in all probability occasion the total ruin of the colony, by exposing the craft, stores, provisions, and other valuable property, afloat and on shore, along the water line, to the irresistible force which the enemy, in a night attack, by means of their numerous canoes, might bring against that defenceless quarter. We have the honor to be, &c. &c.

(Signed)

" WM. DAWES,

" *To Charles Bullen, Esq. &c. &c. &c.*"

" R. BRIGHT,

" T. LUDLAM."

In consequence of the receipt of those letters Captain Bullen remained in the Sierra Leone river till April 1802; when the rainy season being about to commence, and having the inward satisfaction of knowing the colony to be safe, he landed such ordnance stores as could be spared by his sloop, and proceeded to the West Indies on his way to England. Previous to his departure from Africa, he received a letter from Governor Dawes and Counsellor Bright, of which the following is a copy :

" *Fort Thornton, March 31, 1802.*

" Sir,—The letter of the 27th inst., which we had the honor to receive from you, engaged our immediate attention, and would have been duly answered if, according to the intimation given by the Governor, we had not entertained a hope of receiving despatches of a very important nature from England in the course of a few days. Being, however, disappointed in this respect, and unwilling to add to the long detention of H. M. sloop Wasp in her present ill-provided state, though we think that the presence of a ship of war in this port is still very desirable, we are happy to state to you our opinion that the original purposes of her detention, which were to assist in preventing or repelling an attack; to afford time to strengthen the works at Fort Thornton by intimidating the enemy; and to enable us to negotiate under more favorable circumstances, have been fully answered. We trust the motives which influenced you, upon our solicitation, to depart from the letter of your instructions, will receive the sanction and approbation of the Lords of the Admiralty. It will be our duty to represent them in a proper light to our superiors. With grateful acknowledgments for the important services rendered to this government by yourself, and by the officers and men under your command, upon every public occasion, and with the most friendly wishes for your and their prosperity, we have the honor to be, &c. &c.

(Signed)

" WM. DAWES,

" RD. BRIGHT."

" *To Charles Bullen, Esq. Commander
H. M. sloop Wasp.*"

On his arrival in England, Captain Bullen found that he had been promoted to post rank for his services in Africa, by commission dated April 29, 1802. The *Wasp* was paid off at Portsmouth in July following.

On the renewal of hostilities, in May 1803, he was appointed *pro tempore* to the *Minerve* frigate, Captain Jabbeel Brenton, her proper commander, having met with an accident which compelled him to remain for some time on shore. In that ship he had the good fortune to fall in with twenty-three sail of French vessels laden with timber and other valuable stores, bound to Brest, the whole of which were either captured or totally destroyed. He shortly after detained a frigate of the largest class, but she was ultimately released by the British government, in consequence of her having been employed on a voyage of discovery.

Captain Bullen subsequently commanded a district of Sea Fencibles, and the flotilla equipped in the Thames and Medway, for the purpose of repelling an invasion threatened by our late implacable enemy Napoleon Buonaparte. In June 1804, being applied for by the Earl of Northesk, he assumed the command of his lordship's flag-ship, the *Britannia*, a first rate, forming part of the Channel fleet, but afterwards detached under the orders of Sir Robert Calder to reinforce Vice-Admiral Collingwood's squadron off Cadiz. The part borne by her in the celebrated battle of Trafalgar has been described in our first volume; but in justice to Captain Bullen we must add, that although from her heavy sailing, which was remarkable on all occasions, she could not get into action as soon as some other ships, no effort was wanting on his part to place her in the most conspicuous situation. For his gallantry on that eventful day, he was rewarded with a gold medal commemorative of an event, the recital of which will ever excite admiration in the breast of Britons*.

Lord Northesk being obliged to resign his command on account of ill health, Captain Bullen, after refitting the *Bri-*

* The battle of Trafalgar was fought on the very day that General Mack and the Austrian garrison of Ulm passed under the yoke of the claimant to an unlimited command of "ships, colonies, and commerce."

tania at Gibraltar, returned with her as a private ship, and three of the prizes under his protection to England. He was put out of commission at Plymouth, in June 1806.

His next appointment was, in 1807, to the *Volontaire*, a 38-gun frigate, in which he conveyed the Duke of Orleans and his brother, Count Beaujolois, to Malta. He was afterwards actively employed under the orders of Lord Collingwood, occasionally commanding the in-shore squadron off Toulon, and cruising on the coast of Catalonia. At the commencement of the war between France and Spain, we find him charged with a mission to the court of Morocco, and travelling by land from Fez to Tangier, in consequence of not finding the Emperor in his capital. The result of his embassy, which had for its object the procuring of supplies for the European peninsula, proved highly satisfactory to the commander-in-chief, and very advantageous to the common cause; the minister, Abdallah Slouey, with whom alone he had an opportunity of conferring, having granted permission for the necessary articles to be exported from his master's dominions for the support of the oppressed patriots.

In 1809, the island of Pomigie, near Marseilles, was taken possession of, after a desperate resistance on the part of the enemy; and Fort Rioux, near Cape Croisette, with 14 guns, destroyed by detachments landed from the *Volontaire*, under the orders of Lieutenant Shaw. Pomigie was afterwards evacuated, for want of men to defend it. Several French officers were made prisoners, and a code of signals found in Fort Rioux. On the latter occasion the enemy had 5 men killed and 8 wounded; the English only 2 wounded.

On the 23d Oct. 1809, Captain Bullen being off Cape St. Sebastian, in company with the fleet under Lord Collingwood, and on the look out to windward, at 8 P. M., discovered a French squadron, and about twenty sail of transports, coming down from the eastward, and gave immediate notice, by signal, of their approach. The manner in which the ships of war were disposed of has been described in our memoir of the officer who commanded the division sent in pursuit of them*.

* See Vol. I, pp. 282 and 283.

The capture and destruction of the transports will be fully detailed under the head of Captain John Tailour. In the execution of the latter service the *Volontaire* had a Lieutenant * and 1 seaman killed; 2 supernumerary officers, and 13 of her own crew wounded. The assistance rendered by Captain Bullen in the preparation of fire materials, and providing his boats with every implement that contingency could require, was officially noticed by the commander-in-chief.

In 1810 and 1811, Captain Bullen commanded a small squadron employed in active co-operation with the Spanish troops on the coast of Catalonia, as will be seen by the following letters, reporting his proceedings to Collingwood's successor, the late Sir Charles Cotton :

" H. M. S. Volontaire, off Cape St. Sebastian, Sept. 28, 1810.

" Sir,—Fearful my letter of the 22d inst. may not come to your hands so soon as this, I beg to repeat, that on the 5th inst. the Spanish army, under General O'Donnell, left Tarragona, and on the 13th got to Arenís del Mar, at which place he divided his forces, himself taking the road to Besbal; and so rapid were his movements, the enemy was not apprised of his arrival till within a quarter of an hour of his entering the town. This happened on the 14th, when a smart action took place, but of very short duration; when the French General, Swartz, with 500 men, were taken prisoners. On the same day St. Felice, Palamos, and Begu, were severally attacked, and all surrendered; the total of French taken being about 1400 men, besides cannon, &c. &c.; so that this coast from Rosas, with the exception of the Medas islands, is again in the possession of the Spaniards.

" General O'Donnell, I am sorry to say, is badly wounded in the leg †, but there are hopes of his doing well. The whole of the prisoners are at Tarragona, where the General now is, with only the inhabitants doing the duty of the garrison, which makes him anxious about their being removed.

" Upon the whole, there is every prospect of the enemy being soon driven out of this province. I was yesterday at Escala, in the bay of Rosas, where the French had a depot of corn, &c., all of which I have got on board this ship. I was gratified to hear that, on Monday last, the French were defeated at Bascarra, where they were attacked by 500 Spaniards, who took from them an immense convoy of provisions, (which

* Lieutenant Dalhousie Tait, an excellent young officer, who had distinguished himself on many occasions.

† See Captain FRANCIS WILLIAM FANE.

was on its way from Perpignan to relieve Gerona,) besides 400 prisoners. Général Macdonald was at Severa a few days since, but so reduced in his army, having now only 6000 men, that it is generally thought he will not get back to Barcelona. Cadaqués, and all the small holds the French had near Rosás are abandoned, and the whole are gone to that garrison. The French are also in a bad way before Tortosa, as all the forts which they had thrown up have been washed down by the heavy rains. * * * *”

“*Cambrian* *, off Rosas, April 16, 1811.

“Sir,—I have great pleasure in sending to you, by the Blossom, the important intelligence of the surrender of Figueras to the Spaniards, on the 10th instant, and that St. Philon and Palamos were taken possession of by the Cambrian and Volontaire on the 12th and 14th, the guns all embarked, and the batteries destroyed. I am now on my way to Rosas and Cadaqués, and I have reason to hope the latter place, with Selva, will also shortly be ours.

“The fall of Figueras has roused the Spaniards, who are arming in all directions, and Hostalrich and Gerona are at this moment garrisoned by Spanish troops. The only correct account I can learn is, that 400 Italians, with 200 French troops, were left to protect Figueras; and that the former, disgusted with the treatment they daily received from the French, and being also half starved, opened the gates of the fortress to a body of Spaniards, apprised of their intention, who rushed into the castle, and put every Frenchman to the sword. About 2000 effective Spanish troops are in full possession of this important place; and General Sarsfield is on his way with more, as well as supplies of every kind.

“The French General, d’Hilliers, who has the command in Catalonia, on hearing of the fall of Figueras, has abandoned all his holds in Spain, except Barcelona, and is collecting the whole of his force to attack it, as well as to prevent supplies from getting in; but I am told a quantity of provisions was concealed in the town, unknown to the French, which has been given up to the Spanish troops in the castle, who are in the highest spirits possible. The Termagant continues to watch Barcelona; and I purpose remaining off here with the Volontaire, ready for any thing that may offer, as under all the existing circumstances, I think it likely Rosas may give in.

“I also beg leave to inform you, that a large settee, deeply laden with grain for Barcelona, was, the night before last, most handsomely cut out from under the Medas islands and batteries, by the boats of this ship, led on by Lieutenant Conolly, without a man being hurt. I beg leave to offer you

* Captain Fane being taken prisoner at Palamos in Dec. 1810, Sir Charles Cotton very handsomely appointed Captain Bullen to the Cambrian, she being a much larger and finer frigate than the Volontaire. He however left the latter with much reluctance.

my congratulations on the fall of Figueras, and the fair prospect it opens. I have the honor to be, &c. &c.

(Signed) "CHARLES BULLEN."

"P. S. Since writing the above, I have spoke a small boat from Begu, which tells me the French General had made a rash attempt to recover Figueras two days since, and lost 700 men."

At Cadaqués, one of the places alluded to above, Captain Bullen succeeded in capturing nineteen merchant vessels; six of which, being laden with grain and wine, were sent to Tarragona for the use of the garrison. At Selva, he received a severe wound whilst in a battery on shore, the effects of which he still labours under.

On the receipt of the foregoing letter, Sir Charles Cotton increased the naval force stationed on the coast of Catalonia, in order to afford a more effectual co-operation with the patriots, and ensure supplies reaching Figueras, and other places in their possession. The squadron thus augmented was placed under the orders of Captain (now Sir Edward) Codrington, with whom Captain Bullen served till the fall of Tarragona in June 1811*, when he was sent to the command-in-chief with an account of that unfortunate turn of affairs.

The Cambrian subsequently refitted at Gibraltar, and then proceeded to Malta, from whence she convoyed home a considerable number of French prisoners. She was paid off at Plymouth in Dec. 1811.

Captain Bullen's health being now very much impaired, he remained on shore from this period till Nov. 1814, when he was appointed to the Akbar of 60 guns, a ship fitted purposely to cope with the heavy American frigates, and intended for the East India station; to which, however, she did not proceed, the war between Great Britain and the United States being soon after terminated by the treaty of Ghent.

The Akbar's next orders were to receive the flag of Sir T. Byam Martin, whom she conveyed from Plymouth to the Scheldt, on a particular service, we believe that of superintending the partition of the fleet and naval stores at Antwerp, for which purpose the Rear-Admiral had been nominated a Commissioner, in conjunction with Sir George Wood, of the

* See Vol. II, Part I, note at p. 225 *et seq.*

Royal Engineers, and Joseph Tucker, Esq., a Surveyor of the Navy. That service being soon terminated, Captain Bullen was sent to the Halifax station, where he remained as second in command till Nov. 1816. He was put out of commission at Portsmouth, in Jan. 1817; and having no inducement to leave a happy home during a time of profound peace, remained on half-pay till Dec. 1823, when he was appointed to succeed his old friend and messmate, the late Sir Robert Mends, as Commodore on the coast of Africa, the arduous duties of which command he is now performing, with his broad pendant on board the Maidstone frigate. He was nominated a C. B. for his general services in 1815.

Commodore Bullen married, about 1791, Miss Wood, a distant relation. He had previously become possessed of some property at Weymouth, in Dorset, by the demise of his father; and when on shore, has ever since resided there.

Agents.—Messrs. Evans and Eyton.

JOHN WIGHT, Esq.

THIS officer was born at Eyemouth, a sea-port town in Berwickshire; and having lost the protection of his father, who changed his name to White, and died a Purser, R. N., was destined by his mother for the medical profession; but feeling a predilection for the naval service, he embarked at a very early age as a Midshipman on board the Culloden 74, under the patronage of his worthy relative, and future father-in-law, the late Admiral Schanck, of whom a memoir will be found at p. 324 *et seq.* of our first volume*.

In 1791, after serving about a year in the Culloden, Mr. Wight joined the Trial, a cutter built with sliding keels, according to a plan proposed by Captain Schanck; and in the following year he removed into the Orion 74, commanded by

* Captain Wight's mother was a member of the ancient and respectable family of Greive, well known in Berwickshire, and a first cousin of Admiral Schanck, of whom farther mention will be made in the Supplement to the Addenda, already promised at p. 883 of Vol. I. His half-brother, George White, is a Lieutenant, R. N.

the late Sir John T. Duckworth, under whom he served on the Channel, West India, and North American stations, till the latter end of 1793, when he was received by the lamented Captain Riou * on board the Rose frigate, attached to the expedition about to sail for the reduction of Martinique, Guadaloupe, &c.

During the operations carried on in the former island, he landed with his gallant commander, and was entrusted by him with the charge of a 3-gun battery, constructed by the Rose's crew on Point Carriere, at the distance of between two and three hundred yards from the walls of Fort Louis, on the opposite side of the Carenage. Whilst thus employed he had two remarkable escapes; a sailor, named John Williams, being killed by a splinter of a shell, when in the act of receiving a biscuit from his hand, on which occasion he was covered with the blood of the unfortunate man; and another of his party, James Wamsley, being slain by a shot whilst in close conversation with him †.

From this battery he accompanied Captain Faulknor, of the Zebra, to a spot close in the enemy's front, where that heroic officer made such observations as afterwards enabled him to lay his little sloop alongside the walls of Fort Louis: the result of which enterprise has been already stated under the head of Rear-Admiral Williams †.

Mr. Wight's conduct during the six days he held the above command, was so exemplary as to induce Captain Riou to place him at the head of a division of men to be employed in the grand attack upon Fort Louis; and although but a lad,

* Captain Riou was killed at Copenhagen in April 1801; he will be more particularly spoken of in a subsequent part of this work.

† Mr. Wight, when a boy at school, had a very narrow escape, his coat tails being accidentally shot through by a Mr. John Planta; and when serving as a Midshipman of the Trial cutter, he was twice cast away in her boats, and each time obliged to swim for his life. In addition to these instances of the miraculous interposition of Providence, it appears that, although twenty times in action with the enemy during his professional career, and frequently knocked down by the wind of shot, &c., he never received a wound!

‡ See Vol. I, note * at p. 859; and for other particulars respecting Captain Faulknor, see Vol. II, part I, p. 320, *et seq.*

he had the good fortune to be among the foremost of those who so bravely stormed the enemy's works ; thus setting a noble example to the party under his orders.

His juvenile gallantry being duly reported to Sir John Jervis, the commander-in-chief, Mr. Wight was taken by that officer into his own flag-ship, the *Boyne*, a second rate, where he had a very severe attack of the yellow fever, and nearly fell a victim thereto. On his recovery he was landed with a party of seamen attached to the army under Sir Charles Grey, and was frequently engaged with the republican troops commanded by Victor Hugues, who, during his illness, had succeeded in recovering possession of fort Fleur d'Épée, and other posts, in the island of Guadeloupe *.

After the evacuation of Grand Terre, the *Boyne* proceeded to the relief of Fort Matilda, then closely invested by the enemy ; and Mr. Wight was sent in the jolly-boat with an officer, bearing despatches from Sir Charles Grey to General Prescott, who commanded there. On his arrival opposite the sea front of that fortification, he hailed the garrison, in order to obtain an escort from the beach to the sally-port ; but receiving no reply, and the night being dark, he determined on landing in the town of Basse Terre, and proceeding through the main street, which was the only road by which he could approach the draw-bridge. Taking with him one man belonging to his boat's crew, he passed through the town without molestation, although many soldiers were distinctly seen by the reflection of the lights, sitting at the doors with muskets in their hands, and arrived at the ditch surrounding the works at a moment when the republicans were firing in all directions. After a considerable pause on the part of General Prescott, the draw-bridge was lowered, and the gate of the fort was fortunately opened at the moment when a French dragoon, who had rode up to Mr. Wight, was in the act of taking out his pistol to fire at him. Having informed the General of the object of his visit, and that the enemy were in possession of the town, a suitable force was sent to guard

* See Vol. I, note at p. 841 ; and Vol. II, part I, p. 108 *et seq.*

the officer charged with Sir Charles Grey's despatches, who was thus enabled to execute his mission in safety*.

In Nov. 1794, Sir John Jervis presented Mr. Wight with an appointment to act as a Lieutenant on board the *Beaulieu* frigate, commanded by his friend Captain Rjou; from which ship he was afterwards removed into *l'Aimable* of 32 guns, on the same station. This promotion was conferred upon him as a token of the Admiral's approbation of his very distinguished conduct during the preceding campaign.

The *Beaulieu* was engaged in a variety of active services, and on one occasion destroyed a French troop-ship, mounting 24 guns, and laden with military stores, after an action of two hours with the battery of St. François, Guadaloupe. Previous to her being set on fire, a shot struck her fore-mast, against which Mr. Wight was leaning, and passed through it about twelve inches above his right arm. *L'Aimable*, commanded by Captain Mainwaring, had a very sharp contest with the *Pensée*, a French frigate, mounting 44 guns, with a complement of 400 men, 28 of whom were killed, and 36 wounded, whilst, strange to say, she herself had not a man slain, and only two or three persons wounded. During this conflict Captain Mainwaring and Mr. Wight were knocked down by the hammocks, &c., set in motion by the enemy's shot, but sustained no material injury †. The following particulars of the action have been furnished us by a gentleman who bore a part therein. We give them at length, in consequence of no other correct account ever having appeared in print:

"At sun-set on the 22d July, 1796, *l'Aimable* being on a cruise off Guadaloupe, discovered the *Pensée* rounding Englishman's Head, and in-

* Fort Matilda (formerly Fort St. Charles) had a very high wall next the sea, and was completely commanded on the other three sides by land; so that, although impregnable against an attack by ships, it was not capable of maintaining a long defence against a vigorous enemy on shore. It was taken by the British, April 22, 1794, and evacuated Dec. 10, in the same year.

† Captain Jemmet Mainwaring was lost in *la Babet*, on his passage to the West Indies, in 1801.

stantly made sail to prevent her getting into Anse-la-Barque. Whilst stretching inshore, Captain Mainwaring assembled his officers and ship's company, consisting altogether of 192 men and boys, pointed out to them the superior force of the enemy, and assured them that if they did not despair of coping successfully with their republican foe, he would lead them into action with sincere pleasure. "To glory or death!" was the enthusiastic response, and in less than 30 minutes the ships were closely engaged. The battle continued an hour and three quarters, during which time there was little or no wind, and the sea perfectly smooth. The combatants being greatly cut up in their sails and rigging, and Captain Mainwaring seeing no likelihood of terminating the action speedily, except by boarding, availed himself of a light breeze that now sprung up, and being a little to windward of his opponent, kept away for that purpose; but in attempting to cross the *Pensée's* stern, was thrown on his back as above stated, and before he could recover himself from the shock sufficiently to give the necessary orders the enemy had put his helm up, and run athwart *l'Aimable's* bows. He soon after made sail before the wind, and by daylight next morning had increased his distance about six miles, although no effort was wanting on the part of Captain Mainwaring to overtake him, all possible sail having been set in pursuit, the stays slackened, the wedges of the masts loosened, and the ship brought to her best sailing trim by the shifting of guns, &c., to bring her to her proper bearings. About 8 A. M., on the 23d, the French commander, observing the inferiority of the frigate opposed to him, hove to, with the seeming determination of renewing the action. Preparations were now made for lashing the *Pensée's* bowsprit to *l'Aimable's* main-mast; but on Captain Mainwaring arriving within pistol shot of the enemy's weather quarter, the latter filled and set his courses, having first greeted the British frigate by pulling off his hat to her commander and waving it over the hammocks, his officers following his example. This apparently chivalrous salutation was very naturally returned; and our countrymen's feelings may readily be conceived when they found it a mere *ruse de guerre*. *l'Aimable*, however, immediately bore up; and her flying-jib-boom passing close to the *Pensée's* taffrail, she had an opportunity of pouring in a broadside through the enemy's cabin windows. A very close action now commenced, both ships running before the wind under their top-sails alone, and was kept up for nearly half an hour; when the *Pensée* having fore-reached on *l'Aimable* sheered off, and succeeded in effecting her escape. The trivial loss sustained by the latter must be attributed to her antagonist having fired high. The slaughter on board the former is easily accounted for, she being much loftier than *l'Aimable*, whose guns had but little elevation given them."

Three days after this gallant affair, *l'Aimable* arrived at the island of St. Thomas, where she found the *Pensée* with her main-mast out, and obtained correct information of her loss.

Whilst there, the British and French commanders dined together at the Danish Governor's table.

The *Pensée* being at length refitted, Captain Mainwaring took under his protection a number of English merchantmen, and sailed from thence to the northward; but not before he had given the enemy an opportunity of again meeting him in battle, by laying to for twelve hours as near the shore as the laws of neutrality would allow, which Mons. Valto, the French Captain, did not think proper to avail himself of.

Mr. Wight subsequently removed into the *Ariadne* of 28 guns, and returned to England at the latter end of 1796. On the passage home his ship experienced very tempestuous weather, parted company with the greater part of a fleet under her convoy, and was obliged to throw all her guns overboard. His commission as a Lieutenant was confirmed by the Admiralty on the 5th Sept. in the same year.

Lieutenant Wight's health being at this period much impaired by the West India climate, he solicited and obtained permission to come on half pay; but an invitation from Captain Riou, who, although a young officer, had recently been appointed to the command of the *Augusta* yacht, induced him to join that vessel, from which he was promoted in consequence of her bearing the Admiralty flag, and forming part of the royal squadron when his late Majesty proposed visiting the victorious fleet under Lord Duncan at the Nore*.

Early in 1798, Captain Wight was appointed to the Admiral Devries, a Dutch 68-gun ship, armed *en flute*, and placed under the orders of the Transport Board, for the purpose of being employed in the conveyance of the prisoners taken in Ireland during the unhappy rebellion in that kingdom.

After encountering much bad weather, and springing her main-mast, the Admiral Devries reached Cork and Waterford, at which places she received on board 400 of those deluded men, with a detachment of the 60th regiment, and proceeded with them to Martinique. On the passage out two dreadful explosions took place in the gun-room, owing to the carelessness of the gunner and his crew when fumigating the

* See Vol. I, p. 152.

ship; but by the exertions and cool intrepidity of her commander, the fire was each time subdued, and the lives of 900 men, women, and children, preserved. She subsequently sprung a leak off St. Domingo, whilst on her way to Jamaica; and being surveyed at the latter island, was found utterly unfit again to cross the seas.

Captain Wight now removed his pendant into the London transport, and embarked a detachment of troops ordered to Savanna la Mer, at which place he received on board a party of the York hussars, for a passage to England. Whilst thus employed he was attacked by the yellow fever, from which he had scarcely recovered when the London sprung a leak under the chestree, about four feet beneath her water line, and was with great difficulty kept afloat until her return to Port Royal, where she was discharged from the service, and her passengers removed into other vessels.

Having at length returned home in safety, he received an offer of further employment in the same line of service; but it not being his wish to avail himself thereof, he declined an appointment to a frigate under the Transport Board, and remained on half-pay till July 1800, when he obtained the command of the *Wolverene*, a brig fitted according to a plan proposed by Commissioner Schanck, with guns on the inclined plane, and grooves in her deck, by which she could fight them all on one side*.

On the 19th of the following month, Captain Wight, being at anchor near the islands of St. Marcou, on the coast of Normandy, discovered two large French sloops attempting to make their escape from the river Isigny, and lost no time in pursuing them, with the *Wolverene*, two gun-brigs, and a cutter. The enemy finding themselves hard pressed, ran into the bay of Grand Camp, and anchored under cover of two batteries, which Captain Wight immediately attacked and kept in play, while his boats, under Lieutenant John Gregory, boarded and set fire to the largest vessel, lying aground within half pistol-shot of the beach, on which 200 men with muskets and three field-pieces were posted. The other sloop

* See Vol. I, note * at p. 332.

was at the same time so much cut up by the *Wolverene's* shot as to render it impossible for her to proceed.

Captain Wight's abilities as a seaman were no less conspicuous than his zeal and bravery as an officer on this occasion, he having taken charge of the *Wolverene* upon her pilot declining to conduct her within gun-shot of the heavy battery to which she was about to be opposed, and laid her within pistol-shot of the enemy's works, where her keel was only a few inches free of the ground. His spirited example was followed by the officers under his orders, their pilots having likewise disclaimed all responsibility. This gallant exploit being performed in sight of the garrison at Marcou, he received the most hearty congratulations on his return to that anchorage, and afterwards had the satisfaction to hear that the Admiralty highly approved of his conduct. The enemy, it appears, had 4 men killed on the beach; but although their troops came down to the margin of the water, the British had not a man slain or wounded by their fire. The *Wolverene*, however, had three of her crew dreadfully shattered by an explosion on board one of the sloops, and suffered some damage in her sails and rigging.

In the following month Captain Wight captured a vessel laden with naval stores, near Havre; and on the 4th Nov. in the same year he drove a French cutter on shore to the westward of Cape Barfleur, where it is supposed she went to pieces during a gale of wind from the southward, which obliged him to haul off and leave her surrounded by breakers. Five days after this event he encountered a tremendous storm, the disastrous effects of which among the shipping in the Channel have seldom if ever been exceeded. The *Wolverene's* escape, indeed, may be considered miraculous, as she actually struck on the Goodwin Sands, but providentially forced her way into the North Sea, and arrived at Yarmouth in safety. The anxiety experienced by his family at this critical period may be inferred from the following passage contained in a letter written to him by Commissioner Schanck, on hearing of his arrival at that port:

"My dearest John,—I never knew how much I loved and valued you till I thought I had lost you for ever. I most sincerely return God thanks

for your preservation. I have only time to say, every moment of my life shall be employed in being useful to you in all manner of ways. * * * * *

In a preceding letter, alluding to the affair in Grand Camp bay, the worthy Commissioner says :

“ Go on and trust in God. * * *. I will try and find out an acting Master for you. You may think as you please, but your being able to take charge of the ship is a strong recommendation to you, and will please Admiral ———, as it does me. * * * *. You are much talked of at all the Boards ; and indeed it makes me a most happy man. Take care of your health ; and I am sure you will do your duty.”

Captain Wight subsequently received a note from Earl St. Vincent's private secretary, acquainting him that his Lordship was very glad to find he had, through his meritorious conduct, procured the rank then enjoyed by him ; and recommending him to persevere in his exertions, as the only path to obtain promotion. That this advice was not disregarded we shall soon have the pleasure of shewing.

On the 5th May, 1801, Captain Wight, being off Havre, discovered a large sloop coming down the Seine, and made sail towards her. The enemy having anchored just before dark, the *Wolverene* was brought up in an advantageous position to the eastward of the Trouville bank, and a boat under Lieutenant Gregory sent to attack the French vessel, which he boarded without resistance, her crew retreating to the shore as he advanced. She proved to be laden with merchandise ; and strange as it may appear, although considerably up the river, the captors were allowed to bring her out unmolested. On the 15th of the following month, Captain Wight drove a similar vessel on shore, under the cover of three batteries at St. Vallery, where she was cannonaded by him ; but owing to the strength of the tide, and a heavy sea, it was found impracticable to bring her off. A few days after, whilst cruising off the Seine, he discovered a division of the enemy's flotilla on the southern shore, coming from the westward, and notwithstanding the great inferiority of his force, lost no time in offering them battle. They, however, crowded sail, and pushed into Havre, closely pursued by the *Wolverene*.

Captain Wight was now placed under the orders of the late Captain Newman, who was employed with a small squadron watching the port of Havre, where a considerable force had been collected for the purpose of assisting in the meditated invasion of Great Britain. Thirty-six sail of brigs, luggers, and other armed vessels, being moored in the form of a half moon between the heads of the piers, and Captain Wight feeling confident that the *Wolverene's* easy draught of water and peculiar armament would enable him to annoy them considerably, he prevailed upon his commanding officer to sanction an attack by her alone, although the appearance of the flotilla lying in shoal water, close to the shore, and under the protection of a formidable citadel and several land batteries, afforded but little probability of her being able to dislodge the enemy without the aid of other small vessels.

Captain Wight's first attempt proved ineffectual ; and after maintaining a close action with the flotilla and batteries for nearly an hour, he was obliged to haul out without making any apparent impression on them. He, however, had the gratification of being saluted on his return by three hearty cheers from Captain Newman, and all the officers and men who had witnessed his gallant conduct. The next day it was agreed upon that he should lead the *Loire* and *Maidstone* frigates as close as possible along the southernmost side of the bank de la Jambe, and denote the soundings by signal as he proceeded. His second attack was commenced with great spirit, the *Wolverene* approaching close to the enemy's centre, and sustaining a very heavy fire for about an hour, in little more than twelve feet water. Captain Wight at length determined upon boarding some of the outermost vessels, but had scarcely filled his main-top-sail for that purpose, and directed the whole of his fire against six of them, when they cut their cables, and were drifted by the flood tide into the harbour. The wind now dying away, the *Wolverene* was unavoidably driven so near the piers that the French troops began to engage her with musketry ; and it is said that the present American Commodore Rodgers, then at Havre, personally directed the fire of a heavy piece of artillery against her. Her situation had indeed become rather alarming ; but

fortunately a light breeze from the land enabled Captain Wight again to close with the British squadron, where he was again received in the most gratifying manner. The next morning he had the additional pleasure of finding that the whole of the enemy's vessels, dreading a renewal of the attack, had moved into the harbour during the night, nor were they ever afterwards seen outside of the pier-heads. Napoleon Buonaparte, then First Consul of the French republic, expressed his displeasure at their conduct, but at the same time stated that they were not in an efficient state to combat. What then had become of all his celebrated artillerists, a portion of whom had been ordered for the service of each division of the flotilla on which he had rested his fondest hopes? but such excuses from his mouth were by no means uncommon.

The *Wolverene* being ordered into port for the purpose of repairing her damages, was applied for by Lord Nelson, as a desirable vessel to be employed in his intended attack on the Boulogne flotilla, but he was told by the Admiralty that she could not be spared from the Havre station, where Captain Wight continued to serve with his usual activity and zeal, repeatedly receiving the public approval of his superiors, during the continuance of the war. Among other vessels taken by him were a number of neutrals, the whole of which were condemned as lawful prizes. He was put out of commission April 15, 1802, and promoted to post rank on the 29th of the same month, the first Lord of the Admiralty at the same time passing some high encomiums on his professional character. On paying off the *Wolverene* he made a favorable report of that vessel's qualities, and spoke of the utility of the shell shot invented by the late General Melville, and used by her in common with solid 24-pound shot, in her different actions on the French coast. The General's own ideas on the latter subject will be gathered from the following document :

“ Brewer Street, London, Aug. 31, 1801.

“ General Melville, who for many years past has been disqualified from writing letters with his signature, must take the pleasure of acknowledging in this, his usual mode, Captain Wight's very obliging favor of the 13th instant, with a P. S. relative to General Melville's friend Captain Walker,

of the Tartar, and a sketch made by Captain Wight himself of the late operations against the enemy at Havre-de-Grace; for all which trouble General M. begs leave to assure Captain Wight of his best thanks. As General Melville was the first proposer very long since, of that species of artillery between the howitzer and cannon, with a view to unite as far as might be the advantages of both, without the peculiar disadvantages of either, and which were afterwards called carronades, from the first place of their construction in 1779, he has always been a zealous advocate for their use, especially of those of the largest sort; being fully persuaded that these pieces with shell or carcass shot, as might best suit the case, might be a permanent advantage to the British, if the boldest and closest fighters, as he trusts they are and always will be. General Melville has already given, and will continue to give, communications to proper persons, of what Captain Wight has so clearly and satisfactorily stated to General M. on the success of the shell shot, and of the best manner of putting them either into the carronades or long guns; but whether any means will be found to impress these ideas sufficiently upon the mind of the present first Lord of the Admiralty *, with whom General M. has not the honor to be personally acquainted, if averse to them, is very doubtful. General M. however should think that if Captain Walker and others would join in an application for a proportion of the shell shot, it might be useful, and that the late adoption of howitzers by Lord Nelson, on his second expedition against Boulogne, may be considered as a favorable omen of a growing opinion for the more general use of the shell shot from large carronades, or guns, as being often fit to produce either alarm or execution, in cases when neither could be the effects of solid shot of the same calibre. And were the shell shot in some proportion once established, General Melville would not doubt but that some fit number also of carcass shot would be added; for there are certainly cases when these last might be also used to good purpose.

“General Melville’s very ingenious friend, Commissioner Schanck, is now with Mrs. S. in Devonshire; but on his return he and General M. will have conversation on the contents of Captain Wight’s communications, which, with his successful practice against the enemy, do not only much honor to his zeal, judgment, and exertions, but furnish very instructive, as well as strong grounds, for the farther prosecution of such methods of practice on fit occasions.”

Captain Wight’s next appointment was, in 1805, to the *Cleopatra* of 32 guns, in which frigate he served for a considerable time on the North American station, where he made many valuable captures, but from whence he was obliged to return through ill-health, arising from a disorgan-

* Earl St. Vincent.

ized liver, and the powerful medicines he had been compelled to take in order to subdue that disorder.

In May 1824, Captain Wight invented a rudder "for the more easy and safe conducting all classes of H. M. ships, and those in the merchants' service," by the use of which he is of opinion they will be enabled to perform the evolutions of tacking and wearing with less helm, and require less manual force on the wheel or tiller. From the description we have seen of this invention, we have no doubt that it will be found to possess many advantages over the rudder now in use, particularly in cases where it may be necessary suddenly to alter the vessel's course; and on the other hand to prevent her broaching to when scudding in a heavy gale of wind, a disaster which has too often caused the loss of ship and lives. We regret our inability to attempt a philosophical description of it.

Captain Wight is at present very actively employed as a Commissioner of Roads and Bridges at Teignmouth, in Devonshire. His lady died there in May, 1812, leaving issue three sons and one daughter, the survivors of whom are, by their late grandfather's will, to take the name and arms of Schanck, on the demise of his respected widow*. The Admiral's property is, we believe, left to Admiral Viscount Exmouth, in trust for those children, one of whom is now serving as a Midshipman under Commodore Grant, in the East Indies, and another studying the law. His daughter is also living; but the other child, a god-son of Lord Prudhoe, and intended for the naval profession, was drowned in the river Teign at twelve years of age.

Agent.—Thomas Stilwell, Esq.

HENRY FOLKES EDGELL, Esq.

THIS officer was made a Lieutenant in 1790; commanded the Pluto sloop of war, principally employed on the Newfoundland station, from 1798 till his promotion to the rank

* Mrs. Schanck is the mother-in-law of the late Mrs. Wight, who was the Admiral's only child by his first wife.

of Post-Captain, April 29, 1802; and subsequently held an appointment in the Sea Fencible service, between Dungeness and Sandgate. He was afterwards appointed in succession to the *Cornelia* frigate, and *Cornwallis* of 74 guns: the former ship assisted at the capture of the Isles of France and Java, in the years 1810 and 1811.

Agent.—Harry Cook, Esq.

CORNELIUS QUINTON, Esq.

THIS officer was a Lieutenant of the *Leviathan* 74, commanded by the late Lord Hugh Seymour, in Earl Howe's battle, June 1, 1794*. He obtained post-rank, April 29, 1802.

Agent.—Hugh Stanger, Esq.

SIR JAMES DUNBAR, BART.

THIS officer was made a Lieutenant in 1790; and a Post-Captain April 29, 1802. He received the honor of knighthood in 1809; and was created a Baronet of Great Britain, July 30, 1814. His lady is a daughter of James Coull, of Ashgrove, in Elginshire, Esq.; a niece to Sir Archibald Dunbar, Bart., of Northfield, in the same county; and a cousin of Viscount Arbuthnot, Lord Lieutenant of Kincardineshire.

Agent.—Thomas Stilwell, Esq.

WILLIAM BUTTERFIELD, Esq.

THIS officer is related by his mother's side to the late William Masterman, of Restormel Park, near Lostwithiel, Cornwall, Esq. M. P. for the borough of Bodmin, in the same county; under whose patronage he entered the naval service as a Midshipman on board the *Buffalo* of 60 guns, commanded by Captain William Truscott, in Mar. 1781. He afterwards

* See Vol. II, Part I, p. 103.

removed with that officer into the *Nonsuch* 64, and continued to serve with him till the peace of 1783. The former ship bore a part in the Dogger Bank action, Aug. 5, 1781*, on which occasion she sustained a loss of 20 men killed and 64 wounded. The *Nonsuch* formed part of Sir George Rodney's fleet in the battles of April 9th and 12th, 1782†; and subsequently proceeded to New York, for the purpose of bringing home a body of Hessian troops, in British pay. She was paid off at Chatham in Aug. 1783.

From this period Mr. Butterfield served successively in the *Grampus* 50, bearing the broad pendant of Commodore Edward Thompson, on the African station; *Winchelsea* frigate, commanded by the present Viscount Exmouth, employed at Newfoundland; *Culloden* 74, and *Melampus* of 36 guns, on Channel service. He passed his examination for a Lieutenant in 1788; a circumstance which we are induced to mention in consequence of an opinion being prevalent that he was *originally* impressed into the navy.

In 1790, an unfortunate fracas between Mr. Hancorn, junior Lieutenant of the *Melampus*, and some of her Midshipmen, at a well-known tavern on Portsmouth Point, led to a trial at Winchester; but the latter party consenting to apologize for their intemperate conduct, the business was allowed to terminate without the infliction of any punishment, it being very clearly seen that the assault complained of by the Lieutenant had been produced by his own tyrannical conduct, particularly towards the subject of this memoir, whom he had on one occasion caused to be lashed to a grating and triced up to the mizen-peak, where he was exposed to the gaze of all the ships at the anchorage, and this for no greater offence than that of coming on deck *fully equipped*, before he acquainted him that the first Lieutenant, then absent, had just before consented to his dining out of the ship; or to use Mr. Hancorn's own expression, for "*getting under way before he had received his sailing orders.*"

* See Vol. I, note § at p. 175 *et seq.*

† See Vol. II. Part I, note † at p. 52; and Vol. I, note * at p. 35, *et seq.*

Disgusted at this treatment, Mr. Butterfield quitted the navy, and made several voyages in the merchants' service. At the commencement of the French war in 1793, he was impressed from the *Anna*, an American vessel lying in the Thames, and sent with a draft of men from the *Enterprise* tender to complete the complement of the *Majestic* 74, commanded by the late Sir Charles Cotton, who soon restored him to his former station on the quarter-deck; and by the exertion of his interest obtained him a commission, appointing him junior Lieutenant of the same ship, April 11th, 1794.

On the memorable first of June, when Earl Howe defeated the republican fleet under M. Villaret de Joyeuse, the *Majestic* was stationed a-stern of the *Royal George*, bearing the flag of Sir Alexander Hood, who publicly acknowledged the support she afforded him during the battle. Her loss amounted to 3 men killed, and 18 wounded.

In Sept. following, the *Majestic* was ordered to convey Vice-Admiral Caldwell to the Leeward Islands, where Lieutenant Butterfield was allowed to exchange into the *Andromache* frigate, for the purpose of re-joining Sir Charles Cotton, who had been suddenly removed into the *Impregnable* 98.

Proceeding from the West Indies to Halifax, on her way to England, the *Andromache* was totally dismasted in a hurricane. After sailing from the latter place she detained an American brig, supposed to be laden with French property, which was put in charge of Mr. Butterfield, who ultimately returned home as a passenger on board *l'Oiseau* of 36 guns, and on his arrival was appointed to the *Mars*, a third rate, commanded by his patron Sir Charles Cotton, in which ship he continued under the command of that officer, and his successor, Captain Alexander Hood, till his promotion to the rank of Commander, in consequence of his being senior Lieutenant in the action between the *Mars* and *l'Hercule*, which is thus described by Schomberg, in his *Naval Chronology*, Vol. III, p. 98 *et seq.*

"On the 21st April, 1798, Captain Hood, in the *Mars*, was directed, by signal from Lord Bridport, to chase a strange sail seen inshore, which, on his approach, he observed to be an enemy's ship of the line, and that she

was endeavouring to escape through the Passage du Raz ; but the tide proving contrary, and the wind easterly, obliged her to anchor at the mouth of the passage. This afforded Captain Hood an opportunity of attacking her, which he performed in a most noble and gallant manner, laying the Mars so close alongside the enemy, as to unhinge several of the lower-deck ports. In this situation a most bloody conflict commenced, and continued an hour and a half, when she surrendered. Towards the close of the battle Captain Hood received a wound in the thigh, which proved mortal ; he lived to receive the joyful news of the enemy's submission, and expired covered with immortal glory *. She proved to be l'Hercule, of 74 guns and 700 men, the first time of her being at sea, from l'Orient, going to join the Brest fleet. The carnage on board the enemy's ship must have been dreadful ; upwards of 400 men were killed and wounded ; her hull on the larboard side was shockingly burnt and torn to pieces. The loss sustained by the Mars amounted to 17 killed, 5 died of their wounds, 60 wounded †, and 8 missing, in all 90 ‡."

The subject of this memoir was soon after appointed to the Hazard sloop of war, employed on the Irish station, where he captured le Neptune French national ship, formerly the Laurel English East Indiaman, of 10 guns and 53 men, having on board 270 soldiers, from the Isle of France, bound to Brest. The enemy having brought all his guns on one side, made an obstinate defence of an hour and fifty minutes, and had upwards of 20 men killed and wounded. The Hazard had only 6 men wounded.

From this period Captain Butterfield was employed in keeping up a communication between the flag at Cork and the different squadrons cruising off Ireland. In Nov. 1798, he assumed the temporary command of the Foudroyant, an 80-gun ship, vacant by the death of Sir Thomas Byard, on the 30th of the preceding month ; and after conducting her from

* Captain Hood was a nephew to Lords Bridport and Hood. He received a musket-ball in the fæmoral artery.

† Among the wounded were Messrs. George Argles and George Arnold Ford, third and fifth Lieutenants of the Mars. The former officer, however, remained at his post, and acquired as much credit for his bravery in the action as for his local knowledge and professional skill, which enabled him to pilot the Mars alongside the enemy. The conduct of Mr. John Bowker, the second Lieutenant, was also very exemplary. Both these gentlemen have since attained post rank.

‡ The cost of simply making good the damages l'Hercule had sustained by the fire of the Mars, was estimated at 12,500*l*.

Lough Swilly to Plymouth, rejoined the Hazard, in which vessel we find him affording protection to the trade between Ireland and the Downs, during the remainder of the war.

There is no service more arduous and unprofitable than that of convoying merchantmen. Most of those placed under Captain Butterfield's care were heavy sailers, deeply laden, weakly manned, badly found, and sometimes leaky; demanding the greatest skill, perseverance, and patience, to keep them together. Privateers were continually on the watch, waiting only for a gale of wind, or a fog, to separate the unskilful from the rest; yet, with all these difficulties to contend with, Captain Butterfield had the good fortune never to lose a single vessel confided to his charge.

In addition to the above services, Captain Butterfield, whilst in the Hazard, on one occasion fell in with a transport-ship, totally dismasted, and in a miserably shattered state, she having been twice run foul of by other vessels at sea. By great exertions on his part this ship was brought safely into port, and her valuable cargo, intended for the use of the army serving against the rebels in Ireland, forwarded to its destination. For his meritorious conduct in this instance he received the public thanks of Sir Robert Kingsmill, commander-in-chief at Cork. Returning to port with his prize, le Neptune, he discovered a large French privateer, with the Britannia, an English extra India ship in tow. Being crowded with prisoners, and short of complement, several of the Hazard's crew having been sent away in a recaptured vessel previous to the action, any attempt to secure the enemy or his prize must have proved abortive. He, however, gave such correct information of their position and course to a British frigate which he afterwards met with, as enabled the latter to retake the Britannia. On another occasion he rescued the Triton Indiaman from imminent danger on the coast of Ireland, her crew, principally Lascars, being completely done up by the severity of the weather, and several privateers hovering about her, when first seen by the Hazard. For this service, and conducting her safe to Portsmouth, the house of David Scott, and Co., of London, presented him with a piece of plate value 150 guineas.

Captain Butterfield was promoted to post rank, April 29, 1802; and appointed principal agent to the transports attached to Sir Home Popham's expedition against the Cape of Good Hope, in June 1805. On the passage out the fleet touched at Madeira, for the purpose of refreshing the troops, and completing the water of the ships of war, transports, and Indiamen under convoy, which was performed under the able superintendence of Captain Butterfield, who never quitted the beach for four days. His services at the reduction of the Cape were officially acknowledged by the Commodore*.

After the conquest of that colony, Captain Butterfield received part of the Dutch garrison on board a division of the transports, and proceeded to St. Helena, where he rendered great assistance to the Hon. Captain Percy, of the *Volontaire*, by manning that frigate with part of the crews under his command, and supplying their place with prisoners, whom he prevailed upon to assist in working the different vessels in which they were embarked.

Captain Butterfield subsequently served in the *Sea Fencibles* at *Trakee*; and on the breaking up of that corps, in 1810, he was appointed *pro tempore* to the *Courageux* of 74 guns. At the latter end of the same year he removed into the *Malacca*, a new frigate, and sailed for the Cape station; from whence, after cruising for some time off the Isle of France, he was ordered to the East Indies, where he had the mortification to be dismissed his ship by the sentence of a court-martial, held at Madras, in Aug. 1812. The circumstance that led to his trial was briefly as follows:—On his arrival in India, finding himself senior officer there, in consequence of the recent demise of Vice-Admiral Drury, as stated at p. 514, and the absence of Commodore Broughton, he proceeded to Calcutta, and despatched the *Minden*, 74, to England with the October convoy, at the urgent request of the merchants, but without sufficient authority for so doing. His

* It is worthy of remark, that Captain Butterfield and the other agents of transports, Lieutenants Cochrane and Patey, did not receive any prize-money for the capture of the Cape, although the commanders and mates of the Hon. East India Company's ships did; the former receiving 1000*l.*, and the latter 500*l.* each.

zeal for the public service gave offence to Commodore Broughton, who, on his return from Java, where he had been joined by the Malacca, applied to Sir Samuel Hood, the new commander-in-chief, for a court-martial, which terminated in Captain Butterfield's dismissal from that frigate, to the great regret of her crew, from whom he received a warm and affectionate address previous to his return to England, as a passenger on board the Modeste, an address alike gratifying to his feelings, and honorable to his character*.

At the general promotion in June 1814, Captain Butterfield was appointed to succeed Sir Home Popham in the command of the Stirling Castle 74; but peace with France having previously taken place, the only service he had an opportunity of performing in her was that of bringing the guards from Bourdeaux to England. We are sorry it is not in our power to insert a copy of a very handsome letter which we know he received from the officers of that distinguished corps, acknowledging the attention he paid to their comforts during the passage. The Stirling Castle was paid off at Plymouth about Nov. 1814.

Captain Butterfield has been more than once married, and is the father of a large family. One of his sons is a Midshipman in the R. N.

Agent.—Thomas Stilwell, Esq.

RICHARD BYRON, Esq.

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

It being our intention to present the reader with some very curious and interesting particulars of the Byron family, under the head of their representative, the present Captain Lord Byron, we shall merely state in this place that the officer now before us is the eldest son of the late Hon. and Rev. Richard Byron, by Mary, daughter of Richard Farmer, of Leicester, Esq., and sister of Dr. Richard Farmer, Master of Emanuel College, Cambridge, a Canon residentiary of St.

* Captain Butterfield, previous to his leaving the Mars, was presented by that ship's company with a very elegant sword, as a token of their gratitude for his constant humane attentions to the sick.

Paul's, and the celebrated commentator on Shakespeare, so frequently mentioned by *Malone* and *Steevens* *.

Mr. Richard Byron was born in 1769; and entered the naval service at the commencement of 1782, as a Midshipman, on board the *Andromache* frigate, commanded by his first cousin, the late Captain George Anson Byron, then about to sail for the West India station, where he arrived in time to witness the defeat and capture of Count de Grasse, by the fleet under Sir George B. Rodney †. He was also present at the relief of Gibraltar by Earl Howe, at the latter end of the same year ‡.

* The Hon. and Rev. Richard Byron, third son of William, fourth Lord Byron, by Frances, second daughter of William, Lord Berkeley, of Stratton, was born at Newstead Abbey, Oct. 24, 1724. His brother, the late Hon. Vice-Admiral John Byron, served as a Midshipman under Commodore Anson, during his celebrated voyage round the world; and having had the misfortune to be cast away in the *Wager*, on a desolate island off the coast of Chili, suffered great hardships for more than five years. He was an able and gallant seaman; but, on the whole, an unfortunate commander, having always the elements to contend with rather than the enemy. His action with *M. d'Estaing*, July 6, 1779, though indecisive, was highly honorable to the British fleet; for it is evident that the French Admiral declined coming to a close engagement, though the force under his command was vastly superior to his opponents. Vice-Admiral Byron died April 10, 1786.

† Captain G. A. Byron was instrumental in bringing on the battles of April 9 and 12, 1782; for, being stationed off the Diamond Rock, he kept the strictest watch upon the enemy, by sailing into the mouth of the harbour where de Grasse lay, and gave Rodney such immediate notice of the French Admiral's motions, that the British ships, by slipping their cables, were enabled to intercept and bring him to action. He also rendered an essential service in the midst of the conflict on the 12th, by putting fifty barrels of gunpowder on board the *Monarch* 74, without causing that ship to lose her station in the line for a moment. The *Andromache* was afterwards selected to carry home Lords Cranston and Robert Manners; the former charged with Rodney's despatches relative to the victory, the latter returning to England on account of his wounds; and Captain Byron's conduct was reported in the most honorable terms to the Admiralty. Unfortunately for his country, Lord Robert Manners only survived about a week after his removal from the ship he had so gallantly commanded, during which period he was closely attended by Mr. Richard Byron. When his Lordship's death was announced at Court, the King told the Duke of Portland, *he would rather have lost three of the best ships in his service.*

‡ See Vol. I, pp. 17 and 106.

Mr. Byron subsequently served for several years in the *Druid* frigate; and early in 1789, we find him accompanying his cousin to the East Indies, in the *Phoenix* of 36 guns, forming part of the squadron sent thither under the orders of Commodore Cornwallis. Ever active, Captain Byron sought the first occasion of assisting in the war against Tippoo Saib; and, at the very outset, performed a signal service, by intercepting the Sultan's transports, loaded with military stores. After this he distinguished himself by landing some of his guns, and leading a party of his men to assist the Bombay army in reducing the fortress of Cannanore, and other strong holds on the Malabar coast, and in re-establishing the Rajah of Travancore, whose dominions had been over-run and occupied by Tippoo. For these services he was publicly praised in the official accounts that were sent home; but, unfortunately, he fell a victim to his alacrity and zeal; for, on crossing the bar of Billiapatnam river, near Cannanore, in order to communicate with Major-General Abercromby, who was then marching towards Seringapatau, his boat was over-set by a heavy sea; and when endeavouring to extricate himself, her gunwale struck him twice upon the breast with so much violence, that on being taken up it was not supposed he could survive the shock his frame had sustained. He however lingered about a year after his return to England, and survived his wife several months. He died at Dawleish, in Devonshire, June 11, 1793.

The subject of this memoir was made a Lieutenant into the *Perseverance* frigate at Trincomalee, about Oct. 1792; and served as such on board the *Impregnable*, a second rate, bearing the flag of Rear-Admiral Caldwell, in the battle of June 1, 1794. From her he removed into the *Queen Charlotte* of 100 guns, which ship formed part of Lord Bridport's fleet in the action off l'Orient, June 23, 1795*. We subsequently find him

* See Vol. I, note at p. 75 *et seq.* and Vol. II, Part I, note at p. 54. Lieutenant Byron on the latter occasion was placed in a very honorable post, his Captain, Sir Andrew Snape Douglas, having directed that his division of guns, the seven foremost on the lower deck, should alone commence the action; the remainder to consider his firing as a signal for them to begin with effect. He accordingly waited until his guns pointed directly

-serving as first Lieutenant of the *Doris* frigate, commanded by Lord Ranelagh, and employed as a cruiser in the Channel.

In 1797, Mr. Byron was appointed flag Lieutenant to Sir Hugh C. Christian, K. B., whom he accompanied to the Cape of Good Hope in the *la Virginie*, of 44 guns. He there joined the *Tremendous* 74, from which ship he was promoted to the command of the *Cornwallis* brig in Mar. 1798*. His next appointment was to the *Rosario* sloop of war, fitting at Plymouth for the Jamaica station, where he was employed during the peace of Amiens, watching the motions of a fleet sent from France to co-operate with General le Clerc, in his attempt to recover possession of St. Domingo. Captain Byron's post commission bears date April 29, 1802. He fitted out the *Inconstant* frigate in 1804; and obtained the command of the *Belvidera*, rated at 36, but mounting 42 guns, Feb. 11, 1810. On the 22d July following, the boats of that ship, in company with those of the *Nemesis* 28, captured, after a smart action, the Danish schooners *Balder* and *Thor*, each carrying two long 24-pounders, 6 howitzers, and 45 men; they also destroyed a sloop, mounting one 24-pounder, with a complement of 25 men. Of this gallant affair, which took place on the coast of Norway, an account will be found under the head of Captain William Henry Bruce, who served as a Lieutenant on that occasion.

The *Belvidera* was afterwards ordered to the Halifax station, where she had a rencontre with an American squadron, the particulars of which are thus related by Captain Byron in his official letter to Vice-Admiral Sawyer, dated June 27, 1812 †:

“ Sir,—I beg leave to inform you, that in pursuance of the

for the French *Formidable's* broadside, when he let fly, and every shot from the *Queen Charlotte* was thus expended to good purpose. It should be remarked, that the enemy's three sternmost ships had previously opened a heavy fire upon her, but without shaking the determination of her commander, not to throw away a shot in vain.

* *La Virginie* conveyed Lord Mornington (now Marquis Wellesley), from England to the Cape of Good Hope, from whence the *Cornwallis* returned home with despatches.

† The United States had declared war against Great Britain nine days previous to the date of this letter.

orders I had the honor to receive from you at Bermuda, the *Belvidera* was on the 23d instant in lat, 39° 26' N., long. 71° 10' W., in expectation of the French privateer *Marengo* coming out of New London. At break of day, the officer of the watch informed me the upper sails of five vessels were seen in the S. W. I stood towards them to reconnoitre; and when about six miles from us they hauled to the wind by signal in chase of the *Belvidera* *. I tacked from them, and made sail in consequence of their not answering the private signal †. At 11^h 30' A. M. we hoisted our colours, and the strange squadron shewed the American flag. The breeze falling light with me, but still favouring them, brought their van ship, which I believe to have been the *President* ‡, within point blank distance on our weather quarter. At 4^h 20' P. M. she opened her fire from her foremost guns. I had given the most positive orders to my Lieutenants to prick the cartridges, but not to prime the guns §. Although ignorant of the war, we were of course prepared; and about five minutes afterwards opened ours, with two 32-pounder carronades, and two long 18-pounders from the stern ||. In light winds the *President* sailed better than the *Belvidera*; and as her second, a very heavy frigate ¶, sailed as well, I acknow-

* The enemy when first seen were steering to the eastward, with the wind blowing a moderate breeze from W. N. W.

† This was at about 8^h 15' A. M. The *Belvidera* kept away between four and five points.

‡ Captain Byron's conjectures were right. His nearest opponent was the *President*, bearing the broad pendant of Commodore Rodgers, and mounting thirty-two long 24 pounders, and 22 carronades, (42-pounders,) exclusive of top guns; with a complement of 475 men. The *Belvidera* mounted twenty-six long 18-pounders, and 16 carronades, 14 of which were 32-pounders, the other 2 only nines. She had on board only 230 officers, men, and boys.

§ This was done to prevent the possibility of any such charge being laid against the *Belvidera*, as had been made so much of in the case of the *Little Belt*. See Captain ARTHUR BATT BINGHAM.

|| The wind had by this time shifted to W. S. W.; the *Belvidera* and her pursuers continuing their course to the N. E. was consequently running nearly before it.

¶ The *President's* second was the *Congress*, of twenty-eight long 18-pounders, twenty 32-pr. carronades, and two long nines. Her complement was 440 men.

ledge I was much surprised at the nearest ship yawing repeatedly, and giving starboard and larboard broadsides, when it was fully in her power to have run up alongside the *Belvidera* *. I thought it my duty to make a firm retreat from three frigates of the largest class, accompanied by a small frigate or sloop, and a brig of war, two of which bore broad pendants †. The cannonading continued on both sides until seven o'clock. About half an hour previous to the close, the *President's* second began an ineffective fire. At 10^h 30', by the good advice of the Master, I shifted the course at once six points to starboard: the enemy hauled up after us, but with less decision, evidently apprehensive of losing some of her consorts; and at 11^h 30', there being a fine moon, we saw her wear, and heave to on the opposite tack; also her second and the other frigate; and I conclude the two sternmost did the same as they came up. The necessity of retreat was painful to every one on board the *Belvidera*. The stern and quarters are damaged, main-top-mast shot through, and cross-jack-yard cut away in the slings; the sails are also damaged, with some standing and running rigging. The *President* must have suffered considerably from the excellent direction of the two quarter-deck guns by Lieutenant John Sykes, first of this ship, an officer of seventeen years standing; and the firing of the two 18-pounders was very quick and well-directed by Lieutenants William Henry Bruce, and the Hon. George Pryse Campbell ‡. To the Lieutenants I am much indebted, and equally so to Mr. James Ker, the Master, for his speedy re-

* One of the *President's* 24-pounders burst ten minutes after she had opened her fire. By this accident 16 persons were killed and wounded, including among the latter Commodore Rodgers himself severely in the thigh; and the main and fore-castle-decks near the gun were so much shattered, as to prevent the use of a bow-chaser on that side for some time.

† The third American ship was the *United States*, Commodore De-catur, armed precisely the same as the *President*, with the addition of an 18-pounder travelling carronade, used through a port at the gang-way. She also carried a howitzer in each top. The other vessels were the *Hornet* and *Argus* sloops of war.

‡ No less than 300 round shot were discharged from the main-deck stern-chasers.

fitment of the rigging, as it was shot away, and his spirited activity in resetting the studding sails, as their haliards were cut. Much praise is due to Lieutenant James Campbell of the royal marines, for the determined example he shewed to his party. I am infinitely satisfied with the valorous and steady conduct of the warrant and petty officers, seamen, and marines, of the Belvidera. Herewith I enclose the small list of killed and wounded, which in some measure is to be attributed to the endeavour of the enemy to dismantle us. John Hill the armourer, and William Gould of the fore-castle, were very good men *. I feel obliged to account for not waiting on you personally, having received a contusion above my knee, by one of the carronades breaking loose in firing, but which will very soon be well. The bearer of this, Lieutenant John Sykes, is an excellent officer, and will give you every information. I hope my conduct will meet your approbation. I have the honor to be, &c. &c. &c.

(Signed) " R. BYRON †."

" To Herbert Sawyer, Esq.
Vice-Admiral of the Blue,
&c. &c. &c."

The conduct of Captain Byron on this occasion was highly applauded both by government and the public. Had it not

* It is related of John Hill, that after having both arms amputated he wanted to go on deck to have another shot at the enemy. He died the day after the action, two of his ribs having been fractured and driven into his lungs.

The Belvidera had only the above men killed, and 22 wounded, including among the latter her Captain and second Lieutenant. The President, according to the American official account, had 2 Midshipmen and 1 marine killed; Commodore Rodgers, 1 Lieutenant, 1 marine officer, 3 Midshipmen, and 12 seamen wounded; 1 of whom mortally, and several severely.

† The long bolts and breechings of the Belvidera's carronades gave way repeatedly during the action. Captain Byron was in the act of pointing and firing one of them when the bolt drew, and the carriage slide turning suddenly round, the corner of it came in contact with his groin. The wound inflicted was very severe, although he treated it so lightly in his public letter. Such instances of modesty, although by no means rare, are always praise-worthy. It is something singular that Commodore Rodgers should also have been wounded in the thigh.

been for his discretion and promptitude on first falling in with the American squadron ; his perseverance in leading Commodore Rodgers out of the track of a valuable Jamaica fleet, which both parties knew was then on its passage to England under a very trivial escort* ; and his bravery in defending the Belvidera, during a long and arduous chase, while engaged with a force so greatly superior ; the country would have sustained a much greater loss than that resulting from the capture of six or seven insignificant merchantmen, which, with one solitary recapture, were the only trophies of Commodore Rodgers' prowess, obtained by him during a cruise of two months and eight days, although he had sailed from New York with the singular advantage of his hostile intentions being unknown to any British cruiser.

On the 5th of the following month, Captain Byron sailed from Halifax in company with a squadron sent to cruise off the enemy's coast, under the orders of Captain (now Sir Philip) Broke ; and eleven days after assisted at the capture of the Nautilus of 14 guns and 106 men, off Sandy Hook †. At 3 P. M. on the same day, a strange sail was seen in the wind's eye, which afterwards proved to be the Constitution of 56 guns, on her way from Chesapeake Bay to New York. A general chase ensued, and was continued during the night. At day-light on the 17th, it being then calm, the enemy's ship and her pursuers hoisted out their boats to tow, and at 7^h 30' the former began warping herself ahead, in 24 fathoms water. She then bore from the Belvidera S. W. b. S. distant four miles. At 9 o'clock a light air sprang up from the S. S. E., and the Belvidera trimmed sails on the larboard tack. At 10^h 30' the breeze freshened, but in a few minutes died away to a calm ; when Captain Byron, observing the benefit that the Constitution had derived from warping, immediately

* Captain Byron's position at day-light on the 23d June is stated in the above letter. The West India fleet just alluded to were that day, at noon, in lat. 39° 35' N., long. 61° 38' W. From the course that Commodore Rodgers was steering when first discovered by the Belvidera, and from the circumstance of his bringing a westerly breeze from the American coast, it is obvious that he had every chance of coming up with the convoy.

† See Vol. II. Part I, p. 370.

commenced the same operation, bending all his hawsers to one another, and working two kedge anchors at the same time, by paying the warp through one hawse-hole as it was run in through another opposite. The effect of this was soon visible; and at noon the American, whose booms had just before been thrown overboard, was within gun-shot of the Belvidera. At 2 P. M. the enemy opened a fire from his stern-chasers, which was returned occasionally by Captain Byron's bow-guns. At 3, a light breeze enabled the Constitution to gain ground, and the firing ceased; but the chase continued till day-light on the 18th, by which time she was four miles a-head, and being a clean ship she ultimately effected her escape. The pursuit was finally given up by the British at 8 A. M. on the 19th, a little to the southward of Delaware Bay, the wind at that time blowing very fresh, and the enemy's hull being no longer visible*. The Belvidera's situation when chased by Commodore Rodgers was far more critical than that of the Constitution on this occasion, she being ignorant of the war, and having to sustain the fire of a ship vastly superior in force.

On the 21st Aug. in the same year, the Belvidera captured the Bunker's Hill schooner privateer of 7 guns and 72 men; and on the 8th Feb. 1813, her boats assisted at the capture of the Lottery letter of marque, mounting 10 guns, with a valuable cargo from Baltimore, bound to Bourdeaux. The active manner in which Captain Byron was employed at the latter period will be seen by reference to the copy of a memorandum issued by Rear-Admiral Cockburn, and inserted in our memoir of Captain George Burdett at p. 576. The following acknowledgment of his liberal and humane conduct towards the wounded men of the Lottery, was made by Captain Stewart of the Constellation frigate, dated in Norfolk Harbour, Feb. 15:

“ Sir,—Captain Gould has handed me a note you addressed to him on the 11th inst., in which you state, ‘ by authority of the senior Captain of H.B.Majesty's squadron in Lyn-haven Bay, that Captain Southcomb and his two wounded men will be delivered to any vessel that may come for them,’

* The enemy being a clean ship just out of port, sailed much better than any of the British squadron, either in light or strong breezes.

I send a flag down to you for the purpose of receiving those men, and avail myself of this opportunity to thank you for your attention and humanity to the unfortunate. I have the honor to be, very respectfully, your obedient servant,

(Signed) "CHARLES STEWART, Senior Officer.

"P. S. Dr. Ray goes with the flag to attend the wounded men, should there be any necessity."

"To Captain Richard Byron,
H. B. M. S. *Belvidera*."

The *Belvidera* subsequently captured the United States' schooner *Vixen*, pierced for 18 guns; and destroyed the *Mars* privateer, carrying 15 guns and 70 men. She also recaptured the *Nocton*, a Falmouth packet, which had been taken by the *Essex* frigate on the coast of Brazil. She was paid off at the latter end of 1814; and Captain Byron received the insignia of a C. B., as a reward for his meritorious services in 1815.

The subject of this memoir married, Sept. 23, 1801, a daughter of the late James Sykes, Esq., Navy Agent, of Arundel Street, Strand, London, and by that lady has four sons, viz. Richard, a passed Midshipman, now serving on board the *Spartiate* 76, bearing the flag of Sir George Eyre, commander-in-chief in South America; James, an Ensign in the 8th, or King's regiment; John, a student at Exeter College, Oxford; and William, at Emanuel College, Cambridge.
Agent.—Thomas Stilwell, Esq.

WILLIAM YOUNG, Esq.

THIS officer was a Midshipman on board the *Portland*, of 50 guns, bearing the flag of Vice-Admiral James Young, on the West India station; and served in her tender under the orders of Mr. (now Captain) George F. Ryves, at the commencement of the first American war*. He obtained a Lieutenant's commission in 1783; and served as principal Agent of Transports during the Egyptian campaign, at the close of which he received the gold medal of the Turkish Order of the Crescent, and was presented by the Masters of

* See Vol II, Part I, p. 137.

the ships under his orders with a handsome sword, as a token of their gratitude and esteem. His post commission bears date April 29, 1802. He has been for many years resident agent of transports at Deptford.

Agent.—J. Hinxman, Esq.

GEORGE TOBIN, Esq.

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

THIS officer is the second son of the late James Tobin, Esq., a proprietor in Nevis, by Elizabeth, eldest daughter of the late George Webbe, Esq., of the same island. His youngest brother is a Lieutenant-Colonel of the royal artillery*.

He was born at Salisbury, Dec. 13, 1768; and entered the naval service under the patronage of the late Admiral Herbert Sawyer, as a Midshipman on board the *Namur*, a second rate, forming part of the Channel fleet, in June 1780.

At the commencement of 1782, the *Namur*, then commanded by the late Commissioner Fanshawe, accompanied Sir George B. Rodney to the West Indies, where she bore a conspicuous part in the memorable actions of April 9th and 12th, in the same year †. She returned to England, and was put out of commission in consequence of a general peace taking place in 1783.

Mr. Tobin then joined the *Bombay Castle* 74, stationed as a guard-ship at Plymouth; where he continued till the spring of 1785, when he proceeded with his friend Commodore Sawyer, in the *Thisbe* frigate, to Nova Scotia, on which station he completed his time as a Midshipman on board the *Leander* of 50 guns. He subsequently served in the *Assistance*, a ship of similar force. Between the autumn of 1788 and the summer of 1790, we find him making a voyage to Madras and China in an East Indiaman; and soon after his return to England he appears to have joined the *Tremendous* 74, fitting at Chatham as part of the armament destined to

* Captain Tobin's eldest brother, and three others junior to himself, are deceased.

† See Vol. II, Part I, note † at p. 52; and Vol. I, note at p. 35 *et seq.*
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act against Spain, in the event of a rupture with that country. He obtained the rank of Lieutenant Nov. 22, 1790.

In the ensuing spring Mr. Tobin was appointed third Lieutenant of the *Providence* of 16 guns, commanded by Captain William Bligh, under whom he served during the bread-fruit expedition in 1791, 1792, and 1793*.

Previous to his return from that service he received letters from England, informing him that Captain Horatio Nelson, (who had a few years before married a Nevis lady, related to his mother) had kept the *third* Lieutenantcy of the *Agamemnon* 64, open for some time, in hopes of his joining her; but little calculating on the subsequent greatness of that officer, Mr. Tobin was rather pleased than otherwise at being out of the way of accepting the offer, and particularly so when, a few months afterwards, he found himself *second* Lieutenant of the *Thetis*, a fine frigate, commanded by the Hon. Alexander Cochrane, who had already proved himself a very zealous and active officer, and with whom he continued upwards of four years †.

The *Thetis*, after cruising for some time, in the winter season, on the coast of Norway, was attached to a squadron under the orders of Rear-Admiral George Murray, with whom she proceeded to the Halifax station in May 1794. The cap-

* The *Providence* sailed from Spithead in company with her tender, the Assistant brig of 6 guns, commanded by Lieutenant Nathaniel Portlock, Aug. 2, 1791; and proceeded to Otaheite, for the purpose of taking on board a cargo of bread-fruit and other plants for the use of the West India colonies. The object of this voyage was accomplished in the most satisfactory manner, 300 plants being landed in excellent order at the island of St. Vincent, and the remainder at Jamaica, in Jan. and Feb. 1793. Captain Bligh returned to England in Aug. following, bringing with him two of the natives of Otaheite, one of whom died soon after his arrival.

† The following extracts from Nelson's letters to his wife, will serve to corroborate what we have said respecting the intended appointment of Lieutenant Tobin to the *Agamemnon*:—*June* 13, 1796, "What is become of George Tobin? he is a fine young man: it is a pity he has not got more forward." *July* 12, 1797. "I am sure the time is past for doing any thing for George Tobin; had he been with me he would long since have been a Captain, and I should have liked it, as being most exceedingly pleased with him." See *Clarke and M^r Arthur's Life of Nelson*, 4to edit. Vol. I, p. 290: and Vol. II, p. 28.

ture of two French store-ships by her and the Hussar, already noticed at p. 259 of our first volume, took place at a time when Mr. Tobin commanded the Princess of Wales schooner, employed as a tender to those frigates. He subsequently became first Lieutenant of the Thetis, and continued as such till his removal into the Resolution 74, bearing the flag of the commander-in-chief, by whom he was promoted into the Dasher, a new sloop of war, about Aug. 1798*.

After commanding this vessel for twelve months on the coast of America, Captain Tobin was ordered to convoy the homeward bound trade: and on his arrival in England he used every effort to have her sent to the Mediterranean, in order to be near Lord Nelson; but had the mortification not to succeed, she being placed under the orders of Sir Thomas Pasley, at Plymouth, and chiefly employed off the Isle of Bas, in the irksome, but rarely successful service, of endeavouring to prevent the enemy's convoys passing along-shore. During the last two years of the war we find her attached to the Channel fleet, successively commanded by Earl St. Vincent, and the Hon. Admiral Cornwallis. She was paid off at Plymouth, Oct. 10, 1801 †.

* The Dasher was built of cedar, at Berinuda.

† Lieutenant Bedford, now the senior officer of his rank on the establishment of the Royal Hospital at Greenwich, lost his leg whilst serving under the orders of Captain Tobin. As the official letter relating to his misfortune never reached the public, it may not be amiss in this place to give a brief statement of the circumstances that led to that very respectable officer's secession from active service. We do so the more readily, in consequence of our being personally unacquainted with him, although by no means ignorant of his private worth. The energetic manner in which we have often heard him plead in favour of the distressed widows, orphans, and parents of deceased officers, at the quarterly meetings of the Naval Charitable Society, and the sight of his honorable scars, have long caused us to view him with more than common regard.

In June 1801, the Dasher, while chasing a French convoy on the coast of Poitou, got on shore near le Pont d'Yeu, but without receiving any material injury. In consequence of this untoward accident, the boats under Lieutenant Bedford, who but too readily met Captain Tobin's wishes, (supported by Lieutenant Nicholson in the Suwarrow schooner), were sent in pursuit. Two brigs were set on fire by the enemy to prevent their being captured: but one of the boats was unfortunately sunk by a

Captain Tobin obtained post rank at the general promotion, April 29, 1802; and was appointed to the Northumberland 74, bearing the flag of his friend the Hon. Rear-Admiral Cochrane, off Ferrol, in Sept. 1804. The manner in which he was employed during the ensuing twelve months will be seen by reference to Vol. I, p. 261.

In Sept. 1805, he was removed by the Rear-Admiral, then commander-in-chief on the Leeward Islands station, into the Princess Charlotte, a 38-gun frigate, with a complement of 264 men; and on the 5th of the following month, being off Tobago, he captured the Cyane French corvette, (formerly British) mounting 20 long sixes, 2 long fours, and six 12-pounder carronades, with a complement of 190 men, commanded by Mons. Masnard, Lieutenant de Vaisseau; the Naiad brig, of 16 long 12-pounders, and 170 men, was in company with the Cyane, but by taking a more prudent, though annoying situation, and superior sailing, effected her escape. When first discovered, these vessels were so far distant, that Captain Tobin saw no chance of overtaking them by an avowed pursuit; he therefore disguised his frigate as much as possible, which had the desired effect of bringing them down to her in the night of the 4th, when a close action took place, and continued above an hour, during which the Princess Charlotte was so much cut up in her sails and rigging, the enemy firing high on purpose to disable her, as rendered the subsequent pursuit of them a very perplexing one. The Cyane was defended in a very gallant manner, and sustained a loss of 3 men killed and 9 wounded. The Princess Charlotte had 7 wounded, 2 of whom died soon after. The Naiad was taken by the Jason frigate on the 13th of the same month*.

shot from the stern-chaser of a national schooner, which deprived her gallant and persevering commander of his left leg, and at the same time slightly wounded a seaman and three marines. Lieutenant Bedford had once before been obliged by wounds to seek a temporary retirement; but this last severe one closed all his hopes of ever being again actively employed; and he reluctantly withdrew from service, by accepting an appointment to Greenwich Hospital.

* The Princess Charlotte was 30 men short of complement.

In the summer of 1806, Captain Tobin was attached to a homeward bound convoy; and soon after his arrival in England he received orders to proceed to the Irish station; from whence he escorted a fleet of merchantmen to Barbadoes and Jamaica, in the spring of 1809. On his return from the West Indies he was sent to St. Helena, to bring home the trade collected at that island; for which service he was presented by the Hon. East India Company with 200 guineas, for the purchase of a piece of plate, "as an acknowledgment of his care and attention."

The Princess Charlotte having rejoined the flag at Cork, Captain Tobin had the gratification of receiving a handsome piece of plate from the Commercial Insurance Company of Dublin, accompanied with a document, of which the following is a copy:

"At a meeting of the Directors of the Commercial Insurance Company of Dublin, on Thursday, Oct. 5, 1809,

"Alderman Nathaniel Hone in the chair.

"Resolved,—That the sum of one hundred pounds be laid out in the purchase of a piece of plate to be presented to George Tobin, Esq., commander of H. M. S. Princess Charlotte, with an address and suitable inscription, expressive of the high opinion the Directors of the Commercial Insurance Company entertain of his very active services in saving the ship Maria, John Murphy Master, on the 11th day of March last, when under his convoy, laden with a cargo of merchandise, bound from Dublin to Madeira, after being run down by a ship in the fleet.

"Resolved, That Alderman Hone, Mr. Wilkinson, and Mr. Sparrow, be a Committee for carrying the foregoing resolution into effect.

"Signed by order of the Directors,

"SAMUEL BRUCE, Secretary."

Mr. Bruce's letter accompanying the above present, was replied to by Captain Tobin in the following terms:

"H. M. S. Princess Charlotte, Cove of Cork, June 3, 1810.

"Sir,—I beg leave to acknowledge the receipt of your letter of the 26th ult., accompanied with the very handsome piece of plate voted to me on the 5th Oct. last, by the Directors of the Commercial Insurance Company of Dublin.

"Be assured, Sir, that such a mark of attention was unexpected on my part, as the affair of relieving the Maria had been passed in my mind as one of those casualties frequent in a large convoy; but I shall appreciate the gift the more, as the 'Resolution of the Directors of the Commercial Insurance Company of Dublin' is the only acknowledgment I ever re-

ceived, notwithstanding it has been my good fortune, by the zeal and exertions of the officers and men I have had the happiness of commanding, to have frequently given aid to vessels in distress.

"In begging your acceptance of my thanks for the polite manner in which you have communicated the 'Resolution' of the Company, I am, Sir, &c. &c.

"To Samuel Bruce, Esq.
&c. &c. &c."

(Signed)

"GEORGE TOBIN."

During the remainder of the French war Captain Tobin was actively employed on the Irish and Channel stations, and in the Bay of Biscay, where he was fortunate enough to capture several of the enemy's armed vessels. In Jan. 1812, his frigate was ordered to be called the *Andromache*, her former name being transferred to a first rate, building at Portsmouth.

The *Andromache* formed part of the squadron under Sir George Collier, during the siege of St. Sebastian; and after the fall of that strong fortress* she escorted the French garrison to England. On the 23d of the following month, Oct. 1813, Captain Tobin fell in with a large frigate, under jury-masts, which surrendered after a short action, and proved to be *la Trave*, mounting twenty-eight French 18-pounders, and sixteen 18-pounder carronades, only nine months off the stocks, with a complement of 321 men.

Captain Tobin, in his official letter, detailing the capture of *la Trave*, says, "such was the disabled state of her masts previously to our meeting, that any further opposition would have been the extreme of rashness;" and it is but an act of justice towards a brave enemy to add, that her commander, finding it impossible to escape by sailing, and after endeavouring for a considerable time to dismantle the *Andromache* with his stern-chasers, received that ship in a manner creditable to him as a gallant man, and sustained a close action for fifteen minutes, until a destructive fire obliged him to surrender. In addition to the disadvantageous circumstance of his being under jury-masts †, a strange ship of war

* See p. 528 *et seq.*

† *La Trave* had been dimasted in a gale of wind on the 16th Oct. and engaged by a British brig of war two days previous to her capture by the *Andromache*. See Captain ISAAC HAWKINS MORRISON.

was approaching from the N. E. quarter, which he had no doubt of being an enemy, and which indeed proved to be the *Eurotas* frigate, Captain John Phillimore*.

La Trave had 1 man killed; her commander, Jacob Van Maren, Capitaine de Vaisseau, and Member of the Imperial Order of Reunion, the second Lieutenant, 2 Midshipman, (one of them mortally) and 24 seamen wounded. The *Andromache* had only her first Lieutenant † severely, and 1 seaman slightly wounded.

Captain Tobin was in company with Rear-Admiral Penrose on the 27th Mar. 1814, when that officer, in a most skilful and gallant manner, forced the passage of the Gironde, and anchored in that river with the *Egmont* 74, the *Andromache*, and other ships of war; an event which will be more particularly described in our memoir of Captain John Coode, C. B.

The *Andromache* formed part of the fleet assembled at Spithead during the visit of the allied sovereigns in June 1814; and was paid off at Deptford on the 23d of the following month.

Captain Tobin was nominated a C. B. Dec. 8, 1815. He married, in 1804, the widow of Major William Duff, of the 26th regiment, daughter of the late Captain Gordon Skelly, R. N., by whom he has one son and a daughter. Mrs. Tobin's only child by her first husband is married to Captain Rowland Mainwaring, R. N.

Agents.—Messrs. Maude.

JAMES SANDERS, Esq.

THIS officer entered the naval service as a Midshipman on board the *America*, of 64 guns, commanded by his maternal uncle, the late Rear-Admiral Samuel Thompson †, April 5,

* The *Saintes* at this time bore E. by S., distant 14 leagues.

† See Commander THOMAS DICKINSON, (b).

‡ Rear-Admiral Thompson, a brave officer and excellent seaman, died at Titchfield, Hants, Aug. 13, 1813, on which day he had completed his 95th year. His eldest son, Norborne, is a Captain R. N.

1780; and continued in that ship on foreign service till the peace of 1783; during which period he bore a part in the actions between Vice-Admiral Arbutnot and Mons. de Ternay, Mar. 16, 1781; Rear-Admiral Graves and the Count de Grasse, Sept. 5, 1781; Sir Samuel Hood and the same French commander, Jan. 25 and 26, 1782; and in Rodney's battles of April 9 and 12 in the same year. On the latter day the *America* led the centre division of the British fleet, and sustained a loss of 12 men, including 2 Lieutenants, killed, and 22 officers and men wounded, besides being greatly cut up in her masts, sails, and rigging, notwithstanding which she was far advanced in pursuit of the flying enemy when the *Ville de Paris* surrendered*.

The *America* returned to England in July 1783; and from that period Mr. Sanders was constantly employed in different ships till May 1792, when he was removed from the *Duke* of 90 guns into the *Lion* 64, commanded by the late Sir Erasmus Gower, who entrusted him with the command of the *Jackall*, a brig of 101 tons, originally a Welch coaster, which vessel had been purchased into the service, and fitted as a tender to the embassy under Lord Macartney, then about to proceed to the court of Pekin †.

* For an account of the above actions see Vol. I, pp. 40 and 133; Vol. II, Part I. p. 63, *et seq.*: and Vol. I, note at p. 35 *et seq.*

† Captain Gower was appointed to the *Lion* at Lord Macartney's express desire, and gratified with the choice of his own officers, whom he selected from a personal knowledge of their merit. The nomination of a Captain was far from being a matter of indifference to the Ambassador; for, beside the proper qualifications to conduct any very long voyage, with safety and comfort to the passengers and crew, still more might possibly be requisite in an undertaking in which a new tract of sea was to be explored; as it became a part of the plan to sail directly for the harbour next to the capital of China, through the Yellow Sea and the Gulf of Pekin, for a space of 10° of latitude, and more than half that quantity of longitude, no part of which had ever been described by any European navigator. To every branch of the sea service Captain Gower was known to be fully equal. In addition to the military exertions of this spirited and able officer, he had twice, at an early age, been round the world, having suffered, and materially contributed to surmount, the vast variety of evils incident to such perilous and protracted voyages, by which his mind was inured to, and provided with resources against, the accidents

Every arrangement having been made to ensure the success, and add to the splendour and accommodation of an embassy, which had long engaged a considerable share of the public attention ; all those who were to accompany the Ambassador, to the amount of near 100 persons, besides soldiers and servants, joined his Excellency, at Portsmouth, in September, 1792 ; and on the 26th of that month the *Lion* sailed from Spithead, with an easterly breeze, accompanied by her tender, and the *Hindostan*, a large East Indiaman, the latter having on board the presents destined for Tchien Lung, the Chinese Emperor ; and those persons of Lord Macartney's *suite* who could not be accommodated on board the *King's* ship.

The squadron had made but little progress down Channel when the wind became adverse, and soon increased to a gale. The *Jackall*, being unable to weather Portland, parted company during the night of the 28th, and was left to perform the voyage to the Straits of Sunda by herself, with only nine working hands on board, and those totally unprovided with the means of defending themselves against any hostile attack.

After encountering much bad weather, Mr. Sanders succeeded in reaching Madeira on the 22d October ; and there received a letter from Sir Erasmus Gower, expressing great uneasiness for his safety ; directing him to lose no time, after completing his provisions, in following him to the Cape de Verds ; and, in the event of his not finding him at St. Jago, to proceed without delay to North Island, near the Straits of Banca ; where he was to remain until joined by the *Lion*.

Mr. Sanders had scarcely brought up in Funchal Road before a gale from the S. W. compelled him to slip his cable, and run to sea ; where he remained, contending with very tempestuous weather, for a period of seven days, at the expiration of which the wind shifted to the eastward, and enabled him to regain

of untried routes. Numberless applications were made to serve under him upon the present interesting occasion ; and young gentlemen of the most respectable families, glowing with all the ardour and enterprise of youth, were admitted on board the *Lion*, considerably beyond her proper complement of Midshipmen. Three of those gentlemen were placed under Mr. Sanders in the *Jackall*.

the anchorage. On the 30th October, the Jackall, after recovering the anchor that had been left behind, and taking on board a supply of provisions and water, was again under way; and eleven days after we find her anchoring in Porto Praya Bay, where Mr. Sanders received additional instructions for his guidance, from Sir Erasmus Gower, who had sailed from thence only two days previous to his arrival.

The island of St. Jago was at this period in an absolute state of famine. Little or no rain had fallen there for about three years before. The rivers were, almost all, entirely dry. The surface of the earth was, in general, destitute of herbage. The greatest part of the cattle had already perished, not less through drought than want of food; many of the inhabitants had migrated, and many died through hunger. Under those calamitous circumstances, the license contained in Sir Erasmus Gower's letter, to make a reasonable tarry in Porto Praya Bay, for the purpose of refreshing his little crew, only served to excite discontent; and it was not without having recourse to strong measures that Mr. Sanders could induce them to prosecute their voyage.

From St. Jago to the Straits of Sunda, the Jackall only experienced one heavy gale of wind. It took place to the eastward of Madagascar, blowing violently in all directions, and occasioning an uncommonly confused sea, attended with incessant rain, loud peals of thunder, and lightning of the most awful description. There was, however, a very great swell from the S. W. during the whole passage, and frequently without any apparent cause. On the 13th Feb. 1793, Mr. Sanders made the island of St. Paul; and on the 23d of the following month he had the happiness of joining his commander at the appointed rendezvous, after a painful separation of nearly six months.

The following is an extract from Sir George Staunton's "Account of the Embassy," a work to which we must refer our readers for a detail of the subsequent proceedings of Lord Macartney and those in his train:—

"Very soon after the Lion's return to this spot (North Island) the long-lost Jackall came in sight. It had been conjectured that in the stormy night, in which she lost company of the ships, or in her attempt afterwards

to follow them, she had met with some severe misfortune. She had been manned by a part of the Lion's crew; and their former companions, who knew not then of Great Britain being at war, could not have even the consolation of supposing their friends, though captive, yet alive. The joy of seeing her was very general: she had, in fact, been damaged in the beginning of the voyage, returned into port to repair, and afterwards used every diligence to re-join the ships. She was obliged to stop for refreshments at Madeira, where she arrived a short time after the Lion had left it. She pursued the latter to St. Jago, which she reached, likewise, some days too late. From thence to North Island she did not once come to anchor. She was what navigators call a good sea-boat, being compactly built, and little liable to perish by mere foul weather; but neither did she afford much shelter against the hardships of a rough voyage, or make her way so quickly as larger vessels against violent waves. Her provisions were damaged by salt water; and her crew were reduced to a very scanty pittance when she joined the Lion. Mr. Sanders, who commanded her, got much credit for his conduct throughout the voyage*."

On his return to England, in Sept. 1794, Mr. Sanders was recommended for promotion by Lord Macartney; and soon after advanced to the rank of Lieutenant in the Prince George, of 98 guns, which ship formed part of Lord Bridport's fleet at

* The Lion, on her passage from Batavia to North Island, struck upon a knoll in three fathoms water, with six or seven fathoms all round it. Had the knoll risen nearer to the surface, the accident might have been attended with serious consequences; and the want of a tender was now much felt, as she might have preceded the ships, and sounded the depth of water in any unknown or suspected place. The East India Company's Commissioners at Canton had destined two small vessels for this purpose; but in their late despatches to Lord Macartney, received by him at Batavia, they expressed their regret that those vessels were still otherwise employed. It appeared, that, even should the Jackall join, another vessel would still be useful; and his Lordship sent back to Batavia to purchase such a one as the service required; to which, as a mark of respect to the Duke of Clarence, H. R. H.'s name was given. The seeds of dangerous diseases had by this time taken root on board the Lion and Hindostan; and the evil consequences of a long voyage in so small a vessel, with a very limited allowance of food, and that not of the most wholesome description, began to shew themselves among the Jackall's crew immediately after their arrival, although no previous signs of debility had been exhibited by them: their cases, however, soon yielded to the kind treatment they experienced, aided by salutary refreshments; whilst by moving to different parts of the coasts of Java and Sumatra, in order to find out the healthiest and coolest spot, the number of persons on the sick-lists of the Lion and Hindostan was gradually reduced.

the capture of three French 2-deckers, off l'Orient, on the 23d June, in the following year*.

In the autumn of 1795, the Prince George received the flag of Rear-Admiral Christian, and made an ineffectual attempt to clear the Channel, in company with a large armament destined to act against the enemies' colonies in the West Indies. The Glory, another second rate, into which Lieutenant Sanders had removed with the Rear-Admiral, being equally unsuccessful †, he returned to the Prince George in July, 1796; and on the 14th Feb. following, had the honour of participating in the victory obtained by Sir John Jervis over the Spanish fleet off Cape St. Vincent. On that memorable occasion, the Prince George bore the flag of Rear-Admiral William Parker, and sustained a loss of 8 men slain and 7 wounded.

Lieutenant Sanders' next appointment was in March 1797, to the Victory of 100 guns, bearing the flag of his commander-in-chief, whom he afterwards accompanied into the Ville de Paris, also a first rate. During the time he belonged to the latter ship he was twice engaged in her boats with the Cadiz flotilla, and on one of those occasions received a severe wound. His promotion to the rank of Commander took place about November, 1798.

On the 22d Feb. 1799, Captain Sanders, in l'Espoir, a brig mounting 14 long 6-pounders, with a complement of 70 men, part of whom were absent in a detained neutral, after a sharp conflict of an hour and fifty minutes, captured a Spanish national xebec, of 14 long 4-pounders, 4 swivels of the same calibre, and 113 men. The following is a copy of his official letter on the occasion:—

“Sir,—At a quarter past noon, the town of Marbello bearing N. N. W. distant 3 leagues, a brig and two xebecs in the S. E. quarter appearing suspicious, I shewed my colours to them, when the brig and one of the xebecs hoisted Spanish; upon which a Moorish brig in tow was cast off, and l'Espoir hauled to the wind in chase. It was soon perceived they were armed vessels; but not being so fortunate as to weather them, we exchanged broadsides with both in passing. L'Espoir, being tacked, soon brought the xebec to close action, which continued for an hour and a half, when a favorable opportunity of boarding her was embraced, and after a sharp

* See Vol. I. p. 246.

† See Vol. I. note †, at p. 89 *et seq.* and Vol. II. Part I. p. 96 *et seq.*

contest of about twenty minutes she surrendered, and proved to be the *Africa*, commanded by Josepho Subjado, in the service of the King of Spain, mounting 14 long 4-pounders and 4 brass 4-pr. swivels, having on board 75 seamen and 38 soldiers, from *Algosamus* bound to Malaga. Lieutenant Richardson, in whom I have much confidence, and all the officers and seamen of his Majesty's sloop I have the honor to command, behaved with the same courage they have done on former occasions. During the action the brig, which, I have since learned, mounted 18 guns, stood in-shore and anchored. *L'Espoir* had 2 seamen killed and 2 wounded; the *Africa* 1 officer and 8 seamen killed, her captain, 2 officers, and 25 men wounded."

"*Captain Cuthbert, H. M. S. Majestic.*"

The officer to whom this letter was addressed, when transmitting it to Earl St. Vincent, said, *it was not in the power of his pen sufficiently to extol the meritorious conduct of Captain Sanders and his crew in the action, which he had himself witnessed, but at too great a distance to be able to assist l'Espoir**.

Some time previous to this gallant affair, Captain Sanders had been sent to examine the Barbary coast for a watering place; and it is to him that we are indebted for the discovery of a valuable run of fine water in Mazari Bay, 6 or 7 miles to the eastward of Tetuan river, which has since been of infinite service both to his Majesty's ships and the garrison of Gibraltar. In June following *l'Espoir* formed part of Lord Keith's fleet, and joined in the pursuit of a French squadron under Rear-Admiral *Perée*, whose capture we have already recorded †.

Subsequent to this event, Captain Sanders, being at Gibraltar, observed several Spanish gun-boats capture a merchant brig between Cabritta Point and Ceuta. Having obtained permission to that effect from the senior officer then present,

* It appeared by information afterwards received, that the Spanish vessels made sure of carrying *l'Espoir* into Malaga; also, that the brig which withdrew from the fight and anchored in-shore, was ultimately destroyed.

† See Vol. I. p. 267, and Vol. II. Part I, Note †, at p. 276. We should here observe that Captain Bland, who commanded *l'Espoir* before the subject of this memoir, considered her as scarcely sea-worthy, her upper works in particular being in a most deplorable state. Captain Sanders, however, continued to command her for twelve months, and when off Cape delle Melle, with Lord Keith's fleet, in June 1799, went in chase, although her starboard-side had been stove in and nearly laid flat on the deck by the *Emerald* frigate running foul of her during the preceding night

he weighed at sun-set unobserved by the enemy, succeeded in recapturing the English vessel, sunk one of the gun-boats, and compelled the others to make a hasty retreat. In addition to those services, he rescued several British merchantmen at different times from the hands of the Algeziras flotilla, and captured and destroyed several privateers and trading vessels on the coast of Spain; in doing which l'Espoir was more than once warmly engaged, though, fortunately, without sustaining any material loss or damage.

Captain Sanders paid off l'Espoir at Sheerness in Dec. 1799; and on that vessel being taken into dock, several feet of her counter fell out the moment the copper was removed; a sufficient proof that his predecessor's fears were not groundless. Towards the conclusion of the war he commanded the Raven of 18 guns, on the West India station. His post commission bears date April 29, 1802.

In the spring of 1805, we find him acting in the Ariadne, a 20-gun ship, during the temporary absence of her proper Captain, the Hon. Edward King, and stationed off the enemy's coast, with a small squadron under his orders, for the purpose of watching the French flotilla between Dunkirk and Calais. While thus employed he submitted a plan to Lord Keith for attacking the armed vessels lying off the former place. His proposal being approved, a number of fire-ships, &c. were assembled in the Downs for that purpose; but the enemy, anticipating an attack from the force collected, availed himself of the first favorable opportunity to move from Dunkirk Roads and force his way to Boulogne and Calais, which he effected after a sharp brush with the British cruisers, on which occasion each party had several men killed and wounded*.

In Nov. 1807, Captain Sanders was appointed to the Atlas of 74 guns, bearing the flag of Rear-Admiral Purvis, on the Cadiz station, where he was most actively employed for a period of nearly three years.

The late war in the Peninsula will be memorable above all

* Captain King had resumed the command of his ship, and the squadron, a few days previous to the action. He was afterwards appointed to the Alexandria frigate, and died on the West India station in 1807.

of modern times. It stands alone for the perfidiousness with which the French commenced it, and the atrocious system upon which it was persevered in by an individual the most ambitious of the human race, who was intoxicated with success, and whose heart and conscience were equally callous. For many months previous to its commencement, the Atlas was employed blockading Cadiz ; but no sooner had the spirit of patriotism burst forth in Andalusia, than the officer whose flag she bore was seen hastening to offer every assistance in his power to the cause of the oppressed inhabitants. We should greatly exceed our limits were we to enter into a detailed account of the transactions in that quarter during the long protracted siege of Cadiz : an idea of the dangers to which the British officers and seamen were constantly exposed will be readily conceived, when we state, that the Atlas scarcely passed a day without being under the fire of the enemy's batteries, and that her loss amounted to at least 50 men killed and wounded, including the casualties that occurred in gun-boats manned by detachments from her crew.

In August 1810, the Council of Regency having assented to a proposal made by Lieutenant-General Graham and Sir Richard G. Keats, (successor to Vice-Admiral Purvis,) for the formation of a canal, navigable for gun-boats at low water, within the fort of Puntales, Captain Sanders was selected to survey the spot and discuss the points connected with it, in conjunction with several other British and Spanish officers. The destruction of Fort Catalina was likewise effected under his superintendance.

The Atlas being found defective, was at length ordered home and put out of commission in Dec. 1810. Previous to her departure from Cadiz, the Junta of that city made arrangements by which a large sum of money was sent to England in her, as a reward for Captain Sanders' exertions at that place.

Captain Sanders remained on half-pay till Mar. 9, 1812, when he was appointed to the Junon of 46 guns, in which ship we find him cruising off the Chesapeake, and capturing several prizes at the commencement of the late war with America. He also led the squadron under Sir John B. Warren, when

that officer first entered the same bay for the purpose of establishing a strict and active blockade, which was afterwards most rigidly enforced by the *Junon* and other frigates under the orders of Captain Burdett; to whose memoir we must refer our readers for a copy of the general order issued by Rear-Admiral Cockburn on the 4th Mar. 1813, acknowledging the "gallant, active, and zealous conduct of every officer and man of the small squadron" employed on that arduous service.

On the 20th June following, Captain Sanders being at the entrance of Norfolk river, in company with the *Narcissus* and *Barrossa* frigates, was attacked by fifteen American gun-boats, several of which were disabled, and the whole compelled to retreat, after an action of three hours, during which the *Junon* had 2 men killed and 3 wounded. Fortunately for the enemy, the shoalness of the water, and their proximity to the shore, enabled them to effect their escape*.

In the following month Captain Sanders was entrusted with the blockade of Delaware Bay, where the boats of the *Junon* and *Martin* gallantly attacked and carried an American gun-vessel, mounting one long 32-pounder and one 4-pounder, with a complement of 35 men. Great credit is due to Captain Sanders for the promptitude with which he despatched the boats on this service, the enemy's vessel being part of a flotilla that had come out to attempt the destruction of the *Martin*, then lying aground on the outer ridge of Crow's Shoal, and not more than two miles and a half from the beach. This gallant affair will be more fully spoken of in our memoirs of Captain H. F. Senhouse and Commander Philip Westphal.

Captain Sanders continued actively and successfully employed on the American station till Sept. 30, 1813, when he was obliged to exchange into the *Sybille* frigate and return to England for the recovery of his health, which had by this time become much impaired by a long and laborious course of service, during which, as we have already shewn, he had assisted at the capture and destruction of three first-rates, eleven other

* The *Narcissus* and *Barrossa* used every exertion to close with the enemy, but owing to the tide could not reach their stations till the gun-boats were about to retire.

ships of the line, four frigates, and three sloops of war, besides upwards of one hundred sail of smaller armed vessels, privateers, and merchantmen. He left the *Sybill* on the 15th Mar. 1814, and has ever since been on half-pay. He married, in May, 1801, Miss M'Adam, of Ayrshire.

WILLIAM HENRY WEBLEY PARRY, Esq.

[LATE WEBLEY.]

A Companion of the Most Honorable Military Order of the Bath; and a Knight Companion of the Royal Swedish Order of the Sword.

THIS officer was made a Lieutenant Sept. 21, 1790; and was serving as such on board the *Juno* frigate when she made her extraordinary escape from Toulon harbour, on the night of Jan. 11, 1794; a circumstance to be attributed, in a great measure, to his presence of mind, as will be seen by the following narrative of that event, sent by his gallant commander, the late Sir Samuel Hood, to the commander-in-chief on the Mediterranean station :

"Juno, in Hieres Bay, Jan. 13, 1794.

"My Lord,—I beg leave to enclose your Lordship a narrative of the fortunate escape of H. M. S. *Juno*, under my command, from the port of Toulon, after having run ashore in the inner harbour on the night of the 11th instant. The firm, steady, and quiet manner in which my orders were carried into execution by Lieutenant Turner, supported by the able assistance of Lieutenants Mason and Webley, in their respective stations; the attention of Mr. Kild, the Master, to the steerage, &c. with the very good conduct of every officer and man, were the means of the ship's preservation from the enemy, and for which I must request permission to give them my strongest recommendation. I have the honor to be, &c. &c.

(Signed)

"SAMUEL HOOD."

"To the Right Hon. Admiral Lord Hood."

"On the 3d inst. I left the island of Malta, having on board 150 supernumeraries, 46 of whom are the officers and private marines of H. M. S. *Romney*, the remainder Maltese, intended for the fleet *. On the night of the 7th I passed the S. W. point of Sardinia, and steered a course for Toulon. On the 9th, about 11 A. M., made Cape Sicie, but found a current had set us some leagues to the westward of our reckoning: hauled our

* The *Juno* had been sent to Malta for reinforcements previous to the evacuation of Toulon, in Dec. 1793.

wind, but it blowing hard from the eastward, with a strong lee current, we could but just fetch to the westward of the above Cape. The wind and current continuing, we could not, till the evening of the 11th, get as far to windward as Cape Sepet: finding, a little before ten o'clock, that the ship would be able to fetch into Toulon, I did not like to wait till morning, having so many men on board, and considering it my indispensable duty to get in as fast as possible. At ten I ordered the hands to be turned up to bring the ship to anchor, being then abreast of Cape Sepet, entering the outer harbour. Not having a pilot on board, or any person acquainted with the port, I placed two Midshipmen to look out with night glasses for the fleet; but not discovering any ships until we got near the entrance of the inner harbour, I supposed they had moved up there in the eastern gale; at the same time seeing one vessel, with several other lights, which I imagined to be the fleet's, I entered the inner harbour under the top-sails only; but finding I could not weather a brig, which lay a little way above the point called the Grand Tour, I ordered the fore-sail and driver to be set, to be ready to tack when we were the other side of her. Soon after the brig hailed us, but I could not make out in what language: I supposed they wanted to know what ship it was, and told them it was an English frigate called the Juno. They answered *Viva*; and after asking in English and French for some time, what brig she was, and where the British Admiral lay, they appeared not to understand me, but called out, as we passed under their stern, *Luff! Luff!* several times; which made me suppose there was shoal water near: the helm was instantly put a-lee, but we found the ship was on shore before she got head to wind. There being very little wind, and perfectly smooth water, I ordered the sails to be clewed up and handed: at this time a boat went from the brig towards the town. Before the people were all off the yards, we found the ship went a-stern very fast by a flaw of wind that came down the harbour: we hoisted the driver and mizen-stay-sail, keeping the sheets to windward to give her stern way as long as possible, that she might get further from the shoal. The instant she lost her way we let go the best bower anchor, when she tended head to wind; but the after part of the keel was aground, and we could not move the rudder. I ordered the launch and cutter to be hoisted out, and put the kedg anchor with two hawsers in them, to warp the ship farther off. By the time the boats were out, a boat came alongside, after having been hailed, and we thought answered as if an officer had been in her: the people were all anxious to get out of her, and two of them appeared to be officers; one of them said he came to inform me it was the regulation of the port, and the commanding officer's orders, that I must go into another branch of the harbour to perform ten days' quarantine. I kept asking him where Lord Hood's ship lay; but from his not giving me any satisfactory answer, and one of the Midshipmen having said, "they were national cockades," I looked at one of their hats more stedfastly, and, by the moonlight, clearly distinguished the three colours. Perceiving they were sus-

pected, and on my questioning them again about Lord Hood, one of them replied, "*Soyez tranquille, les Anglois sont de braves gens, nous les traitons biens; l'Amiral Anglois est sortie il y a quelque tems* *." It may be more easily conceived than any words can express, what I felt at the moment. The circumstance of our situation, of course, was known throughout the ship in an instant; and saying we were all prisoners, the officers soon got near me to know our situation. At the same time a flaw of wind coming down the harbour, Lieutenant Webley said to me, 'I believe, Sir, we shall be able to fetch out, if we can get her under sail.' I immediately perceived we should have a chance of saving the ship; at least, if we did not, we ought not to lose her without some contention: I therefore ordered every person to their respective stations, and the Frenchmen to be sent below. The latter, perceiving some bustle, began to draw their sabres; on which I directed some of the marines to take the half-pikes and force them below, which was soon done: I then ordered all the Maltese between decks, that we might not have confusion with too many men. I believe, in an instant, such a change in people was never seen; every officer and man was at his duty; and I do believe, within three minutes, every sail in the ship was set, and the yards braced ready for casting. The steady and active assistance of Lieutenant Turner, and all the officers, prevented any confusion from arising in our critical situation. As soon as the cable was taut, I ordered it to be cut, and had the good fortune to see the ship start from the shore. The head sails were filled: a favourable flaw of wind coming at the same time, gave her good way, and we had every prospect of getting out, if the forts did not disable us. To prevent our being retarded by the boats, I ordered them to be cut adrift, as also the French boat. The moment the brig saw us begin to loose sails, we could plainly perceive she was getting her guns ready, and we also saw lights on all the batteries. When we had shot far enough for the brig's guns to bear on us, which was not more than three ships' lengths, she began to fire, also a fort a little on the starboard bow, and soon after all of them, on both sides, as they could bring their guns to bear. As soon as the sails were well trimmed, I beat to quarters, to get our guns ready, but not with an intention of firing till we were sure of getting out. When abreast of the centre part of Cape Sepet, I was afraid we should have been obliged to make a tack; but as we drew near the shore, and were ready, she came up two points, and just weathered the Cape. As we passed very close along that shore, the batteries kept up as brisk a fire as the wetness of the weather would admit. When I could afford to keep the ship a little from the wind, I ordered some guns to be fired at a battery that had just opened abreast of us, which quieted them a little. We then stopped firing till we could keep her away, with the wind abaft the beam, when, for a few minutes, we kept up a very

* Make yourself easy; the English are good people; we will treat them kindly; the English Admiral has departed some time.

lively fire on the last battery we had to pass, and which I believe must otherwise have done us great damage. At half-past twelve, being out of reach of their shot, the firing ceased. Fortunately we had no person hurt. Some shot passed through the sails, part of the standing and running rigging cut away, and two French 36-pound shot, that struck the hull, was all the damage we received*.

(Signed) "SAMUEL HOOD."

We are not exactly informed as to the manner in which Mr. Webley was employed from this period till the memorable battle of the Nile, when he served as first Lieutenant of the *Zealous*, 74, commanded by Captain Hood †. Being promoted for his conduct on that occasion, he was subsequently appointed to the *Savage* sloop of war, and continued to command her till the peace of Amiens.

It does not appear that he was again called into service till the latter end of 1806, when we find him commanding the *Centaur* 74, bearing the broad pendant of his friend, Commo-

* Lieutenant Joseph Turner, the officer alluded to in the above narrative, was made a Commander, October 7, 1794; and died about the month of May, 1816.

† Captain Hood was the officer who first discovered the French fleet in Aboukir Bay. On being asked by Nelson, "*what he thought of attacking the enemy that night?*" he replied, "*We have now eleven fathoms water; and, if you will give me leave, I will lead in, making known my soundings by signal, and bring their van ship to action.*" Late as it was, the firmness of this answer decided the Rear-Admiral, who said, "*Go on, and I wish you success.*" During this conversation the *Goliath* passed the *Zealous*, and took the lead, which she kept; but, not bringing up alongside the first ship, went on to engage the second. On this Captain Hood exclaimed to his officers, "*Thank God! my friend Foley has left me the van ship.*" He soon after took such a position on the bow of the *Guerriere*, the ship in question, as to shoot away all her masts, and effect her capture, in twelve minutes from the time that the *Zealous* commenced her fire. He afterwards engaged the flying ships until called off by signal. The *Zealous*, strange as it may appear, had only eight men killed and wounded on this glorious occasion. After this victory, Sir Horatio Nelson proceeded to Naples, leaving part of his squadron on the coast of Egypt, under the orders of Captain Hood, who kept the port of Alexandria closely blockaded; took and destroyed upwards of thirty of the neutral transports which had been employed in the service of the French army; and contributed, in a material degree, to the interests of Great Britain, by his amicable communications with the servants of the Grand Seignior.

dore Hood, with whom he served during the expedition against Copenhagen; and whilst there we find him displaying great promptitude in extinguishing an alarming fire which broke out in the naval arsenal during the night of Sept. 22, 1807.

On his return from Copenhagen Sir Samuel Hood was sent, in conjunction with the present Lord Beresford, to take possession of Madeira, which was effected without resistance on the 26th Dec. in the same year. He subsequently went to the Baltic, as second in command of the fleet stationed there, to act in concert with the Swedes*. On the 25th Aug. 1808, he sailed from Oro Road, in company with the Implacable 74, and a Swedish squadron under Rear-Admiral Nauckhoff; and on the following day succeeded in capturing and destroying the Sewolod, a Russian 74, and compelling the rest of the enemy's fleet to take shelter in the port of Rogerswick, for which service the late King of Sweden presented him (as also Captains Martin and Webley) with the Order of the Sword, an honor never conferred but in acknowledgment of victory.

Sir Samuel Hood's official letter to Sir James Saumarez, the commander-in-chief, describing the above event, has been greatly admired for its perspicuity. It would be an act of injustice towards the captains, officers, and men, who fought under his orders, were we not to insert it at full length:

“ *Centaur, off Rogerswick, Aug. 27, 1808.*

“ Sir,—It is with pleasure I acquaint you that the Russian squadron, under the command of Vice-Admiral Hanickoff, after being chased thirty-four hours by his Swedish Majesty's squadron, under Rear-Admiral Nauckhoff, accompanied by this ship and the Implacable, under my orders, have been forced to take shelter in the port of Rogerswick, with the loss of one 74-gun ship. I shall have great satisfaction in detailing to you the services of the captains, officers, seamen, and marines, under my command; and have also to state, that in no instance have I seen more energy displayed than by his Swedish Majesty's squadron, although from the inferiority of their sailing they were prevented from getting into action. Rear-Admiral Nauckhoff, and the captains under his command, from their perseverance and judicious conduct, were enabled to give confidence to

* Sir Samuel Hood was made a Rear-Admiral Oct. 2, 1807

our ships; and could we have forced the enemy to a general action, the whole of their squadron must have fallen to the superior bravery of the united force of our respective Sovereigns, in so just and honorable a cause.

“ My letter of the 25th will have acquainted you of the Russian squadron having appeared off Oro Road on the 23d. The arrangements for quitting that anchorage, after his Swedish Majesty's ships from Jungfur Sound had joined Rear-Admiral Nauckhoff, were completed on the evening of the 24th. Early the next morning the whole force put to sea; and soon after the Russian fleet was discovered off Hango Udd, the wind then at N. E. Not a moment was lost in giving pursuit, and every sail pressed by the Swedish squadron. From the superior sailing of the Centaur and Implacable they were soon in advance; and at the close of the evening the enemy were noticed in the greatest disorder, apparently avoiding a general battle. On the morning of the 25th, about five o'clock, the Implacable was enabled to bring the leewardmost of their line-of-battle ships to close action, in a most brave and gallant manner; and so decidedly and judiciously was the manœuvre executed, that the Russian Admiral, who bore up with the whole of his force, could not prevent that marked superiority of discipline and seamanship being eminently distinguished. Although the enemy's ship fought with the greatest bravery, she was silenced in about twenty minutes; and only the near approach of the whole Russian fleet could have prevented her then falling, her colours and pendant being both down; but I was obliged to make the signal for the Implacable to close with me. Captain Martin's letter, stating the brave and gallant conduct of Lieutenant Baldwin, his other officers and men, I send herewith; and it would be needless for me to add more on their meritorious conduct. If words of mine could enhance the merit of this brave, worthy, and excellent officer, (Captain Martin) I could do it with the most heartfelt gratification; and the high esteem I have for him as an officer and a friend, no language can sufficiently express*.

“ The Russian Admiral, having sent a frigate to tow the disabled ship, again hauled his wind; and the Implacable being ready to make sail, I immediately gave chase, and soon obliged the frigate to cast off her tow, when the Russian Admiral was again under the necessity to support her, by several of his line-of-battle ships bearing down, and I had every prospect of this bringing on a general action; to avoid which he availed himself of a favorable slant of wind, and entered the port of Rogerswick.

“ The line-of-battle ship engaged by the Implacable having fallen to leeward, grounded on a shoal just at the entrance of the port; there being then some swell, I had a hope she must have been destroyed: but the wind moderating towards the evening, she appeared to ride at her anchor, and exertions were made to repair her damage. At sunset, finding the swell

* Captain T. Byam Martin has since been created a K. C. B., and advanced to the rank of Vice-Admiral. See Vol. I, p. 491 *et seq.*

abated, and boats sent from the Russian fleet to tow her into port, I directed Captain Webley to stand in and endeavour to cut her off. This was executed in a manner that must ever reflect the highest honor on Captain Webley, the officers, and ship's company of the *Centaur*, for their valour and perseverance in the support of my orders. The boats had made a considerable progress, and the enemy's ship was just entering the port, when we had the good fortune to lay her on board; her bowsprit taking the *Centaur's* fore-rigging, she swept along with her bow grazing the muzzles of our guns, which was the only signal for their discharge, and the enemy's bows were drove in by this raking fire. When her bowsprit came to our mizen-rigging, I ordered it to be lashed, which was performed in a most steady manner by the exertions of Captain Webley, Lieutenant Lawless, Mr. Strode, the Master, and other brave men, under a very heavy fire from the enemy's musketry, by which, I am sorry to add, Lieutenant Lawless is severely wounded. The ship being in six fathoms water, I had a hope I should have been able to have towed her out in that position; but an anchor had been let go from her unknown to us, which rendered it impossible. At this period much valour was displayed on both sides, and several attempts made to board by her bowsprit; but nothing could withstand the cool and determined fire of the marines under Captain Bayley and the other officers, as well as the fire from our stern-chase guns; and in less than half an hour she was obliged to surrender. On this occasion I again received the greatest aid from Captain Martin, who anchored his ship in a position to heave the *Centaur* off, after she and the prize had grounded, which was fortunately effected at a moment when two of the enemy's ships were seen under sail standing towards us, but who retreated when they saw us extricated from this difficulty.

"The prize proved to be the *Sevolod*, of 74 guns, Captain Roodneff. She had so much water in her, and being fast on shore, that after taking out the prisoners and wounded men, I was obliged to give orders for her being burnt; which service was completely effected under the direction of Lieutenant Biddulph of this ship, by seven o'clock in the morning.

"I cannot speak too highly of the brave and gallant conduct of Captain Webley, and every officer and man under his command; and I beg leave to recommend to you, for the notice of the Lords Commissioners of the Admiralty, Lieutenant Lawless, for his exertions and gallant conduct, and who has severely suffered on this occasion: I also must beg leave to recommend Lieutenant William Case, the senior officer of this ship*.

"Herewith you will receive a list of the killed and wounded on board this ship and the *Implacable*; and from every information that it was

* Lieutenant Paul Lawless was made a Commander on the 19th of the ensuing month. Lieutenant Case did not obtain promotion till Aug. 7, 1812.

possible to collect, that of the enemy's ship captured*. I have the honor to be, &c.,

(Signed) "SAMUEL HOOD."

"To Sir James Saumarez, Bart.
&c. &c. &c."

Captain Martin's letter, alluded to by Sir Samuel Hood, was couched in the following modest terms :

"Sir,—The action this morning between the Implacable and the rear ship of the Russian line, was so immediately under your own observation, that it would be superfluous to trouble you with any statement upon that point; but in transmitting a list of killed and wounded, I trust I may be allowed the opportunity to express my thankfulness to the officers and ship's company of the Implacable, for their eager and active exertions to close with the enemy, and the truly noble and splendid conduct which they displayed during the engagement; but it is my duty to acknowledge, in a more particular manner, the great assistance I derived from Mr. Baldwin, the first Lieutenant, and Mr. Moore, the Master; and if the fact of our opponent being completely silenced, and his colours (both ensign and pendant) down, when the approach of the whole Russian fleet occasioned your recalling me, can tend to make the affair worthy of being distinguished by any mark of approval from the Lords Commissioners of the Admiralty, it is impossible that patronage can be bestowed upon a more thoroughly deserving officer than Mr. Baldwin. I have the honor to be, &c.

(Signed) "T. B. MARTIN."

"To Sir Samuel Hood, K. B.
Rear-Admiral of the White †."

Early in 1809, we find Sir Samuel Hood and Captain Webley employed at Corunna, under the orders of Rear-Admiral de Courcy; and subsequently receiving the thanks of Par-

* Centaur 3 killed, 27 wounded; Implacable 6 killed, 26 wounded; Sewolod 303 killed, wounded, and missing; 43 of this number were slain, and 80 wounded, in her action with the Implacable; but 108 fresh sailors and soldiers were brought to her by the boats from Rogerswick.

† The allied force on the above occasion consisted of twelve two-deckers, mounting in the whole 882 guns; five frigates, mounting 208 guns; and one brig. The enemy had only nine sail of the line, but two of them were three-deckers, and they carried altogether 756 guns; three of their frigates mounted 50, and two others 44 guns each; besides which they had six other vessels mounting 124 guns, and four whose armament could not be ascertained. Allowing the latter as a set off against the Swedish brig, the numbers will be found to be as follow:—British and Swedes, seventeen sail and 1090 guns; Russians, twenty sail and 1118 guns. Upwards of a third of the Swedish sailors were either ill in bed with the scurvy, or had previously been sent to sick quarters at Carlserona.

liament for the prompt and effectual assistance rendered by them during the embarkation of the army lately commanded by the lamented Sir John Moore*. In 1810 and 1811, they served together in the *Centaur*, on the Mediterranean station; and on Sir Samuel's appointment to the chief command in India, vacant by the death of Vice-Admiral Drury, we believe that the subject of this memoir was again selected to be his Flag-Captain.

Captain Webley assumed the name of Parry about 1815, in which year he commanded the *Swiftsure* 74, at the Leeward Islands. He was appointed to the Prince Regent of 120 guns, bearing the flag of Sir Benjamin Hallowell at Chatham, Dec. 6, 1822; and is now completing the usual period of service under that officer's successor.

EDWARD GALWEY, Esq.

TOWARDS the close of 1797, when the *Vanguard* of 74 guns was commissioned for the flag of Sir Horatio Nelson, Mr. Galwey was selected by that officer to act as his first Lieutenant, from which circumstance we conclude that he had already served under that celebrated commander, and shared in some of his battles. Be that as it may, we find the following short account of him in a letter from Nelson to Earl St. Vincent, dated May 8, 1798:

"My first Lieutenant, Galwey, has no friends, and is one of the best officers in my ship."

During the dreadful conflict in Aboukir Bay, Aug. 1, 1798, Lieutenant Galwey was sent in the only boat which had not been cut to pieces by the enemy's shot, to assist the distressed crew of *l'Orient*; and subsequently to take possession of *le Spartiate*. He was promoted to the rank of Commander in consequence of that ever memorable victory; and during the latter part of the war we find him commanding the *Plover*, an 18-gun sloop, employed on Channel service. His post commission bears date April 29, 1802.

Captain Galwey commanded the *Dryad* frigate during the

* See Vol. I, p. 335.

expedition against Walcheren in 1809; and subsequently on the north coast of Spain, under the orders of the late Sir Robert Mends*. On the 23d Dec. 1812, he drove a French national brig of 22 guns, on the rocks near Isle Dieu, where she was completely wrecked; the Dryad on this occasion was hulled several times by shot from the shore, and had her fore-mast badly wounded, but not a man hurt.

Returning from Newfoundland, Mar. 26, 1814, Captain Galwey fell in with the Clorinde, a French frigate, endeavouring to escape from the Eurotas of 46 guns, with which ship she had had a very severe action on the preceding day, an account of which will be found in our memoir of Sir John Phillimore, Knt., C. B. The enemy, having only his fore-mast standing, and more than one third of his crew already killed and wounded, struck his colours on receiving one shot from the Dryad, after an absurd attempt to obtain terms previous to his surrender; a proposition that would not have been acceded to even by a British brig of 18 guns, then in sight, to leeward. Captain Galwey, after towing the captured frigate into port, was put out of commission. He has not since been employed.

Agent.—Thomas Collier, Esq.

RICHARD JONES, Esq.

THIS officer was first Lieutenant of the Defence 74, commanded by the late Rear-Admiral John Peyton, in the memorable battle off the Nile †, and obtained the rank of Commander for his conduct on that occasion. We subsequently find him commanding the Diligence sloop of war; the Chestow district of Sea Fencibles; and the flag-ships of the late Vice-Admiral Thomas Wells ‡, and the present Sir Manley Dixon. His post commission bears date April 29, 1802.

* See Vol. II, Part I, pp. 272 and 273.

† See Vol. I, p. 181. The Defence had 4 men killed and 11 wounded. Rear-Admiral Peyton died at Priestland, near Lymington, Hants, Aug. 2, 1809.

‡ Vice-Admiral Wells died at Holme, in Huntingdonshire, Oct. 31, 1811.

d 11 Dec
1829
L 14 Feb 1794
Cdr 8 October 1798

RICHARD HAWKINS, Esq.

THIS officer was born at Saltash in 1768; and served as a Midshipman in the boats of the Windsor Castle, a second rate, at the evacuation of Toulon in 1793. He also distinguished himself in an affair with the French republicans near Hieres Bay, the particulars of which will be found at p. 313 of this volume.

On the 1st Aug. 1798, when Sir Horatio Nelson defeated the enemy's fleet under Admiral Brueys in Aboukir bay, we find Mr. Hawkins serving as first Lieutenant of the *Theseus* 74, commanded by the late Captain R. W. Miller, and his name returned among those wounded in that engagement*. At the close of the war he commanded the *Galgo* of 14 guns, from which vessel he was posted April 29, 1802.

In 1807 Captain Hawkins obtained the command of the *La Minerve* frigate; and on the 6th May, 1808, his boats attacked and carried a battery mounting one 18-pounder, which was immediately turned against a blockhouse commanding a small bay near l'Orient; but a large party of soldiers therein having opened a heavy fire through their loopholes, and killed Lieutenant Cook who directed the attack, the assailants were obliged to content themselves with spiking the gun and bringing off the body of their leader. On the 25d Sept. following, Captain Hawkins fell in with a brig, which overset just as he had arrived within gun-shot of her, after a chase of seventy-five miles. *La Minerve* being instantly brought to, succeeded in saving 16 of the unfortunate vessel's crew; but her commander and 33 men were drowned. From the account of the survivors it appeared that she was the *Josephina*, a French letter of marque, mounting 8 guns, pierced for 18, from St. Sebastian, bound to Guadaloupe, with a cargo of flour, brandy, wine, and clothing, and intended to cruise against our trade in the West Indies, she having already done much mischief to British commerce as a privateer.

* The *Theseus*, although hulled in more than seventy places, had only 5 men killed and 30 wounded. Captain Miller lost his life by an explosion of shells, in May 1799; see Vol. II, Part I, note † at p. 383.

Captain Hawkins continued to command *la Minerve* till 1814, but does not appear to have had any opportunity of distinguishing himself whilst in her. He has ever since been on half-pay.

Agent.—J. Copland, Esq.

THOMAS COWAN, Esq.

THIS officer was first Lieutenant of the *Swiftsure* 74, commanded by the present Vice-Admiral Sir Benjamin Hallowell, K. C. B. in the battle of Aug. 1, 1798; and, if we mistake not, he received the Turkish gold medal for his subsequent services in Egypt. He obtained post rank, April 29, 1802.

WILLIAM HENRY DANIEL, Esq.

THIS officer is the eldest son of the late Captain William Daniel, R. N. by Miss M. Dawson, of Newcastle-upon-Tyne, and a brother of Lieutenant Robert Savage Daniel, who was mortally wounded on board the *Bellerophon* 74, in the battle off the Nile, Aug. 1, 1798*.

He was born in London in 1763; and his name first entered on a ship's books Dec. 20, 1766; but his actual entry into the naval service did not take place till 1773, when he joined the *Dublin* 74 at Plymouth. On the 31st March, in the following year, he was received into the Royal Academy at Portsmouth, where he continued upwards of four years. Whilst there he was frequently employed to drill the other scholars at small arms; and on one of those occasions was twice stabbed with a sword by a lad named Marmaduke Price, who insisted on having the command. One of the wounds was at first considered mortal; but fortunately the sword had

* Mr. R. S. Daniel was first Lieutenant of the *Bellerophon*, and fought her with great bravery, after Captain Darby was wounded, till one of his legs was carried off by a cannon ball. On his way to the cockpit, a grape-shot passed through the body of the man who was carrying him down, and grazed his own back; but this latter wound, although it caused his death, was not discovered by the Surgeon until after he had expired.

been prevented from entering the abdomen, in consequence of its striking one of the short ribs on the left side.

On the 7th Dec. 1776, the rope-houses in Portsmouth dock-yard were wilfully set on fire, by a miscreant commonly called "Jack the Painter," and considerable damage was done before the flames could be extinguished. Shortly after this diabolical act, whilst Mr. Daniel was looking at the men employed clearing the camber of the pitch, tar, and other combustible articles that had been thrown into it for security, the sheers erected for that purpose gave way, struck him on the back of the head, and knocked him down apparently lifeless. The effects of this accident are still felt by him on all occasions of exertion.

Mr. Daniel removed from the Royal Academy to the Prince of Wales, a second rate, bearing the flag of Rear-Admiral Barrington, April 16, 1778; and shortly after proceeded to the Leeward Islands, where he was placed under the care of the late Sir Charles Thompson, who at that period commanded the *Boreas* of 28 guns; in which ship Mr. Daniel saw much active service, and was twice engaged with the enemy*. On the 7th May 1780, he joined the *Sandwich* of 90 guns,

* On the 18th Dec. 1778, the *Boreas* made a gallant attack upon a French convoy from Marseilles, bound to Martinique; and after an action of more than six hours, during which she was successively exposed to the fire of two 74's, two frigates, many armed merchantmen, and the *Diamond Rock*, *Pigeon Island*, and other land-batteries, succeeded in capturing a ship and a polacre with valuable cargoes, driving several others on shore at the entrance of Port Royal, and compelling six or seven sail to bear up and surrender to part of the British fleet which had by this time arrived from St. Kitts. In the following year she captured, after a short but spirited action, the *Compass*, a large ship, armed *en flûte*, laden with colonial produce from Martinique, bound to Europe, with a complement of 200 men, and having on board about the same number of invalids, &c., from the French army and shipping. The *Boreas* had 4 men killed and several wounded during the action, and about 20 others much burnt, by an explosion of gunpowder on board the *Compass* after her surrender. The enemy's loss was likewise very severe.

About this latter period Mr. Daniel was nearly drowned whilst employed on a watering party, and had a narrow escape from assassination whilst lying in an exhausted state in a hut to which he had been taken in a state of suspended animation.

bearing the flag of Sir George B. Rodney; and a few days afterwards witnessed two partial actions between that officer and M. de Guichen, whose shyness alone prevented a general battle*.

In July following, Mr. Daniel received an appointment to act as a Lieutenant on board the *Magnificent 74*, which ship was soon after ordered to convoy a valuable fleet from Jamaica to England, where she arrived in a sinking state, after a tempestuous passage of thirteen weeks, during which she was obliged to be frequently fothered, and her crew became so completely exhausted as to fall down at the pumps †.

Having passed his examination at the Navy Office, Mr. Daniel was promoted to the rank of Lieutenant Jan. 22, 1781; but he does not appear to have been employed on any service worthy of notice during the remainder of the American war. In Mar. 1783, he obtained an appointment to the *Iphigenia* frigate, commanded by Captain James Cornwallis; which ship, after conveying Lord Northington to his Vice-royalty in Ireland, was sent to the Jamaica station, and employed principally on the Spanish Main for a period of three years. She was paid off at Sheerness in Oct. 1786 ‡.

During the Dutch armament, in 1787, Lieutenant Daniel was employed in raising men for the fleet at a rendezvous in London; after which he remained on half-pay till 1790, when he served for a short time on board the *Illustrious 74*, commanded by Sir C. M. Pole. His next appointment was in

* See Vol. I, note at p. 104 *et seq.*

† The *Thunderer* and *Stirling Castle*, of 74 guns each, part of the squadron sent to escort the *Magnificent* and her charge through the Gulf of Florida, were totally lost, and several of the other ships much damaged. The disastrous effects of the hurricane by which they suffered, were also felt throughout the Leeward Islands, as we have already mentioned in our memoir of Admiral John Holloway. See Vol. I, p. 105.

‡ Whilst Lord Northington was on board the *Iphigenia* he fell on the sky-light over the gun-room, and it being uncovered, he would in all probability have sustained considerable injury, had not Lieutenant Daniel fortunately caught hold of his coat, and held him fast till others came to his assistance. For this service his Lordship made him a public offer of any sinecure situation that he might find vacant on his arrival at Dublin, but which was declined by Lieutenant Daniel, as he considered he had done no more than his duty on that occasion.

Mar. 1793, to the *Courageux* of similar force, in which ship he assisted at the occupation of Toulon by the forces under Lord Hood*, and had his left leg broken, besides receiving three severe contusions in the head, breast, and left foot, whilst engaging the batteries and towers near St. Fiorenzo †.

Mr. Daniel at this latter period became first Lieutenant of the *Courageux* on the death of Mr. Shield, who fell in the action; and finding that his Captain was also seriously hurt by the poop-ladder being shot from under him, he neglected his own wounds in order to attend to the refitment of the ship, she having suffered very considerably in her hull, masts, sails, and rigging. This arduous duty he performed on crutches; and so great was his zeal for the service, that on one occasion he sat up all night, keeping only a quarter-master on deck with him, in order that the crew might be refreshed for their labour on the following day.

Previous to her return to Toulon, the *Courageux* struck on a reef of rocks near Cape Corse, unhung her rudder, and made upwards of seven feet water per hour. To add to her misfortunes, the carpenter and nearly all of his crew were most severely burnt by an accidental explosion of some powder-horns, whilst employed fixing the tiller, and before they had finished plugging the numerous shot-holes in her bends and other parts.

The *Courageux* being afterwards hove down at Toulon, her shattered state excited universal surprise, every one wondering how she could have been kept afloat. Her false keel was entirely gone, and not two inches of the main one remained under the fore-hatchway, amidships, and under the mizen-mast; the lower part of the gripe was carried away, the bolts of the main-keel were driven upwards, the trunnels and plank of the garboard-streak started in several places, as also many higher up; one of the gudgeons of the rudder was broken, the dead wood so bent as to start the copper nails half way up the stern-posts, and for sixteen feet forward; the rudder exceedingly battered, and only two pintles remained serviceable. She was, however, repaired in time to quit that port previous to its falling into the hands of the republicans, her

* See Vol. I, p. 60. † See Vol. II, Part I, note † at p. 189.

rudder being hung, sails bent, and rigging set up, by the light of the fire that had been made for the destruction of the French arsenal and shipping.

Captain Matthews, who had been appointed to act in the *Courageux* during the absence of her proper commander, the present Lord Radstock, was employed on shore at the evacuation of Toulon; and finding on his return to the ship that she was not only ready for sea but actually clear of danger, he declared that it was the happiest moment of his life: what then must have been the sensations of Lieutenant Daniel, through whose devoted zeal the *Courageux* had been thus preserved, first from destruction, and lastly from the ignominy of wearing a tri-coloured flag.

It cannot, however, be supposed, that such exertions could have been made with impunity; the stimulus to energetic efforts having ceased, his strength soon gave way, and on his arrival at Gibraltar, in company with the fleet and the French ships brought from Toulon, he found it absolutely necessary to retire for a time from duty. Whilst there he became seriously ill, and a survey being held on him by the proper officers, they strenuously advised him to seek the benefit of his native air. To this recommendation he reluctantly yielded; and a passage being ordered him in the *Colossus*, he returned home as an invalid on the 17th Mar. 1794.

A vacancy at this time occurring in the Impress service at Gravesend, Lieutenant Daniel was induced to accept an appointment under his father, who was then employed as Regulating Captain at that place. He shortly after had the gratification of receiving the following letter from his former commander, dated on board the *Courageux*, off Cape Corse, June 22, 1794:

"Dear Sir,—Among the many unpleasant changes I found in the *Courageux*, on my return from England, that of your absence was not the least. I should hope that your native air, and the comforts you meet with at home, may soon restore your health; after which, when opportunity offers, I shall be very happy to have again the pleasure of seeing you on board the *Courageux*, or any other ship I may command. I am, dear Sir, very faithfully your's,

(Signed)

"WM. WALDEGRAVE."

During the mutiny in the North Sea fleet, a merchant

vessel that had been boarded and plundered by the ships at the Nore, arrived off Gravesend with information that the delegates, although in the habit of searching and stripping every vessel attempting to pass them, not being able to procure a sufficient supply of provisions, had determined to take the fleet over to an enemy's port, and had already commenced getting up their yards and top-masts in preparation for sailing. On the receipt of this intelligence, Captain Daniel and the commanding officer of the military determined to send a despatch to the Board of Admiralty; but Lieutenant Daniel seeing that much time would thus be lost, suggested the propriety of sending letters, by horsemen, to Margate and Malden, desiring the revenue cutters to cut away the buoys of the different channels before day-light the next morning. This suggestion was acted upon, and the cutters, although discovered, succeeded in their object, to the great annoyance of the mutineers, among whom symptoms of disunion soon after began to appear.

Subsequent to this event, Lieutenant Daniel, acting as aide-camp, *pro tempore*, to Colonel Nisbett, the military commandant, succeeded, at the imminent peril of his life, in seizing several of the delegates who were proceeding up the Thames to bring the Lancaster, of 64 guns, from a Purfleet to the Nore, and who were directed by Parker, the ringleader, to fire upon the town of Gravesend, in case the inhabitants did not prevent the batteries from molesting them.

For these and other important services performed by Lieutenant Daniel at this alarming epoch, the court-martial assembled to try the mutineers strongly recommended him for superior rank; but it was refused on the ground that his appointment at Gravesend rendered him ineligible, although his predecessor had been promoted from that situation to the rank of Commander. The following is an extract of a letter from the Duke of York's Secretary to Colonel Nisbett, dated "Horse Guards, June 7, 1797."

"His Royal Highness desires that you will express his thanks to Captain Daniel and his Son, and assure them that H. R. H. will not fail to communicate your favourable report of their zeal and activity to Lord Spencer *."

* The Society of Merchants, established in London for the purpose of
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Disgusted with a situation which precluded him from advancement, Lieutenant Daniel immediately applied for employment afloat, although his health was then far from being re-established. He accordingly received a commission, appointing him to the *Glory* of 98 guns, on board which ship the spirit of disaffection, though apparently quelled, was by no means eradicated.

On the 12th March, 1798, about 8 P. M. whilst walking on the quarter-deck with his Captain, he heard a great noise below, and on going down to ascertain the cause, perceived about 40 or 50 men endeavouring to remove the officers' beer cask from the wardroom door, in which attempt they were resisted by the centinel and servants. Assisted by a few of the petty-officers, he immediately endeavoured to secure some of the rioters; but in doing so he received a severe wound on the joint of his fore-finger, which after remaining in a state of violent inflammation for several weeks, became rigid, and has ever since prevented him from using his right hand with full effect, particularly in cold weather, when it is of but little use to him.

Some time subsequent to this tumult, the particulars of a diabolical plan, formed by about 150 of the crew, to throw all the officers overboard, and take the *Glory* into Brest harbour, was communicated to Lieutenant Daniel by the senior officer of Marines, one of whose party had been implicated in the conspiracy, but who had taken offence at their refusing to spare the Captain's son, a young gentleman about 14 years of age, from whom he had received frequent acts of kindness*.

Rising from his cot, to which he had but just retired, Lieutenant Daniel, without waiting to consult with his Captain, who had likewise gone to bed, immediately adopted measures

devising means to counteract the designs of the mutinous seamen, presented handsome swords to Lieutenant Daniel and his Father, as a reward for their meritorious conduct.

* The *Glory* was commanded by the late Admiral James Brine, who died at Blandford, in 1814; see Vol. II. Part I. p. 442. The youth alluded to is now a Post-Captain.

for securing the promoters of this plot ; in which he happily succeeded without experiencing any opposition, so completely were they taken by surprise. The *Glory* was at this time within three leagues of Ushant, and two miles inshore of the commander-in-chief's light ; the wind at West, weather moderate and hazy, and the moment fixed for carrying their nefarious design into execution fast approaching ; added to which circumstances in their favour, two Frenchmen belonging to the after-guard, who were formerly fishermen at Brest, had agreed to pilot the ship into that port ; and so determined were the mutineers to persevere in their object, that they had unanimously resolved to fire two of the lower-deck guns, on each side, down the main-hatchway, in an oblique direction, and thereby sink the ship, rather than yield, should they be pursued and overtaken by any other of the fleet. It is but justice to the remainder of the crew to say, that they were always favourable to good order and discipline, but that the ringleaders of the mutiny had intimidated them by magnifying the number of their own adherents.

For his meritorious conduct on this occasion, Lieutenant Daniel was again recommended, by a court-martial, to the favorable consideration of the Admiralty, and he at length obtained the rank of Commander in October, 1798. Several of the *Glory's* men were about the same time executed, and others punished in various ways, according to the degree of their criminality.

In June following, Sir Home Popham being ordered on a particular service, applied to Earl Spencer for the subject of this memoir to accompany him ; which being granted, they took a passage in the *Inflexible* troop-ship from North Yarmouth to Revel, where they found a Russian squadron assembled, with 8000 troops of that nation on board, bound to Holland.

From Revel, Sir Home Popham proceeded on a mission to the Emperor Paul, then at Cronstadt, leaving Captain Daniel to superintend the embarkation of other troops, furnished by the Czar in conformity to a treaty between his Imperial Majesty and Great Britain. This service being completed on the 28th August, Captain Daniel, after arranging his accounts

with the different authorities, embarked on board the Blonde frigate, and proceeded, in company with the troop-ships, to the Texel, where the whole arrived in safety, after a passage of three weeks.

During the ensuing two months Captain Daniel served on shore as naval aid-de-camp to Lieutenant-General Sir Ralph Abercromby, and was employed in a variety of services, such as gaining information respecting the sluices; making observations on the tides, so as to enable a brigade to advance along the sands during the absence of the sea; directing a party of seamen in the erection and destruction of bridges as occasion required; removing wounded men from the field of battle; burying the slain; arming fishing-boats to cover the advance of the army along the coast, and others to carry despatches, and assisting in the final evacuation of Holland; on which occasion he was the last person that left the shore. The following is an extract from the General Orders issued at Alkmaar, Oct. 5, 1799:

“The service rendered by the gun-boats, directed by Sir Home Popham, and commanded by Captain Goddard, Captain Turquand, Lieutenant Rowed, Messrs. Stoddard, Lord, Baker, and Caldwell, and the seamen under their command; as also by Captain Daniel, and the seamen attached to Sir Ralph Abercromby's column; have been no less honorable to themselves than highly advantageous to the public cause: and H. R. H. begs those gallant officers, and the officers and men under their orders, will rest assured how fully sensible he is of their merit.

(Signed)

“J. KIRKMAN, *Asst.-Adjt.-General.*”

On the 29th Nov. 1799, just seven days after his arrival in England, Captain Daniel received orders to place himself once more under the directions of the Transport Board, and follow those of Sir Home Popham for his future proceedings. In compliance with those instructions he proceeded to North Yarmouth, and from thence to Berkstoff, near Blyntsum, in Norway; the Elbe, his original destination, being found totally inaccessible, on account of the immense quantity of ice accumulated in that river.

From Berkstoff he cut his way, in the Swift cutter, to Moss harbour, and there hired a sledge for his conveyance to Stockholm, where he arrived on the 11th Feb. 1800, after travelling through ice and snow at the average rate of forty-five miles per

day. On his arrival in the Swedish capital he found Sir Home Popham preparing to set out for St. Petersburg, but owing to the want of carriages they were detained in that city till the 25th. At seven A. M. on the 28th they commenced their journey across the Gulph of Bothnia, which had been frozen over in one night; and after encountering many perils, in consequence of the ice not being sufficiently firm in all parts to bear the weight of their sledges, conductors, baggage, &c., arrived in twelve hours on a part of the Finnish shore seventy-seven miles distant from the spot whence they had started. That this journey was an undertaking of no little hazard, may be inferred from the circumstance of the ice breaking up on the following day sufficiently to enable passengers to cross over in boats to Sweden.

Passing through Abo, the capital of Finland, and Helsingfors, a town near which many of the galley fleet are laid up in time of peace, Captain Daniel reached Borgo in the evening of Mar. 13, and continued at that place till May 21, when he received a letter from Sir Home Popham, then at St. Petersburg, directing him to return without delay to England. In consequence of this order he embarked on board a Swedish brig, bound to Gottenburgh, and sailed down the Baltic to Elsinour. After visiting the Danish capital, and communicating with the British Consul resident there, he crossed the Great and Little Belts, passed through the canal of Kiel and the city of Hamburg, and embarked at Cuxhaven for Yarmouth, where he landed on the 24th June, 1800; since which, we believe, he has never been employed. His promotion to post-rank took place April 29, 1802; and he obtained the Out Pension of Greenwich Hospital Feb. 1, 1815.

Captain Daniel married, in Sept. 1800, Miss A. Edge, daughter of the late Captain Edge, of the 53d regiment, who was severely wounded at the battle of Bunker's Hill, in North America; by whom he has three sons and three daughters. His eldest son is studying at the University of Cambridge; and another has recently embarked as a Midshipman in the Royal Navy.

Agent.—J. Hinxman, Esq.

JACOB WALTON, Esq.

THIS officer received his first commission, as a Lieutenant, in 1793; served as a Commander, on the Halifax station, at the close of the French revolutionary war; and was advanced to post rank, April 29, 1802. He obtained the command of the Amethyst frigate about Sept. 1809; and on the 20th Mar. 1811, was severely reprimanded by the sentence of a court-martial, for the loss of that ship in Plymouth Sound during the night of Feb. 16 preceding. He has not since been employed.

Captain Walton married, Nov. 24, 1809, Sarah, second daughter of Major-General Gabriel Johnstone, formerly of the Hon. East India Company's service. He has resided for some time past at New York, North America.

Agent.—Sir F. M. Ommauney, M. P.

DAVID COLBY, Esq.

THIS officer lost an arm when serving as first Lieutenant of the Robust 74, commanded by Captain (now Sir Edward) Thornbrough, in the action between Sir John B. Warren and Mons. Bompert, Oct. 12, 1798*. He subsequently commanded the Dido, a small frigate armed-en-flute, and employed as a troop-ship on the Mediterranean station. His promotion to post rank took place April 29, 1802; previous to which he had received the Turkish gold medal, for his services on the coast of Egypt. During the late war we find him serving as Flag Captain to his former commander, on the North Sea and Mediterranean stations. He married, May 22, 1806, Mrs. Costin, formerly of Bedford.

AUGUSTUS BRINE, Esq.

THIS officer, a son of the late Admiral James Brine †, was made a Lieutenant in 1790; and a Commander Dec. 6, 1798.

* See Vol. I, p. 171.

† See note * at p. 662.

His post commission bears date April 29, 1802. During the late war he held an appointment in the Sea Fencible service; and commanded the *Medway*, a third rate. In July, 1814, he captured the United States' brig of war *Syren*, pierced for 18 guns, with a complement of 137 men.

Agent.—John Hinxman, Esq.

JAMES COUTTS CRAWFORD, Esq.

THIS officer is a son of the late James Crawford, Esq. by Helen Coutts, first cousin of the late wealthy London banker of that name.

He was born at his father's residence in Dundee, July 20, 1760; and after making several voyages in the Carolina and Virginia trade, entered the naval service, in April, 1777; as a Midshipman, under the protection of the present venerable Admiral John Henry, who at that period commanded the *Vigilant*, a ship on the establishment of a sloop of war, but armed with heavy cannon for the purpose of battering forts, and covering the operations of the King's troops serving against the rebels in North America.

Towards the latter end of the same year Mr. Crawford removed with his friend, Captain Henry, into the *Fowey*, of 20 guns; and on the 24th Oct. 1778, he was appointed to act as a Lieutenant on board the same ship, an officer of that rank being obliged to invalid in consequence of his having been severely wounded during a recent expedition against the enemy near Boston.

Among the many services in which Mr. Crawford participated whilst on the American station, the defence of Savannah and reduction of Charlestown * appear the most conspicuous. On the former occasion he was entrusted with the command of the *Fowey's* guns, mounted in a battery on shore; and we find his meritorious conduct particularly mentioned in the public letters of General Prevost and Captain Henry, the latter of whom commanded the small squadron which so materially contributed to the preservation of that important post.

* See Vol. I, p. 65, *et seq.* and Vol. II, Part I, Note † at p. 58, *et seq.*

After the surrender of Charlestown, Mr. Crawford, who still continued to act as Lieutenant, accompanied Captain Henry into the Providence, a prize frigate of 32 guns, which ship was shortly after ordered home with despatches, and on her arrival put out of commission. He subsequently served about two months as a Midshipman on board the Britannia, of 100 guns, bearing the flag of Vice-Admiral Darby; from whom he received another acting order, appointing him to the command of the Repulse, a vessel mounting five Spanish 26-pounders, stationed at Gibraltar, in April 1781.

It was about this period that the memorable siege of Gibraltar began to wear a most serious aspect, the enemy having brought no less than fifty 13-inch mortars and sixty-four heavy guns to bear upon the garrison from the land side, whilst their vast superiority by sea enabled them to annoy the southern part of the rock with impunity, and rendered it extremely difficult for any supplies to reach that fortress, unless thrown in under cover of a powerful fleet. The zeal, gallantry, and indefatigable exertions of the few British officers on the spot, however, were such, as induced the Governor to repose the utmost confidence in their abilities—a confidence which, as the result proved, was not misplaced.

About five A. M. on the 7th Aug. 1781, a signal for an enemy was made by the Spaniards at Cabritta Point; and the British garrison soon after discovered a brig becalmed at the entrance of the bay, and fourteen of the Algezirias flotilla, each carrying a 26-pounder, with several armed launches, proceeding to intercept her. Captain Roger Curtis, of the Brilliant frigate, the senior officer present, immediately sent Sir Charles H. Knowles, of the Porcupine, to receive any despatches the vessel might have on board, whilst he himself attended the towing out of the Repulse and Vanguard, the only available force he possessed, to attempt her rescue*.

* The Repulse and Vanguard had formerly been small brigs, but were cut down and converted into prames, for the purpose of acting against the enemy's flotilla. The latter vessel mounted two 26 and two 12-pounders. Twelve gun-boats, on a new construction, sent from England in frames at the commencement of 1782, and put together at the rock, proved highly useful to the garrison during the latter part of the siege.

By eight o'clock the Spaniards had commenced the attack, and a spirited action ensued between them and the brig; but appearances were so greatly against the latter that the garrison almost gave her up, supposing it scarcely possible that the two gun-vessels under Captain Curtis would venture near enough to render her any material assistance: they however pushed on in a most gallant manner, and were placed so judiciously as to cover the brig, and greatly annoy the enemy. At length coolness and discipline prevailed over superior numbers: the steadiness and bravery with which the brig defended herself, aided by the well-directed fire from the *Repulse* and *Vanguard*, succeeded in obliging the flotilla to retreat, notwithstanding the approach of a formidable *xebec* to their assistance. She, finding her friends perfectly subdued, also hauled off, and left the British at liberty to tow the stranger into the New Mole, which she entered amidst the applauding shouts of all who had beheld the combat. The circumstance is thus alluded to by Governor Elliot, in a letter to the Secretary of State:

"I received your despatch of the 20th July, by H. M. sloop *Helena*, Captain Roberts, who arrived by dint of perseverance and bravery, with the assistance of our two gun-boats, the *Vanguard* and *Repulse*, posted by Captain Curtis himself. He personally conducted the attack in his barge, with distinguished success, notwithstanding a constant and heavy fire of round and grape from the enemy's gun-boats for nearly two hours*."

After commanding the *Repulse* about thirteen months, during which he was often warmly engaged with the Spanish gun and mortar-boats, Mr. Crawford was ordered to act as first Lieutenant of the *Brilliant*; and on that ship being scuttled in the New Mole previous to the enemy's grand attack, he joined the naval battalion encamped at *Europa*, under the command of Captain Curtis, to whom he served as Brigade-Major during the awful conflict of Sept. 13, 1782,

* Captain Roberts, the officer alluded to above, was promoted to the rank of Commander for his good conduct as first Lieutenant of the *Quebec* frigate, in a desperate action with the *Surveillante*, a French ship of 40 guns, which ended in the total destruction of the former by fire, and the loss of nearly all her crew, Oct. 6, 1779. He was deservedly advanced to post rank for his gallant defence of the *Helena*.

an account of which will be found in our memoir of Captain Charles Tinling*.

The Brilliant being raised again a few days after the enemy's defeat, Mr. Crawford re-embarked with her crew, and continued in that frigate till the departure of Captain Curtis with the fleet under Lord Howe †, when he was removed by Sir Charles H. Knowles into the San Miguel of 72 guns, a Spanish ship that had been driven on shore near the garrison and compelled to surrender, in Oct. 1782 ‡.

On the 12th Nov. the enemy's flotilla made an attack upon the San Miguel, but did not succeed in doing her any material damage. On the 18th of the following month twenty-nine gun and mortar-boats made a second attempt to destroy her and other ships lying at anchor off Buena-Vista, and were supported by the Spanish land batteries with a very animated cannonade. The mortar-boats composed the centre division, and the whole flotilla were drawn up in a line-of-battle extending about two miles. They got their distance the first round, and retained it with such precision, that almost every shell fell within fifty yards of the San Miguel, which was the principal object of their attack. The 74th shell fell on board, burst on the lower deck, killed 4, and wounded 11 men, 3 of whom died soon after. Fortunately, however, she received no further injury, although the enemy did not retire until they had expended the whole of their ammunition. Three days after this event the San Miguel was driven from her anchors more than half-bay over, and every effort to recover her station proved ineffectual, till an eddy wind brought her about, and enabled Sir Charles Knowles to run her aground within the New Mole, where she was repeatedly fired upon by the enemy during the continuance of the siege.

In Mar. 1783, Mr. Crawford was re-appointed to the Brilliant by his former commander, Sir Roger Curtis, who had returned to Gibraltar, and hoisted a broad pendant as Commodore on the Mediterranean station. His commission as a

* See Vol. II, Part I, pp. 362—366.

† See Vol. I, pp. 17 and 106 *et seq.*

‡ See *id.* note † at p. 114.

Lieutenant was at length confirmed by the Admiralty on the 10th Aug. in the same year, from which period he does not appear to have served afloat till the Spanish armament, in 1790, when he joined the *Queen Charlotte*, a first rate, bearing the flag of Earl Howe, to whose notice he had been introduced by Sir Roger Curtis, then serving as Captain of the fleet under that nobleman's command.

We next find Lieutenant Crawford proceeding to the East Indies, where he remained, attending to his private concerns, for several years. Returning from thence in a country-ship, he had the misfortune to be captured by a French republican cruiser; but being included in an exchange of prisoners about Mar. 1797, he was immediately after appointed to the *Princee*, of 98 guns, bearing the flag of Sir Roger Curtis, in the Channel fleet, where he continued to serve till his promotion to the rank of Commander, Feb. 14, 1799. During the remainder of the war he commanded the *Childers* brig, employed principally on the home station. His post commission bears date April 29, 1802.

Captain Crawford's next appointment afloat was to the *Champion* of 24 guns, in which ship we find him co-operating with the Spanish patriots at the commencement of their struggle with the legions of Napoleon Buonaparte. From her he removed into the *Venus*, a 32-gun frigate, employed on the same species of service, as will be seen by the following copy of a letter from Captain George M'Kinley, respecting the capture of Vigo in Mar. 1809:

" H. M. S. Lively, off Vigo, Mar. 29.

" Sir,—In consequence of a letter I received at Villagarcia from Captain Crawford, of the *Venus*, informing me that the loyal peasantry were in considerable force around the castle and town of Vigo, and that the presence of another frigate would very much contribute to the surrender of that fortress, I joined him on the evening of the 23d instant. The next morning I went to the head-quarters of Don Jono de Almala de Sanzo Silva, who commanded the patriots. At that instant a summons was sent to the Governor of Vigo to surrender at discretion, and led to a negotiation between him and the French, which continued till the 26th, when Don Pablo Murillo, commanding a regular force of 1500 men, composed of retired soldiers in this province, arrived, and sent in another summons; in consequence of which, on the following day, proposals were brought on

board by Don Pablo, accompanied by three French officers. The answers to them were delivered at five P. M. by Captain Crawford, who concluded the capitulation; and the whole of the garrison, consisting of a colonel, 45 officers, and about 1300 or 1400 men, were embarked the next morning.

"I should be wanting in every feeling of an officer, were I not to acknowledge the liberal attention and zealous services of Captain Crawford. It also becomes most gratifying that I am enabled to inform you of the spirit and determination of the Spaniards to expel from their country the invaders of all that is dear to a brave and loyal people. No doubt of success could have arisen had the enemy persisted in holding out, from the able and prompt conduct of Don Pablo Murillo, and the good order of his troops, the strongest proof of his zeal in the just cause of his King and country. The ardour of the peasantry is beyond all description. I have the honor to be, &c.

(Signed) "GEORGE M'KINLEY."

"To the Hon. Vice-Admiral Berkeley *."

During the ensuing siege of Vigo by the French army under Marshal Ney, Captain Crawford commanded a party of seamen and marines landed from the *Lively* and *Venus* to assist in the defence of the castle, where he continued till the defeat of the enemy at the bridge of San Payo, and his consequent retreat towards Lugo; the particulars of which event are fully detailed in the *Naval Chronicle* for July 1809.

Captain Crawford was subsequently appointed in succession to the *Hussar* and *Modeste* frigates, in the former of which he assisted at the reduction of Java, by the forces under Sir Samuel Auchmuty and Rear-Admiral Stopford, in Sept. 1811. In the latter ship he captured *le Furet*, a remarkably fine French privateer, of 14 guns and 98 men, near Scilly, at the commencement of Feb. 1813. He was put out of commission at the close of the war, and has ever since been on half-pay.

Captain Crawford has been twice married, and is now a widower. By his first wife, Anne, eldest daughter of Alexander Duncan, Esq., of Edinburgh, he had one child, who has recently been united to the Hon. Captain Henry Duncan,

* By a subsequent letter it appears, that while the British frigates were in the act of embarking the French garrison, a detachment of 300 men, sent from Fuy to relieve Vigo, was encountered and totally routed by Don Pablo Murillo, who took many of the enemy prisoners.

R. N. C. B. By his second lady, Jane, eldest daughter of the late Vice-Admiral John Inglis, he had a son, who still survives*.

Agents.—Messrs. Maude.

JOHN HAYES, Esq.

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

THIS officer is distantly related to the Hays of North Britain, a family descended from the Anglo-Norman Hays, who came into England with William the Conqueror, and at present represented by the Earl of Errol, Hereditary Lord High Constable of Scotland.

His name was first entered on the books of a King's ship about the termination of the American revolutionary war, at which period he was but little more than seven years of age ; but his juvenile predilection for the naval service was shortly after over-ruled by his great-uncle, the late Adam Hayes, Esq., Master Shipwright of Deptford dock-yard, who being without any children of his own, was particularly anxious to have a junior branch of the family educated as a naval architect under his immediate directions ; and therefore selected Mr. John Hayes for that purpose, hoping, as he said, to qualify him for the appointment of Surveyor of the Navy, or at all events to be succeeded by him as Builder at Deptford.

In consequence of this arrangement, a nephew whom he had previously been instructing, but whose abilities did not answer his expectations, was discarded, and the subject of this memoir passed four or five years under the sole controul of his great uncle, to whom his father had resigned all authority over him ; but immediately on the demise of the old gentleman, an event occasioned by a violent attack of gout in the stomach, he laid aside the rule and compass, and quitting the drawing board, embarked as a Midshipman on board the *Orion 74*, commanded by the late Sir Hyde Parker, under whom he served during the Dutch armament, in 1787.

* Vice-Admiral Inglis commanded the *Bellioueux 64*, in the battle off Camperdown, Oct. 11, 1797 ; and died at Edinburgh, in 1807.

Mr. Hayes subsequently joined a brig under the command of Captain (afterwards Admiral) Cobb, with whom he continued, on the Channel station, till 1790, when we find him entrusted with the charge of a watch on board the Pearl frigate, commanded by his friend Captain G. W. A. Courtenay, whom he ultimately accompanied to the Newfoundland station, as an acting Lieutenant, in the Boston, of 32 guns and 217 men.

In July, 1793, Captain Courtenay proceeded towards New York, in hopes of meeting and trying the fortune of war with l'Ambuscade, a French frigate of 36 guns and 340 men, commanded by M. Bompard, who had arrived on the American coast, with another ship of the same description under his orders, and already committed great depredations upon British commerce in that quarter.

On the Boston's arrival off Sandy Hook, she stood in towards the shore under French colours, and adopted such other deceptive measures as induced a boat, sent from l'Ambuscade, under the impression that she was a friend, to come boldly alongside with orders for her supposed commander's guidance. By this stratagem M. Bompard was deprived of the services of a Lieutenant and 12 of his crew; but, unfortunately, Captain Courtenay, in the ensuing action, had also to regret the reduction of his complement, by the absence of an officer and 12 men in a small captured vessel.

Mr. Hayes was now sent into New York with a formal challenge from Captain Courtenay to M. Bompard, who, after consulting with his officers, determined upon putting to sea and engaging the Boston, which he accordingly did on the morning of July 31st, at a short distance from the land. The action was long and bloody, but proved indecisive, although the object of the British was in part accomplished, as the damage sustained by the republican frigate incapacitated her for a considerable time from offering any further annoyance to the English trade. Her loss consisted of about 50 men killed and wounded, whilst that of the Boston was proportionably severe, the gallant Captain Courtenay, a marine officer, and 8 men being slain, and 2 Lieutenants, 3 Midshipmen, and 19 men wounded. The combat was viewed by

crowds of Americans standing on the Jersey beach, few of whom, on seeing the Boston haul off from l'Ambuscade, whose superior size attracted every one's notice, were so prejudiced as not to admit that she had done her utmost to obtain a victory. His late Majesty, in consideration of Captain Courtenay's intrepid conduct, was graciously pleased to settle a pension of 500*l.* a year on his widow, and an annuity of 50*l.* on each of his children.

Mr. Hayes returned to England in consequence of the death of his patron, whose high opinion of him may be inferred from the circumstance of his having chosen him, although so young a man, to be one of his executors.

Upon his arrival in London, he appeared before the Board of Admiralty, and gave so satisfactory an account of the recent affair at New York, and his own conduct therein, that their Lordships were induced to grant him a dispensing order, by which he was enabled to pass his examination for a Lieutenant, without completing the usual period of service as a *rated* Midshipman; and in the following month he received a commission, appointing him to the *Dido*, of 28 guns, commanded by Sir Charles Hamilton, Bart. with whom he afterwards removed into the *St. Fiorenzo* frigate, on the Mediterranean station.

His next appointment was to the *Brunswick* 74, in which ship he served for some time under Lord Lecale*, in the Channel fleet; and subsequently accompanied the late Sir Richard Rodney Bligh to the West Indies, where he joined the *Queen*, a second rate, bearing the flag of Sir Hyde Parker, who promoted him to the rank of Commander on the 1st March, 1799.

From this period we find Captain Hayes actively employed in various sloops of war on the Jamaica station, till his advancement to post rank, by a commission from the Admiralty, dated April 29, 1802. In Jan. 1809, he commanded a

* Lord Lecale was a son of James, first Duke of Leinster, by Lady Emilia Mary, daughter of Charles, second Duke of Richmond. He obtained post-rank May 23, 1780; and died a Vice-Admiral of the Red, Feb. 17, 1810. The Irish Barony of Lecale became extinct, in consequence of his lordship dying without issue.

small squadron, left by Sir Samuel Hood at Vigo, to cover the embarkation of part of the retreating army under Lieutenant-General Sir John Moore; and on his return from that service he was removed from the *Alfred* 74, in which ship he had been acting, to the temporary command of the *Achille*, another third rate, attached to the expedition then about to sail for the Scheldt; from whence he brought home 700 French soldiers, who had been taken prisoners at Flushing.

Immediately on his arrival, Captain Hayes obtained the command of the *Freija* frigate, as a reward for his very zealous conduct in voluntarily taking upon himself the sole charge of navigating the *Achille* to and from the Roompot, although he had never before been employed on any part of the North Sea station. This act of temerity, as his friends termed it, was committed by him in consequence of the absolute impossibility of procuring a sufficient number of pilots for the vast fleet destined to that quarter, and his ardent wish to share in the dangers, and expected glories, of the ensuing campaign.

At the close of 1809, Captain Hayes proceeded to Barbadoes, and joined the flag of Sir Alexander Cochrane, who, confiding in his ability, entrusted him with the command of a squadron, employed on the north side of Guadaloupe, during the operations which terminated in the surrender of that colony to the British arms*. His official account of a very gallant exploit performed by the boats of the *Freija* at Bay Mahaut, will be found under the head of Commander David Hope, in our next volume.

The *Freija* proving very defective, returned home in Sept. 1810, and was soon after put out of commission; a circumstance that occasioned Captain Hayes to remain on half-pay till the autumn of 1812, when he was appointed, *pro tempore*, to the *Magnificent* 74, which fine ship was rescued from a most perilous situation by his cool intrepidity and superior seamanship, during a heavy gale of wind on the 17th Dec. in the same year. His masterly conduct on the occasion alluded to is worthy of record, and will serve as an example for the benefit of less experienced officers, who may be, hereafter,

* See Vol. I. p. 265.

placed in a similar state of danger. It is thus described by an officer who served under him at that period :

“ The ship was anchored in the evening of Dec. 16th, 1812, between the reef of Chasseron and that of Isle Rhé, nearly mid-channel, in sixteen fathoms water; the courses reefed, top-sails close reefed, and top-gallant yards got down. At eight o'clock, the weather appearing suspicious, and the wind beginning to blow, the top-gallant-masts were got down on deck : at half-past it came on squally, and we veered away to a cable and a half. At nine the ship was found to be driving, and in only eleven fathoms water ; the small bower was instantly let go, which brought her up in ten fathoms, The lower-yards and top-masts were now struck, as close down as they could be got. The moon was not visible, but we had sufficient light to shew us our dangerous situation ; the sea breaking with great violence on the reef, about a quarter of a mile astern, and on the starboard quarter. As soon as the top-masts were down, orders were given to heave in upon the best-bower, which appeared to be slack, as though the anchor had broken. Three quarters of a cable were got in, when the stock appearing to catch a rock, it held fast : service was of course put in the wake of the hawse, and the cable secured. The inner best bower cable was then unspliced, and bent to the spare anchor ; and a man was placed in the chains to heave the lead, the same as though the ship had been under way ; whilst the deep-sea lead, thrown over the gangway, was carefully attended to by a quarter-master. By means of the hand-lead the ship was found to be immediately over a rock, three fathoms in height, and in this state, with the wind at W. S. W. blowing a gale, with small rain, and a heavy sea, we remained till day-light, when the man at the gangway declared the ship to be driving. The spare anchor was directly cut away, and the range taken out, when she brought up again. On the ebb tide making she took the whole cable service, and rode with the two bowers a-head, and the spare anchor broad on the starboard bow. The gale appeared to increase ; and as the sea broke sometimes outside the ship, it proved that she was in the midst of rocks, and that the cables could not remain long without being cut. The wind at this period was West, St. Marie church bore East, and the shoalest part of the reef was only about two cables' length distant. The wind afterwards shifted a point to the northward ; but to counteract this favourable change, it was a lee tide, and a heavy sea setting right on to the reef : neither officers nor men thought it possible, in any way, to cast her clear thereof, and to make sail, more particularly as the yards and top-masts were down. Captain Hayes, however, gave orders to sway the fore-yard two-thirds up outside the top-masts ; and, while that was doing, to pass a hawser from the starboard quarter, and bend it to the spare cable, as a spring to cast the ship by ; but before the latter could be accomplished the cable parted. The main-yard was next swayed up in a manner similar to the fore, and the spring fastened to the small-bower cable. People were sent aloft to stop each yard-arm of the top-sails and courses in four

or five places with spun-yarn, tied in a single bow, and to cast off all the gaskets: those men were strictly enjoined to be quick in obeying the commands given them, and to be extremely cautious not to let a sail fall, unless it was particularly named; as any mistake in that respect would occasion the loss of the ship. The yards were all braced sharp up for casting from the reef, and making sail on the starboard tack. The tacks and sheets, top-sail sheets, and main and mizen stay-sail haliards, were manned, and the spring hove taut: Captain Hayes now told his crew that they were going to work for life or death; if they were attentive to his orders, and executed them properly, the ship would be saved; if not, the whole of them would be drowned in a few minutes. Things being in this state of preparation, a little more of the spring was hove in, the quarter-masters at the wheel received their instructions, and the cables were instantly cut; but the heavy sea on the larboard bow would not let her cast that away, the spring broke, and her head paid in towards the reef. The oldest seaman in the ship at that moment thought all lost; but the probability of her casting to starboard had happily been foreseen by Captain Hayes, who now, in the coolest manner, gave orders to 'put the helm hard a-starboard; sheet home the fore-top-sail; haul on board the fore-tack, and aft fore-sheet *; keep all the other sails fast; square the main, mizen-top-sail, and cross jack yards; and keep the main-yard as it was.' The moment the wind came abaft the beam, he ordered the mizen-top-sail to be sheeted home, and then the helm to be put hard a-port—when the wind was nearly aft, to haul on board the main-tack; aft main-sheet; sheet home the main-top-sail; and brace the cross-jack-yard up. When this was done, (the whole of which took only two minutes to perform,) the ship absolutely flew round from the reef, like a thing scared at the frightful spectacle. The quarter-masters were ordered to keep her South, and Captain Hayes declared aloud, 'The ship is safe.' The gaff was down, to prevent its holding wind; and the try-sail was bent ready for hoisting, had it been wanted. The fore-top-mast stay-sail was hoisted before the cables were cut; but the main and mizen-stay-sails, although ready, were not required. Thus was the ship got round in less than her own length; but in that short distance she altered the soundings five fathoms. And now, for the first time, I believe, was seen a ship at sea under reefed courses, and close reefed top-sails, with lower yards and top-masts struck. The sails all stood remarkably well; and, by this novel method, was saved a beautiful 74, with 550 persons on board."

On his return to port, after performing the above extraordinary piece of seamanship, Captain Hayes proposed the cutting down of some ships of the line, and fitting them out for

* The yards being all braced sharp up for the starboard tack, it is obvious that the fore-sail and fore-top-sail were set as flat a-back as they could be; and that there was no necessity for altering them in bringing the ship to her course, in the way she was manœuvred.

the express purpose of coping with the heavy American frigates. His plan being approved, he was appointed, in Jan. 1813, to the *Majestic*, a third rate, ordered to be reduced, and armed, according to his suggestion, with twenty-eight long 32-pounders, and the same number of 42-pr. carronades, to which was added one long 12, as a chase gun. When ready for sea, he proceeded to join the squadron employed under the orders of Sir John B. Warren, on the Halifax station; and during the remainder of that year we find him charged with the blockade of Boston, in which port the *Constitution* was then lying ready for sea. On the 3d Feb. 1814, he captured a French frigate in the vicinity of the Azores, whither he had gone in quest of the American *forty-four*, which ship had eluded his vigilance during a snow storm on the first of the preceding month. We here subjoin an extract from his official letter to Sir J. B. Warren, reporting the above capture:

“Majestic, at Sea, Feb. 5, 1814.

“At day-light on the morning of the third instant, in lat. 37° and long. 20°, being then in chase of a ship in the N. E. supposed to be one of the enemy's cruisers, three ships and a brig were discovered about three leagues off, in the S. S. E. of very suspicious appearance; and they not answering the private signal, I gave over the pursuit of the other, hoisted my colours, and proceeded to reconnoitre them, when two of the ships immediately gave chase to me. On closing within four miles, I discovered them to be two 44-gun frigates, a ship mounting 20 guns, and a brig, which I could not perceive to be armed. I determined on forcing them to shew their colours, (which they appeared to wish to avoid,) and for that purpose stood directly towards the headmost frigate, when she shortened sail, and brought to for the other to close. I now made all sail, in the hope of being able to get alongside of her before it could be effected, but in this I was foiled, by her wearing, joining the other, and taking a station a-head and a-stern, with the 20-gun ship and brig on their weather bow. They stood to the S. S. E. with larboard studding-sails, and all the canvas that could be carried; the sternmost hoisting French colours. At 2^h 15' P. M. she opened a fire from the aftermost guns upon us; and at three o'clock, being in a good position, (going ten knots an hour,) I commenced firing with considerable effect, the shot going either through, or just over the starboard quarter to the fore-castle, and passing over the larboard bow. At 4^h 49' she struck her colours to H. M. S. under my command. The wind increasing, the prize being in a state of great confusion, and night fast approaching, obliged me to stay by her, and to suffer the other frigate, with the ship and brig, to escape. The sea got up so very fast that only 100 of the pri-

soners could be removed; and even in effecting that, one boat was lost, and 2 Frenchmen were drowned: this, I hope, Sir, will plead my apology for not bringing you the whole of them. The captured ship is the *Terpsichore*, of 44 guns, 18 and 24-pounders, and 320 men, commanded by François Désiré Breton, capitaine de frigate; the other was the *Atalante*, exactly of the same force: they sailed from the Scheldt on the 20th Oct. and went to l'Orient, from whence they sailed again on the 8th ultimo, in company with la *Yade*, a similar ship, which parted from them in lat. 45° and long. 16° 40'. The enemy had 3 men killed, 6 wounded, and 2 drowned; the *Majestic* none *."

On the 22d May following, Captain Hayes captured the American letter of marque *Dominica*, (formerly H.M. schooner of that name,) mounting 4 long six-pounders, with a complement of 36 men.

The chief command on the coast of America had by this time been transferred to Sir Alexander Cochrane; and Captain Hayes was subsequently sent with a small squadron to cruise off Sandy Hook, for the purpose of intercepting Commodore Decatur, who was about to sail from New York with an armament intended to annoy our commerce in the East Indies and China seas, and for which purpose he had hoisted his pendant on board the *President*, a ship mounting thirty-two long 24-pounders, twenty carronades of the same calibre as the *Majestic's*, one 8-inch brass howitzer, and six smaller pieces of ordnance in her tops.

Notwithstanding the utmost endeavours of Captain Hayes to keep his squadron close in with Sandy Hook, he had the mortification to be repeatedly blown off by frequent gales; but the very great attention paid to his instructions by his associates, Captains Hope and Lumley, of the *Endymion* and *Pomone* frigates, prevented separation; and whenever the

* The vessel that Captain Hayes was in pursuit of, when he discovered the French frigates and their companions, was the *Wasp*, an American privateer of 20 guns; and the other ship alluded to in the above letter, a *Spaniard*, with a valuable cargo from Lima, captured by the enemy only a few hours previous. The *Atalante's* commander has been justly censured for not supporting his friend by closing with the *Majestic*; but the behaviour of that officer does not lessen the credit due to Captain Hayes for his gallantry in bearing down to attack the frigates, under circumstances which rendered it doubtful whether he had not fallen in with an American squadron.

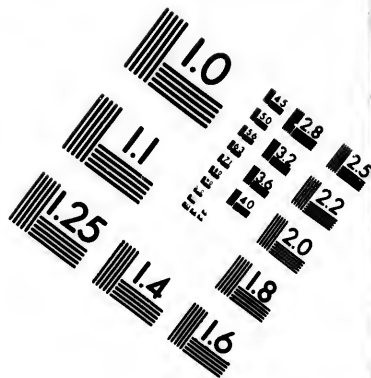
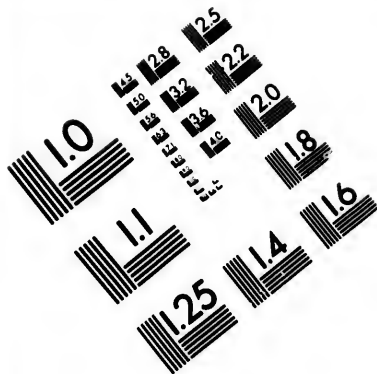
wind did force him from the coast, he invariably, on the gale moderating, placed the ships under his orders on the point of bearing from the Hook that he supposed, from existing circumstances, would be the enemy's track. That his indefatigable exertions were crowned with success will be seen by the following extract from a letter addressed by him to Rear-Admiral Sir Henry Hotham, dated Jan. 17, 1815 :

" On Friday (Jan. 13), the Tenedos joined me, with your order, to take Captain Parker in that ship under my command. We were then in company with the *Endymion* and *Pomone*, off the Hook, and in sight of the enemy's ships ; but that night the squadron was blown off again during a violent snow-storm. On Saturday, the wind and weather became favorable for the enemy, and I had no doubt but he would attempt his escape that night. It was impossible, from the direction of the wind, to get in with the Hook ; and, as before stated, (in preference to closing the land to the southward) we stood away to the northward and eastward, till the squadron reached his supposed track. At the very instant of arriving at that point, an hour before day-light, Sandy Hook bearing W. N. W. 15 leagues, we were made happy by the sight of a ship and a brig standing to the S. E., and not more than two miles on the *Majestic's* weather bow ; the night signal for a general chase was immediately made, and promptly obeyed by all the ships.

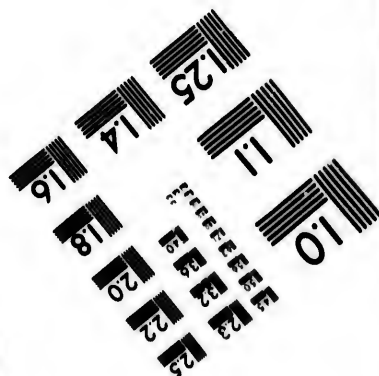
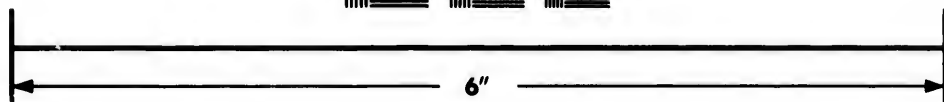
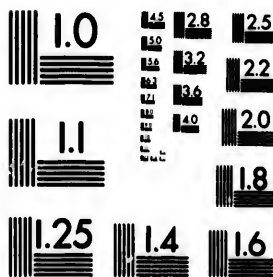
" In the course of the day, the chase became extremely interesting by the endeavours of the enemy to escape, and the exertions of the Captains to get their respective ships alongside of him ; the former by cutting away his anchors, and throwing overboard every moveable article, with a great quantity of provisions ; and the latter by trimming their ships in every way possible, to effect their purpose. As the day advanced the wind declined, giving the *Endymion* an evident advantage in sailing ; and Captain Hope's exertions enabled him to get his ship alongside of the enemy, and commence close action, at 5^h 30' P. M., which was continued with great gallantry and spirit on both sides for two hours and a half, when the *Endymion's* sails being cut from the yards, the enemy got a-head. Captain Hope taking this opportunity to bend new sails, to enable him to get his ship alongside again, the action ceased, till the *Pomone* getting up at 11^h 30' P. M. fired a few shot, when the enemy hailed to say he had already surrendered. The ship on being taken possession of, proved to be the *President*, commanded by Commodore Decatur. The vessel in company with her was the *Macedonian* brig, which made her escape by very superior sailing *.

* Commodore Decatur had left the remainder of his squadron at Staten Island, with directions for them to join him at the island of Tristan d'Acunha.





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“ And now, Sir, a very pleasing part of my duty is the bearing testimony to the able and masterly manner in which the *Endymion* was conducted, and the gallantry with which she was fought; and when the effect produced by her well-directed fire upon the *President* is witnessed, it cannot be doubted but that Captain Hope would have succeeded in either capturing or sinking her, had none of the squadron been in sight.”

To the above account of the *President's* capture we shall now only add an extract from Sir Henry Hotham's letter to the commander-in-chief, enclosing Captain Hayes' report of the action*.

“ The present season of the year, and the dark nights of which he availed himself, have not enabled him (Commodore Decatur) to elude the vigilance of Captain Hayes, and the commanders of H. M. ships under his orders, who have well discharged the important duty I assigned to them; and I beg leave to offer you my congratulations on the design of the American Government being defeated. * * * The judicious conduct of Captain Hayes, in the direction of the force entrusted to his charge, and the exertions exhibited by him, and by Captains Parker, Hope, and Lumley, have justified the confidence I had placed in their zeal, and have rendered them worthy of your approbation.”

The *Majestic* being paid off at the termination of the war with America, Captain Hayes remained without further employment till April, 1819, when he was appointed to superintend the ordinary at Plymouth. He received the insignia of a C. B. as a reward for his meritorious services, at the establishment of that order in 1815.

Captain Hayes is the author of a pamphlet on the subject of Naval Architecture, his proficiency in which important science is the result of many years professional experience and deep consideration. His proposed system, we understand, meets a point hitherto considered impracticable, viz:— that of building a thousand vessels, if required, from a given section, without the variation of a needle's point, reducible from a first rate ship to a cutter, each possessing excellent powers and advantages of every description, in their respective class. Since the publication of the above pamphlet, in which he carefully abstained from saying, or even hinting, that he had made any progress in the formation of

* The respective loss and damages sustained by the *Endymion* and *President*, with other particulars relative to those ships, will be given in our memoir of Captain HENRY HOPE, C. B.

such a system, two vessels have been built, in a royal dock-yard, on his projection: the first, a cutter of about one hundred and sixty tons, is said to embrace stability under canvas with little ballast, great buoyancy, better stowage, and swifter sailing qualities, than any model yet designed by known schools of naval architecture. The second, a sloop of war, is at present absent on her first experimental cruise, in company with two other vessels of the same class, one of which was designed by Sir Robert Seppings; and the other built by the students of Portsmouth dock-yard, under the superintendence of Professor Inman. Delicacy forbids us saying any thing more on this interesting subject at present; but our readers may rest assured that it will be renewed at a proper opportunity.

SAMUEL CAMPBELL ROWLEY, Esq.

THIS officer, a brother of Rear-Admiral Sir Josias Rowley, Bart., K. C. B. M. P., was made a Commander April 6, 1799; commanded the Terror bomb, during the expedition against Copenhagen, in 1801; and obtained post rank, April 29, 1802; from which period we find no mention of him till his appointment to the Laurel frigate, which took place about Feb. 1811. On the 31st Jan. in the following year, he had the misfortune to be wrecked, in consequence of striking on a sunken rock, called the Govivas, when proceeding through the Teigneuse passage, in company with the Rota and Rhin. His behaviour on this disastrous occasion was highly praise-worthy, he having remained on the wreck, exposed to a heavy and well-directed fire from the French batteries and field pieces, till every officer, man, and boy, had been removed by the boats sent from other ships in the offing to their relief. A long account of the circumstances attending the Laurel's loss will be found in the Naval Chronicle, v. 27, p. 228 *et seq.*, by which it appears that two of her crew, inspired by gratitude, Captain Rowley having once pardoned them for attempting to go on shore without leave, expressed their determination of staying by him to the last, with the view of supporting him in the water, should the ship go to pieces before any

assistance could arrive ; and it is added, that from their uncommon dexterity as swimmers, they would most probably have succeeded. By the same account we learn that the jolly-boat, with 2 men, broke adrift, and was supposed to have been lost among the rocks, and that 96 officers and men were taken prisoners ; among the former were 2 Lieutenants, who had been sent on shore to solicit assistance from the enemy, and to request the French commandant to cease firing, but which he inhumanly refused, notwithstanding a flag of truce and the signal of distress had previously been displayed.

Captain Rowley was tried by a court-martial, and acquitted of all blame on account of the loss of his ship, Feb. 19, 1812. In 1815, he commanded the Impregnable of 104 guns, bearing the flag of his brother, on the Mediterranean station ; and he has subsequently served as flag Captain to the same officer on the coast of Ireland. He married, Sept. 16, 1805, Miss Thompson, of Cork ; and received the freedom of that city in a silver box, in 1819. His lady died about June 1821.

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

BULKLEY MACWORTH PRAED, Esq.

THIS officer is related to the London banker of the same name ; and a protégé of the late Earl St. Vincent. He commanded the Crash gun-brig during Sir Home Popham's expedition against Ostend in May, 1798 ; and was captured by the enemy on the coast of Holland, Aug. 26, in the same year. His commission as Commander is dated April 21, 1799 ; and that of Post-Captain April 29, 1802. During the late war he held an appointment in the Sea Fencible service.

SAMUEL MOTTLEY, Esq.

THIS officer was made a Lieutenant, May 30, 1782 ; and obtained the rank of Commander, April 29, 1799. In the spring of 1801 we find him proceeding to the Cape of Good Hope, in the Hindostan, a 54-gun ship armed *en flûte* ; and

subsequently commanding the Rattlesnake sloop of war, and Diomedé of 50 guns, on the same station; from whence he returned to England as a passenger on board the Leopard 50, in Feb. 1803. His post commission bears date April 29, 1802. During the late contest with France he held several appointments as a Regulating Captain of the Impress, and an Agent for Prisoners of War; but we believe he was never called into active service.

EDWARD WALPOLE BROWNE, Esq.

THIS officer was made a Lieutenant in Nov. 1790; Commander, June 25, 1799; and Post-Captain, April 29, 1802. He was employed in the Sea Fencible service during part of the late war.

JOHN ROUETT SMOLLETT, Esq.

THIS officer was made a Lieutenant in 1794; Commander, Aug. 28, 1799; and Post-Captain, April 29, 1802.

Agent.—Thomas Stilwell, Esq.

WILLIAM RICKETTS, Esq.

THE subject of this memoir commenced his naval career under the patronage of Sir John Jervis, afterwards Earl of St Vincent; served as a Midshipman on board that officer's flag-ship, during the Spanish armament, in 1790; and was made a Lieutenant by him into the Woolwich 44, when proceeding to the attack of the French West India colonies, at the latter end of 1793; previous to which he had acted in a similar capacity on board the Queen, an armed vessel, employed on the Leith station.

During the operations carried on against the enemy in the island of Martinique, Mr. Ricketts served on shore with the naval battalion, commanded by Captain Josias Rogers, whom he accompanied to the memorable assault of Fort Royal, on the 20th March 1794*. He subsequently received an ap-

* See Vol. I, note at p. 859.

pointment as first Lieutenant to the same officer, and proceeded with him in the *Quebec*, of 32 guns, to the coast of America, where he was obliged to quit that ship for the purpose of recruiting his health. In 1798, we find him serving as first Lieutenant of *l'Aigle* frigate, on the Lisbon station; and afterwards re-joining his noble patron in the *Ville de Paris*, a first rate; from whence he was promoted to the command of *El Corso*, a brig mounting 18 guns, about the autumn of 1799.

El Corso formed part of the squadron under Lord Nelson at the capture of *le Généreux*, a French 74, bearing the flag of Rear-Admiral Perrée, and a large armed transport; the former having a number of troops on board, and the latter laden with stores, provisions, &c., for the relief of Malta, in Feb. 1800.

The French army was at this time in possession of Egypt; and Napoleon Buonaparte, feeling it necessary to conciliate the Bashaw of Tripoli, had sent an emissary with some rich presents to that chieftain's court; and had so far succeeded in his views as to cause the dismissal of Mr. Lucas, the British Consul General, whose return at any future period was positively forbidden by the barbarian government. Lord Nelson, however, conceiving that the re-establishment of the same functionary was intimately blended with the dignity of Great Britain, no sooner heard of that gentleman's arrival at Palermo, than he instructed him to prepare for his immediate return, and selected *El Corso* for his conveyance to Tripoli; a circumstance which produced a strong remonstrance from Mr. Lucas on the inadequacy of that vessel's force for the accomplishment of a service which he himself supposed would require the presence of a strong squadron, and an officer of very commanding rank. "My Lord," said he, "the cruelty and perfidy of those barbarians can only be restrained by their fears; and you force me to return to a place where my life is threatened, not with a squadron, not even in a frigate, but simply in a small brig." "*I know it,*" replied Nelson, coolly, "*I know what I am about; we do not want a squadron at this time to blow the Bashaw's palace about his head, we want only the British flag, and an officer who has sens-*

enough not to commit himself in new circumstances, and spirit sufficient to repeat what I say when he arrives. Let Buonaparte send his diamonds and his legions; I send the representative of the British nation, and the British flag." "It will not do, my Lord," exclaimed Mr. Lucas; "you know not the man; his hands have been already dipped in the blood of his father and brother; he will think it an insult that I am forced upon him in a brig of 18 guns." "Let him," returned his lordship, "and what then?" "I shall have the bow-string at my throat," said the Consul in a mournful tone. "Let him," repeated the hero, energetically, while fire seemed to flash from his eye; "only let him, I say, do that—I wish he would." "My Lord!" exclaimed Mr. Lucas with astonishment. "Let him, I say," his lordship added, "and we will have a glorious burning pile." Then turning to Captain Ricketts, and handing him the copy of a letter which he had written to the Bashaw, with an intimation that he was to guide himself by its contents, he directed him to put the original into the Bashaw's own hands, and to see that Mr. Lucas was fully reinstated in his office. "This," said his lordship, "must be complied with; and at all events, nothing but force is to prevent you from landing him in the town; then let the Bashaw do his worst: but do not fail to tell him, in a way he cannot misunderstand, that the British Consul must be honorably received, or I and my fleet will soon be there."

In compliance with the orders of his determined chief, Captain Ricketts proceeded on his delicate mission, accompanied by Mr. Lucas, whose alarm did not subside until he was convinced that the menace of the British Admiral had made a salutary impression upon the mind of the Bashaw, who after some hesitation consented to receive him in his former capacity, with all due honours.

It should here be remarked, that the difficulties which Captain Ricketts had to encounter were greatly aggravated by the desertion of two of his crew, who took shelter in the palace of the Bashaw's mother, and declared their resolution to become Mahometans; but who were given up to him on his making a peremptory demand to that effect.

The address displayed by Captain Ricketts throughout his negotiation with the Bashaw, relative to Mr. Lucas, induced Lord Nelson to send him a second time to Tripoli, on a business of much delicacy, which he executed with nearly equal success. Whilst thus employed it became necessary, from diplomatic considerations, for him to give a dinner to the different Consuls residing at that place, and to invite some of the Bashaw's principal officers. Among the latter was the Admiral of his ships, a Scotch renegado, who, after drinking very freely, began to boast of his many successful enterprises; and added, with furious imprecations, that the brightest prospect of his life had been forfeited by his own cursed delicacy. This prospect, it appears, was his share of the ransom that would have accrued from the seizure of the King of Naples, whom he had once discovered amusing himself in a fishing boat without guards, at a considerable distance from Palermo; and the delicacy alluded to was his abstaining from making that monarch a captive, at a time when Naples and Tripoli were at peace. This circumstance he had communicated to the Bashaw; who, so far from feeling a similar sentiment of delicacy, expressed considerable anger on the occasion, and sternly charged him never again to let any thing stand in the way of his capturing a King, and thereby securing a royal ransom. With this splendid project still in view, the Admiral had his flag then flying on board an English built merchant vessel, armed with upwards of 20 guns, and intended on all occasions, when near Palermo, to sail under British colours, hoping that fortune would again favour him with a sight of the illustrious fisherman. This momentous intelligence was communicated at the earliest opportunity to Commodore Troubridge, who undertook to apprise the King of his danger; but we cannot venture to say positively that it contributed to save that august personage from so great a calamity as captivity in Barbary; for although we have been told that he afterwards followed his favorite amusement with greater caution, it is quite certain that not the slightest thanks for information respecting the pirate's project were ever transmitted to Captain Ricketts; which appears the more ex-

traordinary, as his Majesty's gratitude was subsequently evinced by the distribution of rings, snuff-boxes, and honorary titles, on a variety of less important occasions.

We shall conclude this part of our memoir of Captain Ricketts by observing, that during his visits to Tripoli he had frequent interviews with the ruler of that province, who appeared remarkably solicitous to show him every public honor, and entered into conversation with him, not only with the frankness of equality, but with what appeared to be the novel delight of meeting a young man, whose conversation seemed totally uninfluenced by any considerations of his grandeur, his prejudices, or his power. The Bashaw, though his hands had been so deeply stained in blood, as before stated, was himself little more than thirty years of age, of a fine commanding person, open countenance, and generally frank manner.

Captain Ricketts was subsequently employed in the blockade of Genoa; and on one occasion we find him dispersing a convoy laden with grain, for the use of the famishing garrison; an event which greatly accelerated the fall of that important city*. He also rendered an important service to the army under Sir Ralph Abercromby, by giving that General timely information of the disastrous turn of affairs occasioned by the battle of Marengo, and cautioning him of the danger he would have incurred by continuing his course towards the Genoese capital, which had been re-occupied by the French, and from whence he was but a short distance when fallen in with by El Corso.

The subject of this memoir was next employed by Lord Keith as senior officer in the Adriatic. His early proceedings on that station are thus officially related by himself:

“ El Corso, Ancona, Aug. 28, 1800.

“ My Lord,—In compliance with your order to destroy the vessels in the harbour, and make a proper example of the town of Cesenatico, I proceeded with his Majesty's cutter the Pigmy, off that port; but, finding it impossible to get within grape-shot of the mole, was under the necessity of deferring the attempt till the night of the 26th, when the boats of both vessels, under the orders of Lieutenant Yeo, first of El Corso, proceeded

* See Vol. I, p. 53.

to Cesenatico, and soon after day-light I perceived them in possession of the town, successfully maintaining a position against some French troops in the neighbourhood ; but, about eight, observing a party of horse in full speed from Cervia, I judged it prudent to call them immediately on board, though not before we had the satisfaction of seeing that the gallantry of Lieutenant Yeo, aided by Mr. Douglas, Master of the Pigny, had been crowned with the fullest success, the vessels and harbour at that time forming but one flame ; and, that the intent of this enterprise might not be lost on the coast, I shortly afterwards sent in the attached note. I have the honor likewise to enclose the report of Lieutenant Yeo, and remain, &c. &c.

(Signed) " W. RICKETTS."

" To the Right Hon. Vice-Admiral
Lord Keith."

" To the Inhabitants of Cesenatico.

" The treachery of your municipality, in causing to be arrested an officer with despatches, has been long known to the British Admiral in these seas. The municipality may now sadly know, that the severity of judgment, long delayed, is always exemplary. That the innocent suffer with the guilty, though much to be regretted, is the natural feature of war ; and the more terrible infliction on this occasion, the more striking the example should prove to surrounding municipalities.

(Signed) " W. RICKETTS."

Report.

" Of thirteen vessels of different descriptions lying within the mole of Cesenatico, two were sunk and eleven burnt, one of them deeply laden with copper money and bale goods ; the harbour choked by the wreck of four, sunk in the mouth of it, and both piers entirely consumed.

(Signed) " J. L. YEO."

For this service Captain Ricketts received the thanks of Lord Keith ; a letter of approbation from the Board of Admiralty ; and a congratulatory epistle from the Austrian General Melas ; whilst his success at one time promised to be productive of very important results. The people of the Cisalpine states, irritated and disgusted by the pillage and impiety of the French, had it seems come to a resolution of throwing off their yoke, and by a general massacre freeing themselves as they hoped for ever from Gallic tyranny ; but as to those views they confessedly united the splendid and alluring project of establishing the independence of their country, fears were justly entertained by the leaders of the insurrection that insurmountable obstacles would be thrown in their way by the Austrians ; and to obviate this difficulty,

they were desirous at this moment of obtaining the protection of the British flag. For that purpose some of their chiefs entered the town of Ancona in disguise, obtained an interview with Captain Ricketts, and after a few preliminary precautions, explicitly opened to him the whole of their plans, which were in substance the pouring down, at an appointed time, large bodies of men from the Appenines, divided into three columns, whose march in the first instance would be directed against as many principal cities, where the inhabitants on their approach were prepared to rise and massacre all the French, who were to be found in office, or bearing arms, and then instantly to proclaim their independence, which they doubted not would spread a similar spirit like wild fire over all the states of Italy. With the government of Great Britain there was not time to communicate, neither did they wish for any present supply of men, arms, or money, their sole object being the protection of a flag, which would at least neutralize the conduct of the Austrians, and give confidence to their partizans at the general rising; but this they conceived could not be effected unless Captain Ricketts was personally among them, and ostensibly their leader; and they proposed that one of his officers should hold an important command wherever the British colours were displayed; concluding with a positive assurance that large bodies of men were already collected in the mountains, and that the lower classes of the people were generally prepared, and every where ardently disposed to rise.

Considering the safety of El Corso as of very little moment, when compared with the important consequences that might result from encouraging this insurrection, Captain Ricketts scarcely hesitated a moment to take on himself the responsibility of the measure; but he naturally required some proofs of the existence of so extensive a conspiracy, beyond the mere assertions of four utter strangers; nor could he under any circumstances authorise so shocking a retaliation as that contemplated by them. After some discussion, in a second interview, it was agreed that the French and their partizans not actually opposing themselves in arms against the insurrectionists, should be spared; and generally, that all those opposed to the rising of the people should be considered

as prisoners of war. To obviate the other objection respecting the authority and means of the negociators, a plan of attack was agreed on, in which the officers and seamen of El Corso could co-operate, without the British flag being committed in any way inconsistent with its humanity or its glory; and it was finally determined that, on a certain night, Captain Ricketts, with nearly the whole of his crew, should proceed in certain prize-vessels, drawing but little water, off the mole head of Pesaro, then in possession of the French, and under cover of the night wait for the commencement of an attack by the insurrectionists on the land side. Accordingly, on the night specified, Captain Ricketts proceeded with Lieutenant Yeo, his surgeon, several other officers, and about 90 men, embarked on board some trabacolos prepared for the occasion, and waited off the mole, with extreme anxiety, until after the day had dawned, totally unable to account for his disappointment; which, however, was sufficiently explained in the next interview with the chiefs, as well as by the voice of public rumour, which stated that the Austrians had totally disapproved of the enterprise, and that their out-posts had refused to suffer any of the persons connected with it to pass. It is worthy of observation, that an Austrian column afterwards marched through the Cisalpine territory, and took possession of the different towns on the coast.

In the course of the same year Venice, the grand depot of stores for the Imperial armies, was thrown into the greatest consternation by the approach of a formidable French force, and both the Minister of Marine and the Austrian Commandant wrote to Captain Ricketts, in the most urgent and desponding terms, for the assistance of the vessels under his orders; the latter repeatedly stating that he was "*their only hope*," although at this time they had not only ships of the line in their harbour, but frigates and numerous gun-boats at sea, or on their canals! He accordingly proceeded thither with El Corso and the Pigmy, and took the necessary measures for assisting in the defence of that place, the inhabitants of which were soon after relieved from their fears by an armistice between the contending powers. His promptitude and judicious arrangements on this occasion obtained him the

most public and grateful thanks of the principal Austrian authorities ; in addition to which he had the honor of receiving a communication from Lord Minto, the British Ambassador at Vienna, expressing his Imperial Majesty's "*marked approbation*:" of his conduct in hastening to the succour of a city whose commerce had once been the wonder of the world, whilst her fleets were the dread of the remotest of the Mediterranean shores.

On the 4th Jan. 1801, the merchants of Trieste presented Captain Ricketts with a handsome diamond ring, accompanied by the following letter, as an acknowledgment of his services in the Adriatic :

" Sir,—The honorable nature of your proceedings in the Adriatic, the protection you have afforded our commerce against the corsairs of France, and the assistance which, on all occasions, you have rendered to the friends of his Britannic Majesty, exact on our part, at the commencement of the year, the warmest expressions of gratitude ; and in wishing you a happy beginning of it, in the name of this body of merchants, we wish to mark our acknowledgments ; and, in order to preserve us in your memory, have presumed to accompany this with a small token of our respect. Wishing you all manner of felicity, we remain, the deputation of the mercantile body,

(Signed) " J. MANZEWANY ; LUZOVICK GOVANUCHI ;
" J. REYES ; FRAN. POTTE ; J. CATRARO ;
" SORREI REDE."

To this letter Captain Ricketts replied in the following terms :

" *El Corso, Trieste, Jan. 5, 1801.*

" Gentlemen,—After five months incessant cruising on the shores of the Adriatic, it is with singular satisfaction that, at the commencement of the new year, I have received your elegant and flattering mark of approbation ; and it is with peculiar earnestness I wish you to believe, that if any thing on earth could augment my zeal in the cause we are labouring for, it would be so honorable a testimony of successful service* from such respectable characters as those who compose the trading community of Trieste. I am, &c. &c.

(Signed) " WM. RICKETTS."

On his return from the Adriatic, Captain Ricketts touched at Corfu, and there found letters from Lord Elgin, the British

* Among the numerous prizes captured by *El Corso* and her consort during their continuance in the Adriatic, we find several armed vessels, but none of force sufficient to merit particular notice.

Ambassador at Constantinople, addressed to Sir John Borlase Warren, earnestly requesting that officer to proceed with the squadron under his orders to Zante, for the purpose of dispossessing a Colonel Calander, who had usurped the command in that island, and fomented an insurrection against the Turks, under the unauthorised sanction of the British flag, at a moment when the least interruption of the harmony subsisting between England and the Porte would most likely have proved beneficial to France, and might have been productive of alarming consequences to our gallant army in Egypt. It is obvious that a service which Lord Elgin considered as requiring the presence of an Admiral with a powerful squadron, was but little likely to be effected by the commander of a sloop of war, whose comparative insignificance might rather invite opposition, and lead to slaughter, than terrify into obedience, or produce pacific results : but the contents of his Excellency's letter, and the exposed situation of the above-mentioned army, seemed not to admit of a moment's delay ; and Captain Ricketts accordingly resolved to try what could be done. Accompanied by the President and Consul-General of the Ionian republic, and followed by three Turkish frigates, he immediately proceeded to the scene of revolt, succeeded in overcoming all obstacles, (although a formidable band of Albanians were in the service of the usurper, who had ordered furnaces to be prepared for heating shot) and restored the island to its rightful masters. In the performance of this service he appears to have had a very narrow escape, a musket-ball fired from the shore having passed between him and the coxswain of his boat.

The letter of thanks which Captain Ricketts afterwards received from Lord Elgin for his zealous exertions, was couched in the most handsome and energetic terms ; but it has been said, that, from circumstances not necessary to be recited in this place, the service alluded to was not viewed by the Foreign Office in an equally striking light. Be that as it may, the Board of Admiralty evinced their perfect approval of Captain Ricketts' conduct, by promoting him to post rank on the 29th April, 1802. He subsequently commanded the *Dido* of 28 guns ; and during the greater part of the late war

we find him holding an appointment in the Kentish district of Sea Fencibles.

It is well known to those officers who held commands previous to the peace of Amiens, that the private signals then in use were much exposed to discovery in a variety of cases, and consequently might, in the possession of an enemy, have led to disastrous results. To obviate this danger, Captain Ricketts turned his attention to the subject, and planned a code on an entirely different system, at once so simple as to be readily understood by the meanest capacity; and so safe from discovery, that even if they lay open before an inquisitive stranger, or fell into the hands of the keenest of our enemies, no danger could be incurred, because it would be impossible under such circumstances to comprehend them. This improved code he submitted to his patron, the Earl of St. Vincent, who entered at once into its merits, and lost no time in returning a letter expressive of his strong approbation, acknowledging the absolute necessity that existed for its adoption, and offering to recommend it himself to the Admiralty, although he feared he had no longer any influence there, having some time before retired from office. This offer was gratefully accepted by Captain Ricketts, who subsequently made several applications on the subject, in consequence of a report that a change was about to take place in the private signals; but at length, after the lapse of several years, he had the mortification to receive his own code back without the slightest comment, and to see another, somewhat similar, though much more complex, brought into general use.

Captain Ricketts' zeal for the public service does not appear to have been damped by this disappointment. In "Phillips's Guide to all the Watering and Sea-Bathing Places," published about 1809, we find the following notice under the head of "Folkstone:"

"In 1808, the temporary rudder of Captain Ricketts was first used in steering one of the Folkstone boats, and it was in the Clyde frigate, commanded by Commodore Owen, that the same officer's *Sea Friend*, better known by the name of the *Folkstone Machine*, was successfully tried, and found to perform the operation of working the great chain pumps of that ship without the slightest assistance from any person on board."

The first of the above inventions was a temporary rudder, which might be applied, under any circumstances, in a short space of time, by means of a resource highly approved of by H. R. H. the Duke of Clarence, as being also well adapted to Pakenham's rudder. The second was a machine occupying little space, and easily placed so as to pump out ships by the power of their way through the water. Captain Ricketts was indebted to the kindness of Sir Richard Bickerton for an order for the latter to be tried on board the Clyde, whose commander reported favorably of its merits ; but at last, worn out by ill health, the apathy of others, and accumulating expenses, he ceased to prosecute an invention that might have been of incalculable advantage to the navy and ships in general. The apparatus, we believe, is still to be seen in Portsmouth dock-yard.

The copy of an interesting paper on the subject of water-spouts, transmitted by Captain Ricketts to Sir Joseph Banks, in 1802, and afterwards deposited in the archives of the Royal Society, will be found in the Naval Chronicle, Vol. xx, p. 392 *et seq.* Several letters from its assiduous author, containing the description of a nipper invented by him for the purpose of facilitating the weighing of an anchor in cases where it may be necessary, either from the weakness of the messenger, or the insufficiency of the capstan's power, to apply an additional purchase ; and various valuable suggestions on other subjects also appear in the same rich repository, at Vol. xx, p. 446 ; Vol. xxi, pp. 38, 212, 398 ; and Vol. xxiii, p. 292. Their great length, and our scanty limits, prevent us from giving them a place in this work, which we should otherwise have felt great pleasure in doing.

Agent.— — M'Inerheny, Esq.

ALEXANDER SKENE, Esq.

This officer was made a Lieutenant in 1793 ; and obtained the rank of Commander, in the Lynx sloop of war, on the Halifax station, Nov. 18, 1799. His post commission bears date April 29, 1802. At the commencement of the late war he commanded the Lapwing of 28 guns ; and subsequently

the *Leander 50*, bearing the flag of the late Sir Andrew Mitchell, on the coast of America. His next appointment was to the *Guerriere* frigate, in which he captured the *Malvina* and *Peraty*, French privateers, the former of 14 guns and 60 men, the latter (formerly *H. M. cutter Barbara*) of 12 guns and 90 men. The *Peraty* was discovered cruising in the track of a valuable Jamaica fleet, of which she had obtained most correct information, as to their strength, number, and situation, from the master of an American brig, who had himself claimed and received the protection of that convoy, which he betrayed to the enemy in twenty-four hours after parting company.

Captain Skene was afterwards appointed in succession to the *Hussar* frigate, and several line-of-battle ships, on various stations. Towards the close of the late contest with America he served as Flag-Captain to the Hon. Sir Alexander Cochrane; as also during part of that officer's recent command at Plymouth. He married, Mar. 30, 1814, Miss Charlotte Fordyce, niece to the Marquis of Huntley; and died at Edinburgh, Sept. 14, 1823. His brother John, a Lieutenant of the 42d regiment, fell a victim to the Walcheren fever, Oct. 3, 1810.

A miniature of Captain Skene, by A. Robertson, was exhibited at the Royal Academy, in 1805.

HON. WILLIAM LE POER TRENCH.

Secretary to the Board of Customs and Port Duties in Ireland.

THIS officer is a brother of Richard, Earl of Clancarty, G. C. B., his Majesty's Ambassador to the King of the Netherlands; also of the Right Rev. Dr. Trench, Archbishop of Tuam; and of the gallant Colonel Sir Robert Trench, K. C. B. K. T. S. He was born in July 1771; made a Lieutenant in 1793; promoted to the rank of Post-Captain, April 29, 1802; and appointed to his present situation in 1819.

EDWARD SNEYD CLAY, Esq.

IN Sept. 1793 we find this officer serving on board the *Alcide*, a third rate, forming part of the squadron under Com-

modore Linzee, employed in co-operation with the Corsican General Paoli *. He was a Lieutenant of the Venerable, and received a severe wound, in the battle off Camperdown, Oct. 11, 1797 †; after which he removed with Lord Duncan into the Kent, a new 74-gun ship, in which he continued till Aug. 1799, when he was selected by that nobleman to carry home his despatches announcing the fall of the Helder, and the consequent opening of the Texel to the British fleet ‡. Lord Duncan, on that occasion, adverting to his want of time to give a more detailed account of the proceedings of the expedition sent against Holland, referred the Board of Admiralty to Lieutenant Clay for further particulars, and described him as "an intelligent and deserving officer."

Lieutenant Clay was promoted to the command of the Zebra bomb, Dec. 3, 1799; and in the following year he accompanied Vice-Admiral Dickson to Elsinour, on a service already noticed at p. 348 *et seq.* of our first volume. He also served during the expedition against Copenhagen in the spring of 1801 §. His post commission bears date April 29, 1802.

From this period we find no particular mention of Captain Clay till Dec. 18, 1810, when he had the misfortune to be wrecked in the Nymphe frigate, under his command, at the entrance of the Frith of Forth; a disaster occasioned by his pilot mistaking a lime kiln, burning at Broxmouth, for the May light, and the latter for the Bell rock, in which opinion the Master of the Nymphe unfortunately coincided.

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

THOMAS RICHBELL, Esq.

Resident Magistrate of the Thames Police Office.

THIS officer was made a Lieutenant Jan. 14, 1780; a Commander Dec. 26, 1799; and a Post-Captain April 29, 1802. He regulated the Impress service at the Tower during the whole of the late war; and succeeded the late Mr. Harriott

* See note † at p. 189.

† See Vol. I, note at p. 150 *et seq.*

‡ See *id.*, note at p. 414 *et seq.*

§ See *id.* p. 365 *et seq.*

as a Thames Police Magistrate in 1816. Several of the productions of his pencil have been exhibited at the Royal Academy, of which he is an Honorary Member.

BENJAMIN CARTER, Esq.

THIS officer is a son of the late Rev. H. Carter, Rector of Whittenham, Berks. ; and a nephew of the celebrated Mrs. Elizabeth Carter. He entered the naval service, in 1785, as a Midshipman on board the Weazle sloop of war, commanded by the late Sir Samuel Hood, with whom he continued in that vessel, and the *Thisbe* and *Juno* frigates, on the Halifax, Jamaica, and Channel stations, till 1793 ; when he joined the *Royal George*, a first rate, bearing the flag of the late Lord Bridport, under whom he served till his promotion to the rank of Lieutenant, which took place a short time previous to the battle of June 1, 1794.

After serving between two and three years in the *Assistance* 44, Mr. Carter returned to the *Royal George*, of which ship he became first Lieutenant prior to the resignation of Lord Bridport in April 1800, when he received a Commander's commission ; but he does not appear to have been employed in that capacity. He obtained post rank April 29, 1802.

Captain Carter's subsequent appointments were to command the *Sea Fencibles* in the Isle of Thanet ; and to regulate the Impress service, first at Liverpool, and latterly at Cork. He has been on half-pay ever since the early part of 1812*.

Agent.—Thomas Stilwell, Esq.

CHARLES INGLIS, Esq.

THIS officer was first Lieutenant of the *Jason* frigate, commanded by the present Vice-Admiral Stirling, and greatly distinguished himself in the action with *la Seine*, of 42 guns and 610 men, as will be seen by the following extract from his Captain's official letter to Admiral Lord Bridport, dated July 2, 1798 :

" In the early part of the battle I had the mortification to be wounded,

* Captain Carter has two brothers in H. M. service. See p. 700.

and was obliged to leave the deck ; but my misfortune is palliated by the reflection that the service did not suffer by my absence, for no man could have filled my place with more credit to himself, and benefit to the state, than my first Lieutenant, Mr. Charles Inglis, whom I beg leave to recommend in the strongest manner for his bravery, skill, and great exertions *."

We next find Lieutenant Inglis serving in the *Penelope* frigate, under the command of Captain (now Sir Henry) Blackwood, at the capture of *le Guillaume Tell*, a French 80-gun ship, bearing the flag of Rear-Admiral Decrès †, on which occasion he received the following letter from his friend Lord Nelson :

" My dear Sir,—How fortunate I did not permit you to quit the *Penelope*, to be a junior Lieutenant in the *Foudroyant*. You will now get your promotion in the pleasantest of all ways, by the gallant exertions of yourself and those brave friends who surrounded you on that glorious night. What a triumph for you—what a pleasure to me! What happiness to have the Nile fleet all taken under my orders and regulations! Blackwood's coming to me at Malta, and my keeping him there, was something more than chance. Ever, my dear Sir, believe me your truly sincere friend,

(Signed) " NELSON and BRONTE."

" *To Lieut. Inglis, Gmc. Tell, Syracuse.*"

The subject of this memoir was subsequently made a Commander, and appointed to the *Peterel* sloop of war, which vessel he joined at Rhodes, in Oct. 1800. His post commission bears date April 29, 1802. His services during the greater part of the late war are identified with those of Admiral Sir George Martin, whose flag ship he at present commands †.

Agents.—Messrs Goode and Clarke.

CHARLES CARTER, Esq.

THIS officer is a brother of Captain Benjamin Carter, R. N., whose name appears immediately above the preceding sketch ; and of Brevet-Major Carter, R. M. He entered the naval

* For an account of the action see Vol. I, p. 403.

† See *id.* p. 643.

‡ Sir George Martin succeeded Sir James Hawkins Whitshed as commander-in-chief at Portsmouth, in Feb. 1824. His flag is on board the *Victory* of 104 guns.

service in the summer of 1783, as a Midshipman on board the *Hermione* frigate, commanded by Captain John Stone, a friend of his uncle, John Carter, Esq., one of the senior Magistrates of Kent; with whom he continued on the West India and Halifax stations till the latter end of 1785. He subsequently served under Sir Charles M. Pole, in the Crown of 64 guns; from which ship he removed, at the commencement of 1787, into the *Scorpion* sloop of war, at that time employed on Channel service, but afterwards sent to the coast of Guinea and the Leeward Islands, from whence she returned under the command of Sir Charles Hamilton, after an absence of nearly three years.

The *Scorpion* being paid off at the commencement of the Spanish armament, Mr. Carter was turned over with her other petty officers and crew to the *Leopard* of 50 guns; but as that ship was destined for foreign service, and he had nearly served a sufficient time to qualify him for a commission, his uncle's intimate friend, the late Admiral Sir Thomas Pasley, kindly consented to receive him on board the *Belleophon* 74; and when he had passed his examination recommended him to the patronage of Earl Howe, from whose flag-ship he was promoted to the rank of Lieutenant, November 22, 1790.

During the Russian armament, in 1791, he served on board the *Barfleur*, a second rate, bearing the flag of Vice-Admiral Faulknor; and we subsequently find him crossing the Channel for the purpose of acquiring a knowledge of the French language, fencing, &c., in which manner he employed his time until the beginning of 1793, when he returned home in consequence of the approaching war between Great Britain and France.

On his arrival in England, Lieutenant Carter reported himself to the Admiralty, and was immediately appointed to the *Trimmer* sloop of war, on the Jersey station, where he assisted at the capture of one of the first armed vessels taken under the tri-coloured flag.

The *Trimmer* being paid off, on account of her defective state, shortly after Mr. Carter had returned from conducting the above prize into Falmouth, he was then appointed third

Lieutenant of the *Alexander* 74, commanded by Captain R. R. Bligh, whom he gallantly supported in his memorable defence against a powerful French squadron under Rear-Admiral Neilly, an event already alluded to in our memoir of Captain F. P. Epworth, and which will be more fully noticed hereafter.

The treatment experienced by Lieutenant Carter and his fellow captives, affords us an instance of the brutal and ferocious conduct of the friends of "*Liberty and Equality*," towards those who had the misfortune to fall into their hands at that unhappy epoch. On their arrival at Brest, after being stripped of every article of property, except the clothes on their backs, they were put on board a prison ship, but soon transferred from thence to a castle (originally a receptacle for culprits under sentence of death), where they were confined in cells with naked walls, having neither tables, chairs, nor any other furniture, and obliged to sleep on straw, without the least covering. In this miserable abode they passed three months, during which the fever, so common in crowded gaols, proved fatal to many, and numbers died for want of the common necessaries of life, their diet consisting of nothing more than black bread, horse-bean soup, and occasionally a scanty supply of salt fish*.

In order to escape from such a scene of wretchedness, Lieutenant Carter agreed with Captain Cracraft, late of *H. M. S. Daphne*, and Lieutenant Godénch of the *Alexander*, to try

* "Officers and men shared the same lot; they were denied the commonest rations of provisions, and reduced to starvation. A wretched dog that had crept into the cells was killed, and his head alone sold for a dollar, to satisfy the cravings of nature. A prisoner, in a state of delirium, threw himself into the well within the prison walls: his dead body, after lying some time was taken out, but no other water allowed to the people to drink. An English lady and her daughters, confined along with the men, had no separate apartment, and all their privacy was supplied by the generous commiseration of the British sailors, who, standing side by side close together, with their backs towards the fair captives, formed a temporary screen while they changed their garments." See BRENTON'S *Naval History*, Vol. I, p. 364. N.B. The number of prisoners confined in the castle amounted originally to 700, among whom were many women and children.

the experiment of scaling the castle wall, and breaking their way into a depot of military equipage adjoining the back wall of their dungeon. This enterprise was undertaken in the dead of the night, while all but those engaged in the plot were asleep; and at dawn of day they were enabled, by forcing a door of the store room, to reach the extremity of the prison court-yard, which led by a circuitous road to the town of Brest.

Pushing on with rapid strides, and singing the favorite national air of the *Carmagnoli*, Lieutenant Carter and the other two officers, dressed in the garb of sailors, and wearing the tri-coloured cockade as a deception, succeeded in reaching the hotel de la Republique, a house used by the masters of American vessels, one of whom had previously made arrangements for secreting them there until an embargo then existing should be removed, when it was hoped they would be able to smuggle themselves on board his ship. In this expectation, however, they were unfortunately disappointed; for on approaching the place of embarkation, Lieutenant Carter was recognized by a young aspirant belonging to the *Marat*, with whom he had formerly conversed in French, and who now caused him to be seized, and conducted with Captain Cracraft, under an escort, to the *Amiral*, a place of security erected near the quay, where they were locked up in a small room, admitting little or no light, and detained, with nothing to support nature but bread and water, and without a chair or any resting place till the next day, when they were conducted back to the castle, which, with all its horrors, was a palace when compared to their temporary prison. Lieutenant Godench, by mixing with the crowd on the quay, fortunately effected his escape.

After this unsuccessful attempt, Lieutenant Carter was agreeably surprised to find the republicans relax a little in their rigorous treatment of himself and his fellow prisoners, it being ordered that two persons from every mess, without discrimination, should be permitted to go out of the castle and receive their rations at the Commissary's office, which was situated about a furlong from the gate, instead of having their wretched portion brought to them by the gaolers; an

indulgence they gladly availed themselves of, as it afforded them the benefit of a little fresh air, than which nothing could have been a greater luxury.

On one of those occasions a noted gaoler, known by the name of Peter, seized the subject of this memoir by the collar, in order to give the preference of going out to a seaman whom he knew. Indignant at this attack upon his person, Lieutenant Carter lost all command of himself, and with his fist knocked the rascal bleeding to the ground, where he lay for some time, vociferating "*corporal du garde*" with all his might. A file of soldiers soon arrived on the spot, and proceeded to search for the offender, who, listening to the advice of his friends, had in the interval put on a female dress, as the only chance of escaping their vengeance, an assault on a republican being deemed a capital offence, and mercy out of the question. A strict scrutiny ensued; but Lieutenant Carter had the good fortune to elude the enemy's vigilance, and remain undiscovered in his metamorphosed state, till time and a *coup d'argent* had had the effect of allaying the resentment of the wretch through whom his life had thus been brought into jeopardy.

It was about this period that the Alexander's officers resolved to make their distressing situation known to Admiral Villaret de Joyeuse, who commanded the French naval forces at Brest, and to request his interference with the government in their behalf. Accordingly a memorial, drawn up by Lieutenant Carter, and bearing their respective signatures, was forwarded to that officer, whose reply thereto, and their subsequent removal to Quimper on parole, are presumptive proofs that he as an individual ought not to be charged with having contributed to their sufferings*.

Encouraged by this favorable commencement, Lieutenant Carter now entered into correspondence with other French authorities; and at length, in May 1793, he was ordered to be exchanged for Mons. la Cosse, an officer of the same rank, who had been captured by Earl Howe on the 1st June, 1794.

On his return to England, in a neutral vessel from Morlaix,

* For a copy of the French Admiral's letter see pp. 562 and 563.

he was appointed to the *Magnificent 74*, on the North Sea station; and we subsequently find him serving as first Lieutenant of the *Galatea*, a 32-gun frigate, forming part of a squadron employed in the Channel under the orders of Sir John Borlase Warren, who makes very honorable mention of his conduct in boarding and assisting at the destruction of *l'Andromaque*, of 44 guns and 300 men, near Arcasson, on the 23d Aug. 1796, the particulars of which event, and others not already noticed in our memoir of his commander, the present Admiral Sir Richard G. Keats, will appear in the supplement to this work.

Lieutenant Carter continued in the *Galatea*, and shared in a series of active services under the command of Captain Keats, and his successor, Captain Byng, now Viscount Torrington, until promoted to the rank of Commander, May 15, 1800; on which occasion he was appointed to the *Adventure*, a 44-gun ship, armed *en flute*, and attached to the armament then about to sail from Cork for the purpose of making a diversion on the enemies' coasts, and of ultimately joining the grand expedition destined against the French army in Egypt. To his great disappointment, however, the *Adventure*, after conveying the 82d regiment to Belleisle, Corunna, Cadiz, Tetuan, and Minorca, was found to be in so leaky a state as to render it impossible for her to continue on that service; in consequence of which she was ordered to carry Sir James Pulteney and his staff, with the 52d regiment to Lisbon, from whence she returned home in the spring of 1801; and being surveyed, was soon after put out of commission.

Captain Carter was advanced to post rank April 29, 1802, and appointed to a command in the Sea Fencible service about July, 1803; from which time he appears to have been stationed in the Isle of Wight till the dissolution of that corps in March 1810. During his continuance there he made repeated applications for an appointment more congenial to his zealous disposition; and two days after the discharge of the above force we find him endeavouring to prevail upon the nobleman then at the head of the Admiralty to employ him actively afloat, by offering to serve without pay, depending on his own exertions against the enemy for remuneration;

but this, like all his former efforts, proved unavailing, and he was again compelled to yield to a state of painful inactivity, whilst his more fortunate brother officers were reaping laurels, and laying the foundation of future ease for themselves, and competence for their families.

In Aug. 1813, the subject of this memoir was appointed to superintend the Impress service at Gravesend; and he subsequently received a commission to command *El Corso* as a post ship, in consequence of his suggesting the propriety of placing the vessel destined to receive the men under the direct controul of the Regulating Captain; by which means, among other advantages, the prompt co-operation of her boats with those belonging to the establishment on shore, might always be depended upon.

El Corso was paid off at the termination of the war in 1814; but on the renewal of hostilities in the following year, Captain Carter commissioned the *Port Mahon*, and resumed his station on the river Thames, where he continued, under the orders of Sir Home Popham, till Aug. 12, 1815, since which he has not been employed.

Captain Carter married Sophia Holmes, youngest daughter of that excellent officer, the late Admiral Sir Richard Rodney Bligh, G. C. B., under whom he had so bravely fought at the commencement of the French revolutionary war. By that lady he has issue six sons and two daughters, the whole of whom are under age.

THOMAS BROWNE, Esq.

THIS officer entered the naval service at an early age as a Midshipman on board the *Thetis* frigate, commanded by Captain John Blankett, to whom he had been recommended by the late Hon. Admiral Barrington, whose patronage he enjoyed in consequence of a family connexion.

After serving for a considerable time in the *Thetis*, and witnessing Captain Blankett's spirited conduct in resenting an insult offered to the British flag by a Venetian Commodore*,

* During the general peace which succeeded the contest between Great Britain and her American colonies, the *Thetis*, on entering the bay of

Mr. Browne joined the Carysfort of 28 guns, in which ship he completed his time as a petty officer on the Mediterranean station. We subsequently find him on board the *Barfleur* and *Royal George*, three-deckers, bearing the flag of Vice-Admiral Barrington; with whom he continued till his promotion to the rank of Lieutenant about the close of 1790.

Early in 1793, Lieutenant Browne received an appointment to the *Intrepid 64*; and during the ensuing four years he appears to have been engaged in a great variety of services on the West India station, particularly at St. Domingo, where he was frequently landed with a division of seamen, to assist the British troops in their contest with Toussaint de l'Ouverture, and other native chiefs in the French interest; a contest attended with an alternate series of good and bad fortune, but from which our brave countrymen were at length obliged to retire, in consequence of the sad reduction of their force by that dreadful scourge the yellow fever, which is said to have carried off no less than 12,000 soldiers and 500 sailors, previous to the evacuation of the island.

In Feb. 1796, the *Intrepid* chased a French ship of war into a small cove near Porto Plata, on the north side of St. Domingo, where she was boarded and taken possession of by Lieutenant Browne, whose conduct on this occasion is deserving of great praise, he having volunteered to attack her

Tunis, accompanied by the *Sphynx* of 20 guns, was fired at three times by a Venetian 84, bearing the broad pendant of a Commodore, and forming part of a large squadron then employed in the blockade of that port. Indignant at such conduct, and observing that the last shot passed close under his bows, Captain Blankett lost no time in anchoring alongside of the Venetian, and demanding an ample apology. In this situation the ships remained till the following day; when the Commodore, who had previously sent a corvette to communicate with his Admiral in the offing, suddenly got under weigh and proceeded to sea. Captain Blankett hereupon made the signal to slip and chase; and on closing with the fugitive gave her a shot, which being allowed to pass unnoticed, a second was discharged with so much precision, as to graze the rail of the stern-gallery, where the Commodore and his officers were assembled. This unexpected salute caused the Venetian to bring up all standing; and the British ships having soon after anchored, with springs on their cables, in a very advantageous position, her commander was at length constrained to make the required apology.

with the boats, after his Captain, the Hon. C. Carpenter, had been induced to haul off from the shore, through the representations of his pilot, and an officer commanding a cutter under his orders, the former of whom refused to take charge of the *Intrepid* if any attempt were made to follow the enemy, whilst the latter, who had been sent to reconnoitre, reported that they had landed some guns and thrown up a battery for the purpose of defending their ship, which then lay aground. She proved to be *la Percante*, of twenty 9-pounders, and six brass 2-pounders, with a complement of near 200 men, the whole of whom fled on Lieutenant Browne's approach, and groped their way through the prickly-pear bushes to a town at some distance. The prize being got off without damage, was taken into the King's service, and named the *Jamaica*.

Lieutenant Browne returned to England with his health greatly impaired by the pestilential climate of St. Domingo; notwithstanding which he continued in active service until promoted to the command of the *Chapman* armed ship, in 1800, previous to which he had been appointed, as first Lieutenant, to several frigates, and the *Elephant* of 74 guns. His post commission bears date April 29, 1802.

We now lose sight of Captain Browne till the spring of 1806, when he assumed the command of the *Tonnant*, an 80-gun ship, bearing the flag of Rear-Admiral Eliab Harvey, under whom he served in the Channel fleet till May 1809. He subsequently held an appointment in the Sea Fencibles; and after the dissolution of that corps acted as Flag-Captain to Rear-Admiral T. Byam Martin, in the *Aboukir* of 74 guns, which ship he commanded during the siege of Riga; on which occasion between 300 and 400 of his crew were daily lent to the gun-boats employed in the defence of that city.

Captain Browne was next appointed to the *Ulysses* 44, and stationed in the Belt, for the protection of convoys passing to and from the Baltic. In Dec. 1813, he conducted the army under Sir Thomas Graham to the Scheldt; and in the following summer escorted a fleet of merchantmen to Jamaica. On his return from thence he was nominated Commodore on the coast of Africa, where he had the satisfaction of destroying the only two British slave factories that had been suffered

to exist until his arrival, one of which contained three hundred houses and a great quantity of stores. The squadron under his orders also captured thirty sail of vessels employed in the negro trade; and many more would no doubt have shared the same fate, but for the circumstance of his being obliged to leave the station in order to procure supplies at St. Helena, the provisions of the ships ordered to convoy the homeward bound trade having been completed from the *Ulysses*.

At St. Helena, Captain Browne received information of Buonaparte's flight from Elba; and finding a very valuable fleet of Indiamen waiting there for the protection of a ship of war, he resolved to sacrifice his prospects of making a fortune rather than allow them to run the risk of being captured. Unfortunately the passage home presented him with no opportunity of resigning his charge to any other ship of force; and tranquillity having been restored in Europe previous to his arrival, the service he had rendered was not looked upon in so important a light as it otherwise would have been. It was, however, fully appreciated by the Hon. East India Company, who voted him a larger sum for the purchase of plate than had ever been given to any Captain before him*. Since that period he has not been employed.

Mrs. Browne is the eldest daughter of the late — Jenkins, Esq., who was lost in a hurricane on the West India station, just after his promotion to the command of the *Guachapin* sloop of war. Her grandfather and great-grandfather were also commissioned officers in the royal navy.

Agents.—Messrs. Maude.

RIGHT HON. LORD EDWARD O'BRYEN.

This officer is a brother of the Marquis of Thomond, and of Lord James O'Bryen, Captain R. N. † He obtained post-rank April 29, 1802; and was Private Secretary to Lord Mulgrave, during that nobleman's naval administration.

His lordship has been three times married; viz. 1st, in 1805, to Diana, eldest daughter of General George Hotham,

* The fleet alluded to was worth 10,000,000*l.* sterling.

† See p. 212.

and niece of William Lord Hotham : 2dly, April 11, 1815, Gertrude Grace, youngest daughter of Paul Cobb Methuen, Esq., of Corsham House, co. Wilts, by whom he had two children : and, 3dly, April 16, 1822, Lady Elizabeth Somerset, second daughter of the Duke of Beaufort.

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

FRANCIS GODOLPHIN BOND, Esq.

THIS officer received his first commission May 14, 1782 ; served as first Lieutenant of the Providence armed ship, under the command of Captain William Bligh, during the bread-fruit expedition in 1791 and following years * ; and obtained the rank of Commander for his active exertions in the Netley schooner on the Lisbon station, towards the conclusion of the French revolutionary war. He was made a Post-Captain April 29, 1802, and appointed to a command in the Sea Fencibles about June 1803 ; from which period we find no farther mention of his name.

Agent.—J. Hinxman, Esq.

STEPHEN FOLVIL, Esq.

THIS officer was educated at the college of Navarre ; and prepared for the naval service at Bettesworth's celebrated marine academy, so often mentioned in the course of this work. He embarked as a Midshipman on board the Narcissus, of 20 guns, commanded by the late Vice-Admiral d'Auvergne † in 1787 ; and subsequently served under Captains Salisbury, Hicks, and Archibald Dickson, in the Andromeda frigate, Powerful 74, and Egmont of the same force ‡,

* See note * at p. 630.

† Captain Folvil is directly descended from the ancient and highly respectable family of la Tour d'Auvergne : but he is not, as has been supposed, in any way related to the late Vice-Admiral d'Auvergne.

‡ Whilst in the Andromeda Mr. Folvil had his nose and right leg broke by the snapping of a hawser ; and previous to his leaving that ship he appears to have had a very narrow escape, a boat in which he was employed being swamped during a gale of wind in a dark night, by which accident 7 out of 9 persons were drowned.

which latter ship formed part of Lord Hood's fleet at the occupation of Toulon in 1793; and was afterwards employed in the reduction of St. Fiorenzo, on which occasion Mr. Folvil assisted in person at the capture of Mortella tower, and the attack of Convention redoubt, &c., services already described at p. 250 of our first volume. He was also employed on shore with the army during other operations in the island of Corsica.

On the promotion of Captain Dickson, Mr. Folvil removed into the *Britannia*, a first rate, bearing the flag of Vice-Admiral Hotham; but after a week's absence returned to the *Egmont*, then commanded by the present Sir John Sutton, under whom he served as a Lieutenant in the actions of March 14 and July 13, 1795; at the evacuation of Corsica; and in the memorable battle of Feb. 14, 1797. He likewise commanded a boat under that officer's directions at the capture of a frigate and some other armed vessels at Tunis, in the spring of the preceding year*.

Mr. Folvil returned to England as first Lieutenant of the *Egmont*; and afterwards served with Captain Sutton in the *Superb* of 74 guns, on the Irish, Channel, and Mediterranean stations. His promotion to the rank of Commander took place during Earl Spencer's visit to the grand fleet, about Dec. 1800; and was rendered the more gratifying by his being the only one, out of thirty officers filling similar situations, who obtained advancement on that occasion. During the remainder of the war he commanded the *Sally* armed ship, and was employed in convoying the trade to and from the Baltic sea and German rivers. Whilst on that service he apprehended a man who had formerly belonged to the ill-fated *Hermione*; and was fortunate enough to have an opportunity of affording protection to that gallant veteran the late Prince of Condé. His post commission bears date April 29, 1802; subsequent to which he held an appointment in the Sea Fencible service, on the N. W. coast of Ireland, but was never employed afloat, although strongly recommended.

Captain Folvil married a daughter and co-heiress of Robert

* See Vol. I, p. 254.

Nesbitt, of Moylagh, co. Tyrone, Esq., by whom he has two sons and three daughters.

Agent.—J. Copland, Esq.

ARCHIBALD DICKSON, Esq.

THIS officer obtained the rank of Post-Captain April 29, 1802; and commanded the Akbar of 50 guns, on the South American station, at the close of the late war.

Agent.—Harry Cook, Esq.

WILLIAM HENRY BROWN TREMLETT, Esq.

THIS officer is a son of the late Mr. George Tremlett, a Master in the R. N., by Mary, only child of Mr. Tuck, Solicitor, of Langley Hall, near Chippenham, in Wiltshire*. He was born at Dartmouth, where his uncle held the situation of Collector of the Customs, Nov. 15, 1777; and embarked as a Midshipman on board the Salisbury 50, bearing the flag of Rear-Admiral Elliot, in 1788. During the Spanish and Russian armaments he served in the same ship, under Vice-Admiral Milbanke, on the Newfoundland station †; and at the commencement of the French revolutionary war we find him joining the Royal Sovereign, a first rate, in which ship he assisted at the defeat of the French fleet on the memorable 1st June, 1794 ‡.

The Royal Sovereign formed part of the squadron under Vice-Admiral Cornwallis, when that veteran officer effected his highly celebrated retreat §; soon after which Mr. Tremlett was made a Lieutenant, and appointed to the Lion, a

* Captain Tremlett's father was brought up in the royal navy, and served as a Midshipman during the reign of George II. He was on board the Zephyr of 14 guns, when that sloop beat off a French 36-gun frigate, after a battle of four hours. His cousin, the Rev. John Gandy, is the present venerable and truly respectable Rector of St. Andrews, Plymouth. Captain T.'s grandfather was a merchant at Exeter.

† The Salisbury was successively commanded by Captains Erasmus Gower, William Domett, and Edward Pellew.

‡ See Vol. I, p. 336.

§ See *id.* note * at p. 354.

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64-gun ship, attached to the expedition then about to sail for the West Indies, under Rear-Admiral Christian.

In 1796, the *Lion* was employed on the North Sea station, where Lieutenant Tremlett brought himself into notice by his intrepid conduct in rescuing the crew of the *Reunion* frigate from the very perilous situation in which they were placed by her striking on a sand bank*, where she was afterwards totally wrecked. For his "humane and manly exertions" on this occasion, the thanks of the court-martial assembled to investigate the circumstances attending her loss, were conveyed to Lieutenant Tremlett, through their President, the late Admiral Savage, who publicly declared that he deserved to have a civic crown placed on his head, and expressed a hope that the Board of Admiralty would do him justice, by immediately advancing him to superior rank.

The *Lion* subsequently proceeded to the Mediterranean, where Lieutenant Tremlett assisted at the capture of the *Santa Dorothea*, a Spanish frigate, of 42 guns and 370 men, on the 15th July, 1798 †. A few days previous to that event he appears to have been engaged in a desperate affair with an armed Greek, off Malaga, and exposed to the most imminent peril through the misconduct of two boats under his orders, they having deserted him at the moment when he was pushing alongside, and their flight not being observed by him until too late to attempt a retreat. In consequence of this shameful dereliction of duty on the part of those from whom he expected support, he had the mortification of seeing destruction dealt with an unsparing hand among his brave companions, 20 of whom were either killed or wounded, whilst himself and 3 men only escaped unhurt. This sanguinary business occupied no more than seven minutes, during which no less than that number of shot passed through his hat and coat, whilst another knocked off the handle of his dirk; yet, strange to say, his person was never touched!!

Mr. Tremlett's next appointment was, as first Lieutenant, to the *Santa Dorothea*; in which ship he assisted at the capture of the *San Leon*, a Spanish national brig of 16 guns, and

* See Vol. I. p. 543.

† See *id.* p. 376.

several smaller vessels *. He also bore a part in an action with seventeen gun boats, by which she was attacked when entering Gibraltar bay with a fleet of merchantmen under her protection. For those and other services he was advanced to the rank of Commander on the 1st Jan. 1801; and posted April 29, in the following year.

His next appointment was to the Sea Fencible service at Cromer, where he met with a serious accident whilst exercising that corps at their great guns in June 1804, a grape-shot, weighing eight ounces, having entered his right foot, where it remained two years and a half before it could be extracted.

Captain Tremlett was appointed to the *Alcmene*, a 32 gun frigate, about April 1808; and in June following he entered into communication with the Spanish authorities at Corunna, assisted in their councils for three days, and then embarked the deputies sent from Galicia to solicit the assistance of Great Britain in the war about to commence between France and Spain. On his return to Corunna with those gentlemen, Sir Charles Stuart, and a quantity of specie, he received the rank of Général in the patriotic army, which was the first instance of such a mark of distinction being conferred upon an Englishman.

On the 22d Dec. in the same year, Captain Tremlett gave chase to two French frigates of the largest class, which he compelled to take shelter under the citadel of St. Martin's, on Isle Rhé, after a run of 130 miles. The following day he resolved to attack one of them at her anchorage, and endeavour to carry her by boarding; but was prevented from executing his bold design by the *Alcmene* running aground through the ignorance of her pilot. He however blockaded them so closely as to prevent their escape, which was of itself a service of no little importance, they being full of troops, bound to the relief of Guadaloupe.

Captain Tremlett's exertions were unfortunately terminated by the loss of his ship on a rock near the Loire in 1809, previous to which he had captured and destroyed upwards of

* See Vol. II, Part I, p. 191.

fifty sail of the enemy's vessels on various parts of the coast between Isle Dieu and Cape Finisterre. He subsequently made repeated visits to his Spanish friends, whose efforts in the cause of liberty form the subject of a long letter addressed by him to the conductors of the Naval Chronicle in May 1812*.

The subject of this memoir's eldest brother, George Neate Tremlett, served as a Midshipman in the battle of June 1, 1794; assisted at the capture of three French men of war off l'Orient in June 23, 1795; and was present at the defeat of M. Bompard by Sir John B. Warren, Oct. 12, 1798. His name still appears on the list of Lieutenants, to which rank he was promoted Aug. 1, 1794. Another brother, Richard Stiles Tremlett, Lieut. R. N., who had previously shared the sufferings of the gallant Riou in H. M. S. Guardian, was killed in a duel with the late Lord Camelford, at Martinique.

Agent.—J. Hinxman, Esq.

SAMUEL PYM, Esq.

THIS officer was promoted to the rank of Lieutenant in Mar. 1796; and served as such, for some time, on board la Babet, a 20-gun ship, stationed at the Leeward Islands.

On the 16th Jan. 1798, he volunteered to proceed with two boats in pursuit of a schooner which had been standing towards la Babet, but hauled off on discovering her to be a ship of war, and was then sweeping away between Martinique and Dominica. After a fatiguing pull of four hours, during which his own boat left her companion considerably behind, he arrived within gun-shot of the stranger, who opened and kept up a steady fire until he got alongside, when a desperate struggle took place, which ended in the schooner's submission, just as the other boat rowed up to his assistance. The prize proved to be la Desirée, French national vessel, of 6 guns and 46 men, 4 of whom were slain, 8 drowned, and 15 badly wounded. Lieutenant Pym fortunately had only 1 man killed, and another drowned; but 5 of his gallant little band

* See Nav. Chron. Vol. 28, p. 203, *et seq.*

were severely, and himself and all the remainder, 5 in number, slightly wounded.

Subsequent to this exploit we find Lieutenant Pym serving in the *Ethalion* frigate, and assisting at the capture of the *Thetis*, a Spanish treasure ship*, on which occasion his commander, the present Rear-Admiral Young, when writing to Lord Bridport, made the following mention of his abilities and meritorious conduct :

“ I beg leave to recommend to your Lordship's notice Lieutenant Pym, the senior officer: the able assistance I received from him on the quarter-deck, and his indefatigable exertions in shifting the wounded masts and yards on board the *Thetis*, do him the utmost credit.”

We now lose sight of the subject of this memoir till his advancement to post rank, April 29, 1802; and from that period find no mention of him till his appointment to the *Atlas* of 74 guns, which ship he commanded in the action off St. Domingo, Feb. 6, 1806 †. His conduct at St. Paul's, in the island of Bourbon, Sept. 21, 1809, was thus described in a respectable periodical publication :

“ The capture of St. Paul's was effected by the cruising squadron from off the Isle of France, under Commodore Rowley ‡, assisted by a party of the 56th regiment, and some Bombay sepoys, under Lieutenant-Colonel Keating. It appears that the soldiers, 136 royal marines, and 100 seamen, were landed before day-break, and soon carried three of the forts. The squadron went in, fired their broadsides, and then hauled out. The *Sirius* frigate stood in again; and Captain Pym §, anxious to avail himself of the only opportunity that offered, anchored her within half-musket shot of the *Caroline* French frigate, two captured East Indiamen, and a brig of war, in which position he opened so heavy a fire, that in twenty minutes the whole of them struck their colours. Both navy and army joined in praise of this brilliant enterprise, declaring they had never seen or thought it possible for a ship to keep up so tremendous a fire as the *Sirius* did on that occasion; and we understand it was principally owing to the very great exertions of Captain Pym, his officers, and crew, that the two Indiamen were saved from being burnt.”

Captain Pym displayed his usual zeal and ability whilst assisting at the reduction of Bourbon, in July, 1810 ||, after

* See Vol. I, p. 684.

† See Vol. I, note at p. 262.

‡ For a list of the squadron and other particulars, see Vol. I, p. 626 *et seq.*

§ Captain Pym was appointed to the *Sirius* in 1808.

|| See *id.* p. 627 *et seq.*

which he resumed his former station off the Isle of France, and succeeded in obtaining possession of l'Isle de la Passe, situated near Port Sud-Est, the works on which were gallantly stormed by a detachment of sailors and marines, under the immediate directions of Lieutenant H. D. Chads.

Subsequent to this event the Sirius, whilst cruising off Port Louis, recaptured the Wyndham, a British East Indiaman, recently taken by two French frigates and a corvette, under the orders of M. Duperté; and Captain Pym learning from some English sailors whom he found on board, that that officer had forced his way into Port Sud-Est, immediately hastened thither for the purpose of attacking him, and rescuing another of the Hon. E. I. Company's ships, which he had captured in company with the Wyndham.

On his arrival off l'Isle de la Passe, Captain Pym was joined by the Nereide, a 12-pounder frigate, under the command of Captain Willoughby, whom he had left in charge of that post, and who had used every effort to prevent the French squadron from entering the harbour. That gallant officer having instantly declared his readiness for action, and the situation of the enemy affording a prospect of success, Captain Pym decided on an immediate attack; but his intentions were unfortunately frustrated by the Sirius running aground in the inner passage, and remaining fast for many hours, during which the enemy moved farther in, erected several batteries, prepared the Indiaman for defence, and strengthened the crews of the frigates and corvette.

In consequence of this accident, and the enemy's increased means of defence, Captain Pym was under the necessity of deferring the attempt until the arrival of the Iphigenia and Magicienne frigates, commanded by Captains Henry Lambert and Lucius Curtis, whom he had already recalled from their stations to the northward.

Those ships having joined company on the 23d Aug., and Captain Pym being assured by persons who professed to know the navigation that he was past all danger, and could run direct for the enemy's line, the signal was made to weigh at five P. M., and each ship pushed for her station, viz. the Sirius alongside the French Commodore, Nereide to bring

up between him and the corvette, *Iphigenia* abreast of the other frigate, and *Magicienne* between her and the Indianian; but, sad to say, just as the enemy's shot began to pass over them the former grounded on a small bank, where she remained immoveable; and the *Magicienne* also stuck fast in a position that prevented her from bringing more than six guns to bear. To add to this misfortune, Captain Lambert was prevented by a shoal from closing with his opponent, whose cables had been cut shortly after the *Iphigenia* opened her fire; and the enemy were in consequence enabled to direct their whole attention to the *Nereide*, whose heroic commander had taken the station intended for the *Sirius*, and persisted in maintaining the unequal contest, until every officer and man under his orders were either killed or wounded*.

During the ensuing night every exertion was made to get the *Sirius* and *Magicienne* afloat, but all without effect, the nature of the ground, and the squally state of the weather, rendering it impossible to move them a single inch in any direction. At day-light on the 24th the *Nereide* was discovered lying on her broadside, a perfect wreck; and the enemy's ships also aground, but in such a position as enabled them still to annoy the *Magicienne*, 28 of whose crew were killed and wounded on this disastrous occasion. Thus situated, and having no prospect of immediate succour, Captain Pym was under the painful necessity of burning his own ship and her unfortunate consort, after which he retired with their officers and men in the *Iphigenia* to *l'Isle de la Passe*, and there resigned his command to Captain Lambert, who being almost destitute of provisions, and having expended nearly the whole of his ammunition in the late contest, was obliged to capitulate to a French squadron sent from *Port Louis*, under Commodore Hamelin, on the 28th of the same month †.

Although this enterprise proved so unfortunate, no possible blame can be attached to Captain Pym, whom we subse-

* See Captain NISBET JOSIAH WILLOUGHBY, C. B.

† The *Iphigenia's* loss in the above action was 5 men killed, and 12, including her first Lieutenant, wounded. The *Sirius* does not appear to have had a man hurt. M. Duperré acknowledged a loss of 37 slain and 112 wounded.

quently find commanding the Niemen, a 38-gun frigate, on the American station, where he captured several of the enemy's armed vessels. He was nominated a C. B. in 1815.

Captain Pym married, May 25, 1802, a daughter of E. Lockyer, of Plymouth, Devon., Esq.

Agent.—Sir F. M. Ommanney, M. P.

GEORGE ARGLES, Esq.

THIS officer's meritorious conduct as third Lieutenant of the Mars 74, at the capture of l'Hercule, and the wound which he received on that occasion, have already been noticed at p. 616. His post commission bears date April 29, 1802. During the late war he commanded the Trusty of 50 guns, and Diamond frigate, on the North Sea and Jamaica stations, but does not appear to have had any opportunity of distinguishing himself. He married, Sept. 9, 1813, Miss Jane Atkinson, of London.

Agents.—Messrs. Maude.

SAMUEL BUTCHER, Esq.

THIS officer served as a Midshipman under Earl Howe in the memorable battle of June 1st, 1794; and was soon after promoted to the rank of Lieutenant for his good conduct on that occasion. He subsequently distinguished himself by cutting an enemy's ship out of a harbour in the West Indies, at noon day, although she was lashed to the shore, and protected by large batteries in every direction. For this and other services on the same station he was made a Commander, and appointed to the Guachapin of 16 guns, in which vessel he captured el Teresa, a Spanish letter of marque, mounting eighteen brass 32 and 12-pounders, with a complement of 120 men, after a smart action, on the 16th Aug. 1800. His post commission bears date April 29, 1802.

Captain Butcher commanded the Antelope of 50 guns, on the Baltic station, in 1813; and obtained great credit for his steady courage and unwearied exertions whilst lying aground in the West Scheldt, exposed to a heavy cross fire from the

batteries of Flushing and Cadsand, on the 1st, 2d, and 3d Mar, 1814*. In the ensuing summer he escorted a large fleet of transports and merchantmen to the coast of America, from whence he returned at the commencement of 1815.

ROBERT JACKSON, Esq.

THIS officer obtained the rank of Lieutenant Nov. 22, 1790; and received the Turkish gold medal as a reward for his services on the coast of Egypt, during the celebrated campaign of 1801, at which period he commanded the Bonne Citoyenne corvette. On the 31st Dec. in the preceding year he captured a Spanish privateer of 10 guns and 80 men, near Minorca. His post commission bears date April 29, 1802. He subsequently served as Flag-Captain to Lord Keith in the Monarch, Ville de Paris, and San Josef.

Agent.— —Muspratt, Esq.

ROBERT BARRIE, Esq.

Nephew of Lord Gardner

A Companion of the most Honorable Military Order of the Bath; and acting Resident Commissioner at Kingston, in Upper Canada.

In 1791, this officer accompanied Captain Vancouver on a laborious and anxious voyage of discovery, an abridged account of which will be found at p. 200 *et seq.* of this volume. On his return from that expedition, in 1795, he was promoted to the rank of Lieutenant; and we subsequently find him serving on board le Bourdelois of 24 guns, commanded by his old shipmate, the present Captain Thomas Manby, with whom he sailed for the West Indies at the close of 1800 †.

* See *Naval Chronicle*, Vol. 31, p. 193.

† The following is a copy of Captain Manby's official letter respecting the two merchant vessels alluded to at p. 205:

“ *H. M. S. Bourdelois, off Teneriffe, Jan, 16, 1801.*

“ Sir,—On the 8th inst., off Palma, in a calm, I despatched two boats under the orders of Lieutenant Barrie, in pursuit of a strange sail in the S. E. At 2 P. M. after a fatiguing row of fourteen hours, he gallantly boarded her with only one boat, although opposed by 10 Frenchmen, who kept up a smart fire from four 4-pounders. She proved to be the Adventure of London, one of the vessels which had parted company in the

Mr. Barrie's conduct as first Lieutenant of le Bourdelois, in the action between that ship and a small French squadron, near Barbadoes, Jan. 28, 1801, on which occasion he received a wound, "but disdained to quit the deck," was warmly applauded by Captain Manby, who recommended him to the notice of the Admiralty "as an officer highly worthy of advancement."

We are not aware of the exact period at which he obtained promotion to the rank of Commander, or of the manner in which he was employed previous to the winter of 1804, when he commanded the Brilliant, a small frigate stationed in the Channel. His post commission bears date April 29, 1802.

*Calypso in
Jan'y 1802*

Captain Barrie's next appointment was, about May, 1806, to the Pomone of 38 guns, in which ship he gave repeated proofs of his zeal and ability. The following is a copy of his official letter to Sir Richard J. Strachan, relative to the capture and destruction of seventeen French vessels from Nantz, bound to Brest, on the 5th June, 1807:

"Sir,—I have the honor to acquaint you, that yesterday, when working up to windward, in order to gain the station you had pointed out to me by signal, at about 7^h 30' A. M. three vessels were reported from the mast-head, bearing N. E., and we soon made them out to be armed brigs. As the distance of the squadron rendered it impossible for me to communicate this circumstance to you, I took upon myself to give chase to these brigs, conceiving it my duty to do so, as I thought I could cut them off before they could get into the Sables d'Ollone. As we approached the shore, a convoy was observed under escort of the brigs, one of which we got within random shot of about 9 o'clock, when the breeze unfortunately

first gale of wind. The French prize-master was wounded by a cutlass, the only blood spilt on the occasion. Gaining information from the Adventure, that on the same day she was taken by the Mouche, of Bourdeaux, the privateer likewise captured a valuable copper-bottomed ship bound to Barbadoes; and as both vessels had orders to proceed to Santa Cruz, I considered it my duty to push thither; and by plying hard with my sweeps all the 9th, I arrived off that port on the morning of the 10th, when I had the pleasing satisfaction of rescuing the above-mentioned British ship from the hands of the enemy. She proved to be the Aurora of London. I have the honor to be, &c.

(Signed)

"T. MANBY."

"To Captain Bradby, H. M. S. Andromeda."

*Lord
Gardner*

failed us, and I had the mortification to observe that we should not be able, in the ship, to cut off the brigs, especially as we were obliged to make a tack. Some of our shot reached the convoy, two of which ran on shore; a third was deserted by her crew. I therefore despatched Lieutenant J. Jones in the 6-oared cutter, to take possession of the latter, and of any others of the convoy that were not close to the land. This service he performed with great judgment and gallantry, and fortunately without loss, though the grape from the shore and armed brigs passed through and through his boat. One of the gun-brigs making a show of sweeping out, I sent Lieutenant James Wallace Gabriel, first of this ship, with three boats, to meet her; but as she retreated under the protection of the land batteries, and also within musket-shot of the numerous soldiery which lined the beach, I would not allow my gallant friend to make the attack under such great disadvantage, but directed him to proceed with the boat towards St. Gillis's, where several vessels were observed nearly becalmed. At about 11^h 30' the boats got up with the easternmost brig; and by 2^h 30' P. M. they were all, (fourteen in number) in our possession, except one, which drove on shore and was lost. The crews of the enemy's vessels took to their boats; but I fear, as the sea ran very high, some of them were drowned in attempting to land. Had the breeze fortunately continued, I have no doubt but we should have taken and destroyed the whole convoy, which, exclusive of the gun-brigs, consisted of twenty-seven brigs, sloops, and chasse marées. I have the pleasure to add, that the officers and seamen employed on this service, performed it to my satisfaction, and to their own credit. Enclosed is a list of the vessels taken and destroyed, with their cargoes*. I have the honor to be, &c. &c.

(Signed) "ROBERT BARRIE."

"To Rear-Admiral
Sir R. J. Strachan, Bart."

Subsequent to this event Captain Barrie was placed under the orders of Lord Collingwood on the Mediterranean station, where he captured a Neapolitan privateer, commanded by no less a personage than the Chevalier de Boissi, Adjutant-

* Fourteen brigs, &c., laden with wheat, flour, provisions, iron, and timber, captured; two brigs laden with naval stores, and another with wheat, destroyed. Sir R. J. Strachan, enraptured with the boldness of the above enterprise, and rejoicing at the success attending it, on seeing the prizes come out, telegraphed to his squadron "*The Pomone has great merit*;" and again expressed his admiration of her conduct when transmitting the foregoing letter to Captain Barrie's uncle, the late Admiral Lord Gardner, who then commanded the Channel fleet.

Captain Barrie's boats, in company with those of the Huzard sloop, had a few weeks before cut four luggers laden with wine, brandy, &c., out of a harbour in Isle Rhé.

General de France, whose motive for exposing himself to almost certain capture in a small vessel of 5 guns and 53 men, could never be satisfactorily ascertained, not a single paper being found on board except those that related to the privateer; though from the circumstance of Captain Barrie having fallen in with him off Cape Bon, on the coast of Africa, it is very probable he had been charged with a mission to some of the Barbary States.

On the 22d Oct. 1809, we find Captain Barrie joining Lord Collingwood off Cape St. Sebastian, and informing him of the approach of a French convoy from Toulon, which port he had watched with indefatigable perseverance during his lordship's absence on the Spanish coast. On the following morning the enemy hove in sight; and in the course of the day, Captain Barrie being far to windward of the British squadron, succeeded in coming up with and destroying five transports, laden with provisions for the relief of the French army in Spain. The men of war were in the mean time pursued by a detachment under Rear-Admiral George Martin, who obliged three line-of-battle ships and a frigate to run a-shore between Cette and Frontignan, where two of the former were burnt by their crews; and on the 1st Nov. the remainder of the store-ships and transports were successfully attacked by the boats of a squadron under Rear-Admiral Hallowell, who had the satisfaction of reporting that every vessel was either taken or destroyed*.

On the 18th Jan. 1811, Captain Barrie captured the Dubourdieu French privateer, of fourteen 12-pounders and 93 men. In March following he chased l'Etourdie, a national brig of 18 guns, laden with ordnance stores, into a small cove on the N. W. side of Monte Christo, where she was set on fire by her crew, consisting of 200 men, whom he found it impossible to attack in consequence of a gale of wind preventing his boats from landing, and the time fixed for the Pomone's return into port having already arrived. A gallant and successful exploit performed by a squadron under his orders at Corsica, on the 1st May, 1811, is thus described by

* See Vol. I, pp. 283 and 483.

him in a letter to Admiral Sir Charles Cotton, who had been appointed to the chief command in the Mediterranean on the demise of Lord Collingwood :

“ *H. M. S. Pomone, off Sagone, May, 2d, 1811.*

“ Sir,—My letter of the 23d ult. would acquaint you with the intelligence I had received of the enemy’s force in Sagone, and that it was my intention, under particular circumstances, to attack them.

“ I have now the honor to inform you that, on the evening of the 30th, I arrived off the bay, the *Unité* and *Scout* in company * ; the *Scout* joined in the morning, and Captain Sharpe having very handsomely volunteered his services to take charge of the landing party in the projected attack, I consented to take him under my orders. At sun-set the *Unité* made the signal for an enemy’s frigate at anchor. By day-break on the 1st, the *Pomone* was close off *Liamone*, and I had the satisfaction to observe the enemy’s three ships at anchor in *Sagone* bay. It was nearly calm ; and the variable winds which prevail at this season having thrown the *Unité* a long way astern, I abandoned my design of attempting to take the tower and battery by surprise ; and it was fortunate I did so ; for, as the day opened, we could clearly observe the enemy in full possession of the heights, and ready to receive us. He appeared to have about 200 regular troops, with their field-pieces, &c., and a number of the armed inhabitants. The battery, mounting 4 guns and 1 mortar, presented a more formidable appearance than I expected ; and a gun was mounted on the martello tower, above the battery : the three ships were moored within a stone’s throw of the battery, and had each two cables on shore, their broadsides presented to us. The smallest (*la Giraffe*) hoisted a broad pendant. She appeared to be a sister-ship to *le Var †*, and shewed 13 guns on each side of the main-deck. The other ship (*la Nourrice*) was much larger, and shewed 14 guns : her lower-deck ports were open, but she had no guns in them. The armed merchant ship was partly hid by *la Nourrice*, so that we could not make out her force.

“ The bay is so small that it was impossible to approach without being exposed to the raking fire of the whole. Notwithstanding their strong position, the crews of our ships came forward in the most noble manner, and volunteered their services to land ; or, as it was quite calm, even to attack the enemy with the boats. Captains Chamberlayne and Sharpe both agreed with me that we could do nothing by landing, and it would have been madness to send the boats. However, I signified by telegraph, that it was my intention to attack as soon as a breeze sprung up. As the calm continued, at 5^h 30’ P. M. I gave up all hopes of the sea breeze ;

* The former a 36-gun frigate, and the latter an 18-gun brig, commanded by Captains Edwin Henry Chamberlayne, and Alexander Renton Sharpe.

† See p. 403.

and fearing any longer delay would enable the enemy to increase his force, I determined on towing the ships in. My pen is too feeble to express my admiration of the zealous and spirited conduct of the boats' crews employed on this service. The same zeal animated each ship's company; and by six o'clock, having towed into a position within range of grape, we commenced the action, which lasted without any intermission till about half-past seven, when smoke was observed to issue from *la Giraffe*. Soon after *la Nourrice* was in a blaze, and the merchantman was set on fire by the brands from her. At this time the battery and tower were silenced, and in ten minutes the three ships were completely on fire. I lost no time in towing out of harm's way, and then waited the explosions, which took place in succession. *La Giraffe* blew up about ten minutes before nine. *La Nourrice* soon after exploded; and some of her timbers falling on the tower, entirely demolished it, whilst the sparks set fire to the battery, which also blew up. The object of our attack being thus completely executed, I stood out to sea to get clear of the wrecks, and to repair our damages. No language of mine can do justice to the gallantry of those I had the honor to command.

"I am particularly indebted to Captains Chamberlayne and Sharpe for their spirited exertions and cordial co-operation throughout the whole of the affair. I am sensible my narrative is already too prolix; but I cannot conclude without assuring you that the officers and crews of the ships behaved with the greatest courage and coolness. The *Pomone*, from being enabled to choose her station, was of course exposed to the brunt of the action, and has consequently suffered most; though considering the enemy's fire and position, our ships have escaped much better than could have been expected. When all conspicuously distinguish themselves, it is impossible to select individuals; but I should be most shamefully wanting in my duty to my country, and to the merits of a most deserving set of officers, if I were to neglect acquainting you, that I received from them every assistance it was possible to expect. Lieutenant James Wallace Gabriel, first of the *Pomone*, conducted himself with the same spirit and zeal which have uniformly distinguished his conduct. I enclose the report of killed, wounded, &c. It is but justice to declare that the enemy kept up a very smart fire, and behaved with great bravery. I can form no opinion of their loss. I have the honor to be, &c.

(Signed) "ROBERT BARRIE."

After writing the above report, Captain Barrie had the satisfaction to learn that the result of his judicious and well-planned attack would considerably retard the completion of the enemy's ships then building at Toulon; those destroyed by him being deeply laden with timber, of which material that arsenal would not be able to obtain another supply from Corsica till the ensuing season. The loss sustained by his

squadron on this occasion was comparatively small, when the nature and extent of the service performed, and the force opposed to him, are considered*. It amounted to no more than 2 men killed and 25 wounded; the former, and 19 of the latter, belonged to the Pomone.

Having thus afforded a specimen of the services performed by Captain Barrie, and the brave officers and men under his command, we shall now adduce, as an instance of their disinterested feeling on all occasions, an act of generosity towards a prisoner, whom many others would probably have deemed unworthy of such liberal treatment.

Among the numerous captures made by the Pomone, whilst on the Mediterranean station, was a vessel in which Lucien Buonaparte had embarked, with the plunder collected by him from every country where he had had an opportunity of evincing his rapacity. Though nearly related to the implacable enemy of Great Britain, and himself a rank and determined republican, he was treated with respect, and every article of his ill-gotten gains considered as private property, consequently held inviolate. How different this treatment from that experienced by many of our own countrymen who had the misfortune to be taken prisoners during the wars occasioned by the French revolution! How striking the contrast between the situation of the heroic Alexander's and their female companions in a vile dungeon near Brest, and that of a Corsican adventurer and his family on board a British frigate †!

In consequence of the handsome manner in which the Pomone's crew had followed the example of Captain Barrie and his officers, by relinquishing all claim upon the ship and property, Lucien Buonaparte gave directions for 300*l.* to be

* The enemy having observed the British frigates on the 30th April, had made every preparation to give them a warm reception. The regular troops posted on the heights were more than 200 strong, exclusive of the marines from the ships, and a body of armed peasantry. The quarter-deck guns of *la Nourrice* had also been landed, and were used on the occasion. The ships destroyed were of the following tonnage: *la Nourrice* 1100, *la Giraffe* 900, and the armed merchantman 500 tons. The crews of the two former consisted of 300 men.

† See p. 702 *et seq.*

distributed amongst them, and a bill for that amount was accordingly handed to the petty-officers, who, without signifying their real intentions, asked permission to wait on the donor for the purpose of thanking him. Being indulged in their request, they nobly returned the bill, saying they did not war with individuals, especially women and children; but if he chose to give them a glass of grog each, they had no objection to drink to the health of himself and his family! The following day the whole crew were regaled with some porter at Lucien's expense.

The Pomone was unfortunately wrecked, by striking on a sunken rock, about two cables' length S. W. from the Needles Point, in the evening of Oct. 14, 1811. The court-martial assembled at Portsmouth on the 25th of the same month, to try Captain Barrie for the loss of his ship, agreed, that no blame was imputable on the occasion to him or any of his officers, except the Master, who was severely reprimanded for not having taken accurate bearings of Hurst light-house before he attempted to go through the passage, and for not having paid sufficient attention to the observations of Captain Barrie, as to the said light-house. Captain Barrie and all his other officers were most fully acquitted.

It was our intention, when we commenced this memoir, to have attempted a description of Captain Barrie's method of governing a ship's company, the happy effects of which were very apparent to all those officers who ever fell in with the Pomone; but as we have yet to follow him through the late war on the other side of the Atlantic, and as an account of his services in that quarter will necessarily occupy a large portion of our remaining pages in this volume, we must take leave of that frigate for the present, and reserve such observations as may be necessary on the subject of her internal discipline till the time shall arrive for us to notice the services of the officer whom Captain Barrie, in one of the preceding letters, so justly styles "*his gallant friend.*"

Captain Barrie was appointed to the Dragon, a third rate, in the spring of 1813; and from that period he was employed in a series of active services on the coast of America, till the termination of hostilities in 1815.

The winter of 1813 was remarkable for its uncommon severity, even in this comparatively mild climate; the extreme horrors of that season in North America will never be forgotten by those officers who were then employed off the Chesapeake, the blockade of which river was entrusted to Captain Barrie, who maintained it, under every privation, so successfully, that only one of the enemy's cruisers escaped*. The commander-in-chief so appreciated his professional knowledge that he continued him there, notwithstanding orders from home to the contrary; and fortunate was it for his country that he did so. It is a fact which cannot be too generally known, that to the information he acquired we are indebted for those signal successes under the brave and lamented Major-General Ross, which ended in the capture of the American capital and public stores, to the amount, as the enemy themselves admitted, of more than 7,000,000 dollars †.

Captain Barrie retained the command of the squadron employed off the Chesapeake from Sept. 1813, till the arrival of Rear-Admiral Cockburn in May, 1814, during which period several of the enemy's armed vessels, and a very great number of coasting traders, were either captured or destroyed by the ships under his orders. The following extracts from the London Gazette contain an account of his subsequent exertions:

"On the 1st June, 1814, Captain Barrie, with the St. Lawrence schooner, and the boats of the Albion and Dragon, fell in with the flotilla standing down the Chesapeake, and retreated before it towards the Dragon, then at anchor off Smith's Point ‡. This ship having got under weigh, Captain Barrie wore with the schooner and boats; but the flotilla made off, and escaped into the Patuxent river. The Dragon being obliged to come again to an anchor, and the boats not being strong enough to attack the flotilla, Captain Barrie endeavoured to induce the enemy to separate his force, by detaching two boats to cut off a schooner under Cove Point; but the Americans suffered this vessel to be burnt in the face of the flotilla, without attempting to save her.

"On the 6th, the flotilla retreated higher up the Patuxent; and Captain Barrie being joined on the following day by the Loire frigate and Jaseur

* The Adams frigate. She was afterwards destroyed by a force under his orders.

† See Vol. I, p. 524 *et seq.*

‡ Captain Barrie had been sent with the schooner and boats to act against the flotilla fitted out at Baltimore, under the orders of Commodore Barney.

brig, he proceeded up the river with them, the St. Lawrence schooner, and the boats of the Albion and Dragon. The enemy retreated into St. Leonard's creek, into which they could only be pursued by the boats, which were too inferior in force to allow of any attack being made with them alone. Captain Barrie endeavoured, however, to provoke the enemy by rockets and carronades from the boats, to come down within reach of the ships' guns. The flotilla was at one time so much galled by these attacks, that it quitted its position and chased the boats; but after a slight skirmish with the smaller vessels, returned precipitately to its original position.

"With a view to force the flotilla to quit this station, detachments of seamen and marines were landed on both sides of the river; and the enemy's militia, though assembled to the number of from 300 to 400, retreating before them into the woods, the marines destroyed two tobacco stores, and several houses which formed military posts.

"On the 15th, the Narcissus frigate joined, and Captain Barrie determined to proceed up the river with twelve boats, having in them 180 marines, and 30 of the black colonial corps. They proceeded to Benedict, whence a party of regulars fled at their approach, leaving behind several muskets, and part of their camp equipage, with a 6-pounder, which was spiked; a store of tobacco was also found there. Captain Barrie advanced from thence towards Marlborough; and although only eighteen miles from *Washington*, took possession of the place, the militia and inhabitants flying into the wood. A schooner was loaded with tobacco, and the boats plentifully supplied with stock; after which, having burnt tobacco stores, containing 2,800 hogsheads, the detachment re-embarked. The enemy collected 360 regulars, and a party of militia, on some cliffs which the boats had to pass; but some of the marines being landed, traversed the skirts of the heights, and re-embarked without molestation; and the enemy did not show himself again till the boats were out of gun-shot.

"Captain Barrie commends, in high terms, the conduct of all the officers, seamen, and marines, under his orders, as well as that of the colonial corps, composed of armed blacks; and Rear-Admiral Cockburn expresses his high sense of the personal exertions and able conduct displayed by Captain Barrie."

The Dragon was now ordered to refit at Halifax, where she received the flag of Rear-Admiral Griffith; from whose official letter to Sir Alex. Cochrane, stating the result of an expedition to the Penobscot river, in Sept. 1814, we select the following passage as an introduction to Captain Barrie's account of the proceedings of a detached force under his own personal directions:

"*H. M. S. Endymion, off Castine, entrance of the Penobscot River, Sept. 9, 1814.*

"Sir,—My letter of the 23d of August, from Halifax, by the Rover,

will have made you acquainted with my intention of accompanying the expedition then about to proceed under the command of his Excellency Sir John Sherbrook, K. B. for this place.

"I have now the honor to inform you, that I put to sea on the 26th ult. with the ships and sloop named in the margin*, and ten sail of transports, having the troops on board, and arrived off the Metinicus Islands on the morning of the 31st, where I was joined by the Bulwark, Tenedos, Rifleman, Peruvian, and Pictou. From Captain Pearce, of the Rifleman, I learned that the United States' frigate Adams had a few days before got into Penobscot, but not considering herself in safety there, had gone on to Hamden, a place twenty-seven miles higher up the river, where her guns had been landed, and a position was fortifying for her protection.

"Towards evening, the wind being fair and the weather favorable, the fleet made sail up the Penobscot bay, Captain Parker, in the Tenedos, leading. We passed between the Metinicus and Green islands, about midnight, and steering through the channel formed by the Fox islands and Owl's Head, ran up to the eastward of Long island, and found ourselves at daylight in the morning, in sight of the fort and town of Castine. As we approached, some shew of resistance was made, and a few shot were fired; but the fort was soon after abandoned and blown up. At about eight A. M. the men of war and transports were anchored a little to the northward of the Peninsula of Castine, and the smaller vessels taking a station nearer in for covering the landing, the troops were put on shore, and took possession of the town and works without opposition.

"The General wishing to occupy a post at Belfast, on the western side of the bay (through which the high road from Boston runs), for the purpose of cutting off all communication with that side of the country, the Bacchante and Rifleman were detached with the troops destined for this service; and quiet possession was taken, and held, of that town, as long as was thought necessary.

"Arrangements were immediately made for attacking the frigate at Hamden; and the General having proffered every military assistance, six hundred picked men, under the command of Lieutenant-Colonel John, of the 60th regiment, were embarked the same afternoon, on board his Majesty's sloops Peruvian and Sylph, and a small transport. To this force were added the marines of the Dragon, and as many armed boats from the squadron as was thought necessary for disembarking the troops and covering their landing, and the whole placed under the command of Captain Barrie, of the Dragon; who with the Lieutenant-Colonel made sail up the river at six o'clock that evening.

"I have the honor to enclose Captain Barrie's account of his proceedings; and taking into consideration the enemy's force, and the formidable

* "Dragon 74, Endymion and Bacchante frigates, and Sylph sloop of war.

strength of his position, too much praise cannot be given him, the officers and men under his command, for the judgment, decision, and gallantry with which this little enterprise has been achieved."

"*H. M. S. Sylph, off Bangor, in the Penobscot, Sept. 3, 1814.*

"Sir,—Having received on board the ships named in the margin* a detachment of twenty men, of the royal artillery, with one five and half-inch howitzer, commanded by Lieutenant Garston; a party of 80 marines, commanded by Captain Carter, of the Dragon; the flank companies of the 29th, 62d, and 98th regiments, under the command of Captains Gell and Caker, Majors Riddell, Keith, and Crosdaile, and Captain M'Pherson; also a rifle company of the 7th battalion of the 60th regiment, commanded by Captain Ward; and the whole under the orders of Lieutenant-Colonel John, of the 60th regiment; I proceeded, agreeably to your order, with the utmost despatch, up the Penobscot. Light variable winds, a most intricate channel, of which we were perfectly ignorant, and thick foggy weather, prevented my arriving off Frankfort before two P. M. of the 2d inst. Here Colonel John and myself thought it advisable to send a message to the inhabitants; and having received their answer, we pushed on towards Hamden, where we received intelligence that the enemy had strongly fortified himself. On our way up several troops were observed on the east side of the river, making for Brewer; these were driven into the woods without any loss on our side, by a party under the orders of Major Crosdaile, and the guns from the boats. The enemy had one killed, and several wounded.

"At five P. M. of the 2d instant, we arrived off Ball's Head Cove, distant three miles from Hamden.

"Colonel John and myself landed on the south side of the Cove, to reconnoitre the ground and obtain intelligence. Having gained the hills, we discovered the enemy's picquets advantageously posted near the highway leading to Hamden, on the north side of the Cove.

"We immediately determined to land 150 men, under Major Riddell, to drive in the picquets, and take up their ground. This object was obtained by seven o'clock; and notwithstanding every difficulty, the whole of the troops were landed on the north side of the Cove by ten o'clock; but it was found impossible to land the artillery at the same place. The troops bivouacued on the ground taken possession of by Major Riddell. It rained incessantly during the night. At day-break this morning, the fog cleared away for about a quarter of an hour, which enabled me to reconnoitre the enemy by water; and I found a landing place for the artillery about two-thirds of a mile from Ball's Head. Off this place the troops halted till the artillery were mounted, and by six the whole advanced towards Hamden.

* "*Peruvian and Sylph sloops of war, Dragon's tender, and Harmony transport.*

“ The boats under the immediate command of Lieutenant Pedler, the first of the Dragon, agreeably to a previous arrangement with Colonel John, advanced in line with the right flank of the army. The Peruvian, Sylph, Dragon's tender, and Harmony transport, were kept a little in the rear in reserve.

“ Our information stated the enemy's force at 1400 men ; and he had chosen a most excellent position on a high hill. About a quarter of a mile to the southward of the Adams frigate, he had mounted eight 18-pounders. This fort was calculated to command both the highway by which our troops had to advance, and the river. On a wharf close to the Adams, he had mounted fifteen 18-pounders, which completely commanded the river, which at this place is not above three cables' length wide, and the land on each side is high and well wooded.

“ A rocket boat, under my immediate direction, but manœuvred by Mr. Ginton, gunner, and Mr. Small, midshipman, of the Dragon, was advanced about a quarter of a mile a-head of the line of boats.

“ So soon as the boats got within gun-shot, the enemy opened his fire upon them from the hill and wharf, which was warmly returned. Our rockets were generally well-directed, and evidently threw the enemy into confusion. Meantime our troops stormed the hill with the utmost gallantry. Before the boats got within good grape-shot of the wharf battery, the enemy set fire to the Adams, and he ran from his guns the moment our troops carried the hill.

“ I joined the army about ten minutes after this event. Colonel John and myself immediately determined to leave a sufficient force in possession of the hill, and to pursue the enemy, who was then in sight on the Bangor road, flying at full speed. The boats and ships pushed up the river, preserving their original position with the army. The enemy was too nimble for us, and most of them escaped into the woods on our left.

“ On approaching Bangor, the inhabitants, who had opposed us at Hamden, threw off their military character ; and as magistrates, select men, &c. made an unconditional surrender of the town. Here the pursuit stopped.

“ About two hours afterwards, Brigadier-General Blake came into the town, to deliver himself as a prisoner.

“ The General and other prisoners, amounting to 191, were admitted to their parole.

“ Enclosed I have the honor to forward you lists of the vessels we have captured or destroyed, and other necessary reports *. I am happy to

* *Captured*, Two ships, one brig pierced for 18 guns (afterwards lost), six schooners (one of which was the Decatur privateer, pierced for 16 guns, afterwards lost), and three sloops. *Destroyed by the British at Bangor*, One ship, one brig, three schooners, and one sloop. *Burnt by the enemy at Hamden*, The Adams of twenty-six 18-pounders, and two ships, one of them armed.

inform you our loss consists only of 1 seaman, belonging to the Dragon, killed; Captain Gell, of the 29th, and 7 privates, wounded; 1 rank and file missing. * * * * *. I can form no estimate of the enemy's absolute loss. From different stragglers I learn that, exclusive of killed and missing, upwards of 30 lay wounded in the woods. I have the honor to be, &c.

(Signed) "ROBERT BARRIE, Captain H. M. S. Dragon."

After the failure of the Baltimore expedition under Rear-Admiral Cockburn and Major-General Ross*, the command in the Chesapeake again devolved upon Captain Barrie, whose subsequent proceedings were conducted principally with a view to harass the enemy's troops, by keeping them on the alert; and to create a diversion in favor of the operations then going on in other quarters.

In Nov. 1814, he proceeded up the Rappahanock river with the boats of his squadron, and part of that excellent corps the Royal Marine battalion, commanded by Lieutenant-Colonel Malcolm; landed on the 29th at Tappahanock, and brought off from thence a quantity of flour and tobacco, together with a stand of colours, some arms, ammunition, and baggage, which had been left behind by the enemy's troops in their hasty retreat to a neighbouring hill, from whence they afterwards retired in confusion on being attacked by the British.

On the 4th of the following month, Captain Barrie landed at the town of Tappahanock; and learning that the Americans had assembled 600 armed militia at Farnham Church, about seven miles from the place of debarkation, he proceeded thither, and attacking the enemy in a strong position, drove them into the woods, with the loss of several men killed and wounded, captured a large field-piece, and released several negroes who had been confined to prevent them from joining the British. It is worthy of notice, that the colours taken during this expedition, bore on one side the inscription "*Down with the Tyrant*," and on the other the American eagle, with the motto "*Death or Victory*."

Soon after his return from the Rappahanock river, Captain Barrie was ordered by Rear-Admiral Cockburn, who had

* See Vol. I, p. 527.

resumed the command in Chesapeake bay, to proceed with the *Dragon*, *Regulus*, and *Brune*, to the coast of Georgia, where he was joined by some other ships of war, having on board two companies of the 2d West India regiment. On the 11th Jan. 1815, he took possession of Cumberland Island, without meeting any resistance; and passing from thence in boats to the main land, disembarked on the 13th at a small distance from the fort on Point Petre, which he entered after a sharp skirmish with the American riflemen, who had taken post in a jungle through which he had to pass on his way to the town of St. Mary's. The result of this enterprise will be stated in our memoir of Captain Charles B. H. Ross*.

Intelligence of peace between Great Britain and America having arrived at Cumberland Island soon after the capture of St. Mary's, Captain Barrie was not called upon to give any farther proof of his prowess. "Whether it may be reserved to him to enjoy in security and peace the delightful intercourse of social life, or again to be called to vindicate the rights of his country, and to chastise the insolence of her enemies, he will carry with him," said the highly respectable Chairman of his numerous friends assembled at a festive meeting which we are about to notice, "our best wishes for his health and prosperity—he will carry our well-grounded assurance, that in no hands can be more safely placed the honor and dignity of Great Britain."

Previous to their separation, the *Dragon's* officers presented Captain Barrie with a piece of plate, value 100 guineas, as a testimony of their sincere attachment; and on the 21st Dec. 1815, a public dinner was given at Preston, in commemoration of his professional services, and more especially those which he had recently rendered to his country on the coast of America. Among the company were several gallant officers who had served under him, and whose attachment had induced them to travel several hundred miles in order to join in this tribute of esteem conferred upon their favorite commander.

* Captain W. S. Badcock, of the *Brune* troop-ship, accompanied Captain Barrie in his expeditions to Rappahanock river and St. Mary's, and displayed great gallantry on every occasion that offered.

One of those gentlemen, the present Captain J. W. Gabriel, on his health being drank, returned thanks in the following terms :

“ Gentlemen,—I cannot express my gratitude for the honor which you have done me ; but I conceive it to be my duty, and feel it to be my highest pleasure, to testify to the justice of the approbation you have bestowed upon the gallant services of my old commander. You are well acquainted with his merit : nothing can surpass his conduct in warlike achievements ; but his private character is no less worthy your applause than his public services. This you will acknowledge, when I give you a recital of his generous actions. On board he was at much more expense in support of the sick, than in the maintenance of his own table. When we have put into a port where the rate of exchange was against us, he has told the Midshipmen not to draw bills upon home, but come into his cabin, where there was a bag of dollars at their service. Frequently, when the ship was putting to sea, and the sailors’ wives were ordered out of her, has he directed his steward to give them a guinea each. On all occasions he has sacrificed his own interests to those of his officers and crew. To Captain Barrie I am indebted for my advancement ; and so attached did I feel to him, that I have frequently requested he would not make application to the Admiralty for my promotion, in order that I might continue to have the pleasure of serving under his command.”

Captain Barrie was nominated a C. B. in June 1815 ; and appointed to superintend the naval establishment at Kingston, Upper Canada, in 1819. He married, Oct. 24, 1816, Julia Wharton, sixth daughter of the late Sir John Ingilby, Bart., of Ripley, co. York, and Kettlethorpe Park, in Lincolnshire.

Agent.—Thomas Stilwell, Esq.

CHARLES BAYNE HODGSON ROSS, Esq.

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

This officer, a son of the late Lieutenant Ross, R. N., received his first commission in 1796, and was advanced to the rank of Commander in 1800. Towards the latter end of the same year he had the misfortune to be wrecked in the *Diligence*, a brig of 18 guns, on the Honda bank, near Cuba ; but happily his officers and crew were all saved by the *Thunderer* 74.

Captain Ross obtained post rank Oct. 15, 1802 ; and sub-

sequently commanded the *Desirée* and *Pique* frigates, on the Jamaica station. In Aug. 1803, we find the former ship employed in the blockade of St. Domingo, on which service she continued till the evacuation of that place by the French troops under General Rochambeau, an event already noticed at p. 815 of our first volume*. Among the armed vessels taken by the *Pique* in 1804 and 1805, were le *Terreur* French cutter, of 10 guns and 75 men; and the *Orquijo*, a Spanish corvette, mounting 18 guns. The capture of two French brigs of war in the following year is thus described by Captain Ross in his official letter to the commander-in-chief:

“ *H. M. S. Pique, off St. Catharine’s, 27th Mar. 1806.*

“ Sir,—I have the honor to inform you, that yesterday, crossing over from St. Domingo to Curaçoa, I fell in with two men of war brigs, standing in for the land. At one P. M. being within long range, I commenced firing to prevent their getting in with the shore; and from superior sailing closed with them at two, when a most destructive fire continued for about twenty minutes; but a flaw of wind favouring us, the helm was put down, which placed us immediately across the hawse of the *Commodore*. She was directly boarded by Lieutenants Ward and Baker, and every inch of her decks most obstinately defended. The slaughter on both sides was dreadful; and it is with real concern I state the loss of Mr. (John) Thompson, the Master, who was killed, with 8 seamen; and Lieutenants Ward and Baker, with 12 seamen and marines, wounded †. The contest was very severe; but in about five minutes the colours were hauled down: the other struck after a few broadsides more, and we took possession of the *Phæton* and *Voltigeur*, of 16 guns and 120 men each, French brigs of war, beautiful vessels, and only nine months old. It was impossible for two vessels to be more obstinately defended, every thing being cut to pieces, and nearly one half of their crews killed or wounded. I understand they had been roughly handled by an English man of war brig the day before ‡.

“ I beg leave to recommend to your notice my first Lieutenant, (William) Ward, whose good conduct at all times has merited the highest approbation; he is, I am afraid, dangerously wounded §. * * * * The

* The *Desirée’s* boats appear to have captured and destroyed a great number of vessels laden with supplies for the enemy’s garrison.

† The boarding party consisted of not more than 30 officers and men; but Captain Ross, who had gone in chase of the other brig, lost no time in sending a fresh supply, when he discovered that the enemy were not inclined to yield so tamely as had been expected.

‡ See Captain JOHN FYFFE.

§ Lieutenant Ward had previously distinguished himself when com-

wound of Lieutenant (P. H.) Baker I rejoice to say, will only lay him by for a short time. * * * * We had only 1 man wounded on board ; all the others were killed and wounded on the brig's deck. The ship's company behaved uncommonly well ; and I trust the conduct of all will merit your approbation. I have the honor to be, &c.

(Signed)

“ CHARLES B. H. ROSS.”

“ *Vice Admiral J. R. Dacres,
&c. &c. &c.*”

On the 1st Nov. in the same year, Captain Ross sent three boats to intercept a schooner, coming round the S. W. end of Porto Rico ; but owing to a very heavy squall, with rain, they lost sight of her in the night. However, Lieutenant Bell, who commanded the detachment, pushed in for Cabaret bay, where he destroyed a battery of three guns, and captured a very fine Spanish brig, pierced for 12 guns. The next day, Lieutenant Baker, in the launch, after some skirmishing, drove a French privateer, of 2 guns and 26 men, upon the reef off Cape Roxo, where she was totally lost. Returning to join his ship, the same officer captured, after a very long chase, another privateer, of 1 gun and 20 men.

During the late contest between Great Britain and America, the subject of this sketch served as Flag-Captain to Rear-Admiral Cockburn in the Marlborough, Sceptre, and Albion, third rates*. The particulars of the warfare in which he was engaged will be found in our memoirs of that officer, and those under his orders, who commanded in person on various occasions. We are not aware of Captain Ross himself having been detached on any service of greater importance than that of an expedition up St. Mary's river, from whence he returned to Cumberland island, on the coast of Georgia, with a ship loaded with timber, and an English East Indiaman, which had been captured by an American privateer. He also embarked all the produce collected at the town of St. Mary's in the vessels taken there by Captain Barrie, blew up the fort on Point Petre and another battery, and destroyed the barracks

manding the Pique's gig and yawl, by boarding and carrying the Santa Clara, a Spanish schooner of one 9-pounder and 28 men, completely equipped for war.

* The Marlborough captured the Leonore French privateer, of 10 guns and 80 men, off Scilly, in Oct. 1812.

and store-houses, together with some merchandise and guns that were not deemed fit to bring away*. This was one of the last acts of hostility committed by the force under Sir George Cockburn, who previous to his departure from the Halifax station, returned his public thanks to Captain Ross and his other gallant companions, in a General Memorandum, of which the following is a copy:

" Albion, Bermuda, 7th April, 1815.

" Gen. Mem.—In taking leave of the several Captains, Field-Officers, Commanders, other Officers, Seamen, and Marines, lately composing the force acting under my immediate orders against the enemy in Georgia, the Chesapeake, &c. I have the highest satisfaction in having the directions of the commander-in-chief to convey to them his entire approbation of their good conduct, and of their invariable zeal and exertions in their country's service, as set forth in my reports, and to which he has informed me he will not fail to draw the notice and consideration of my Lords Commissioners of the Admiralty.

" Whilst promulgating this flattering testimony of the commander-in-chief's favorable consideration of the forces lately acting under my orders, I cannot refrain from making known to them also that their invariably cheerful, gallant, and steady behaviour, was as gratifying to me as honorable to themselves; and for which I must therefore beg leave to offer them my warmest acknowledgments, and to assure them how happy it will make me to have the good fortune of again acting with them, in the event of our country calling for our services at any future period.

(Signed) " G. COCKBURN, Rear-Admiral."

" To the Captains, Field-Officers, Commanders, other Officers, Seamen, and Marines, lately acting under my orders in America, and on the coast thereof."

Captain Ross's next appointment was to the Northumberland of 78 guns, which ship it will be remembered was selected to convey the late Napoleon Buonaparte to St. Helena †. He was nominated a C. B. Dec. 8, 1815; appointed to superintend the Ordinary at Portsmouth, in 1819; and to be Resident Commissioner at Jamaica, in July, 1822.

He married, in 1803, Miss Cockburn, of Kingston, Jamaica, sister-in-law of Vice-Admiral Sir George Cockburn, G. C. B.

Agents.—Messrs. Maude.

* Fort Petre mounted six 24-pounders and two brass 6-pounders.

† See Vol. I, p. 527.

A Vice-Admiral

*Died at George St. Newport 2 March
1849*

WILSON RATHBORNE, Esq.

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

THIS officer is the son of a Clergyman of the established Church, and a grandson of Commodore J. Wilson, who served with great credit during Queen Anne's wars.

He was born near Loughrea, co. Galway, Ireland, July 16, 1748; entered the naval service as a Midshipman on board the *Niger* of 32 guns, in Sept. 1763; and continued in that frigate, under the respective commands of his patron Sir Thomas Adams, Bart., and Captain Andrew Wilkinson, till the latter end of 1768, when he rejoined the former officer in the *Boston*, a ship of similar force, employed on the American station.

In 1769, Mr. Rathborne removed with his friend into the *Romney* of 50 guns, bearing the broad pendant of Commodore Samuel Hood, in which ship he returned to England under the command of Captain Robert Linzee, who had been appointed to her on the death of Sir Thomas Adams, in 1770.

On her arrival in England, the *Romney* was ordered to the Downs with the flag of Rear-Admiral John Montagu, with whom Mr. Rathborne continued till the spring of 1771, when he was discharged into the *Royal William* of 80 guns, at the particular request of her Captain, the late Lord Hood.

We next find him in the *Hunter* sloop of war, commanded by Captain Thomas Mackenzie*, under whom he served on shore at Quebec, with the rank of a first Lieutenant in the naval battalion, composed of the crews of the King's ships and merchant vessels, during the siege of that important fortress by the American army, in the winter of 1775 †. He re-

* See Vol. I, note † at p. 654.

† The *Hunter*, after cruising for some time on the Irish station, was sent with despatches to Boston, where she arrived shortly after the memorable battle of Bunker's Hill. See Vol. I, note * at p. 166. During the ensuing winter she was hauled on shore at Quebec, and her crew attached to the naval battalion, whose important services were duly acknowledged by Sir Guy Carleton, in his despatches announcing the retreat of the enemy, after a desperate, though ineffectual attempt to carry the place

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turned to England as acting Master of the same sloop early in the ensuing year ; and to his great mortification found himself obliged to remain in that situation, notwithstanding the assurance he had received from the senior officer at Quebec, that he would be superseded immediately on his arrival*.

Steadily refusing to accept a Navy Board warrant, Mr. Rathborne continued in the *Hunter* as acting Master for nearly four years, during which she was almost constantly employed on the American coast, and formed part of several expeditions against the enemy in the Jerseys. At length, through the kind interference of Captain Alexander Hood, nephew of the officer with whom he had served in the *Roinney* and *Royal William*, he was once more restored to the line of promotion, and allowed to take a passage home in a merchant vessel, at the commencement of 1780.

On his arrival in London he was introduced by his former commander, Captain Mackenzie, to Earl Sandwich, then first Lord of the Admiralty ; who the very next day, Mar. 18, 1780, presented him with a Lieutenant's commission for the *Bedford*, of 74 guns, commanded by the late Sir Edmund Affleck, to whom he had previously been recommended by the above officer.

The *Bedford* formed part of the squadron under Vice-Admiral Arbuthnot, in the action with M. Ternay, Mar. 16, 1781 ; and bore a share in the engagement between Rear-Admiral Graves and the Count de Grasse, on the 5th Sept. in the same year †. Subsequent to the latter event, Captain Affleck hoisted a broad pendant on board her, and proceeded to the West Indies, where he highly distinguished himself in

by escalade, early in the morning of Dec. 31, 1775, on which occasion Mr. Rathborne, then on duty with the picquet guard, personally assisted in cutting off the retreat of the storming party, every one of whom was either killed or taken prisoner.

* Sir Charles Douglas arrived at Quebec with a reinforcement on the day of the Americans' defeat ; and having occasion to send the *Hunter* home with despatches, insisted upon Mr. Rathborne taking charge of her as Master, there being no other person in the squadron sufficiently qualified to do so.

† See Vol. I, p. 40, and note at p. 133.

the memorable conflicts between Rodney and de Grasse, April 9 and 12, 1782*.

Mr. Rathborne having become first Lieutenant of the Bedford, in consequence of the promotions that followed Rodney's victory, continued to serve as such till that ship was paid off at Portsmouth in the summer of 1783. During the Dutch and Spanish armaments in 1787 and 1790, he was appointed to the Atlas of 98 guns, and Colossus 74, the former fitting for the flag of Sir Edmund Affleck, the latter commanded successively by Captains Hugh C. Christian and Henry Harvey. In 1792 he obtained an appointment, as first Lieutenant, to the Captain, a third rate, then under the orders of Earl Howe, but subsequently attached to the Mediterranean fleet.

After the occupation of Toulon, in Aug. 1793, the Captain was sent by Lord Hood to dismantle the forts and batteries on the Hieres islands and opposite shore; the latter and most difficult part of which duty was executed in a very judicious manner by Lieutenant Rathborne, in the presence of a vastly superior republican force. He afterwards distinguished himself by his exertions in weighing the Imperieuse, a large frigate that had been scuttled by the French in Port Especia; and on her being commissioned by Captain Charles Cunningham, he was appointed to act as Commander in the Speedy of 14 guns, from which vessel he returned to the Captain, in consequence of his being superseded a few days after by one of the Admiral's own Lieutenants, the present Sir George Cockburn.

During the ensuing siege of St. Fiorenzo, in Corsica, Lieutenant Rathborne served on shore under the orders of Captain Samuel Hood; and in Vice-Admiral Hotham's action, Mar. 14, 1795 †, he had the misfortune to lose the sight of his right eye, and receive so much injury in his right arm, as to render it nearly useless. His promotion to the rank of Commander took place Nov. 9th in the same year.

* Commodore Affleck was created a Baronet for his gallant conduct, May 28, 1782; elected M. P. for Colchester in the course of the same year; and promoted to the rank of Rear-Admiral, Feb. 10, 1784. He died Dec. 15, 1787.

† See Vol. I, note at p. 340.

From this period we find no mention of Captain Rathborne till 1797, when he was appointed to the *Good Design*, an armed ship, employed in convoying the trade from Leith to Elsinour and the Elbe. At the close of 1799, he removed into the *Racoon*, a brig of 18 guns, stationed off Boulogne, and afterwards successively employed in the Channel, Mediterranean, and West Indies. His post commission bears date Oct. 18, 1802.

The *Santa Margaritta*, into which frigate he had been promoted at Jamaica, having returned home in 1803, and refitted at Sheerness, was subsequently sent to cruise off the French coast, and on various other services connected with the duties of the Channel fleet. Whilst thus employed, she fell in with the squadron under Sir Richard J. Strachan, whose success in capturing four French line-of-battle ships, commanded by M. Dumanoir, on the 4th Nov. 1805, may be, in a great measure, attributed to the persevering exertions and gallant conduct of Captain Rathborne; who, availing himself of his frigate's superior sailing, closed with and harassed the enemy for three hours and a half, before any other ship could get within gun-shot; and then, in conjunction with Captain Baker of the *Phoenix*, who had previously been chased by them, kept their rear in play until the Commodore and his companions could arrive sufficiently near to bring on a general action*. The *Santa Margaritta* on this occasion, although repeatedly hulled by the enemy's shot, had only her boatswain killed, and one man wounded.

Captain Rathborne was soon after appointed to the *Foudroyant* of 80 guns, a circumstance that gave him considerable pain, as independent of his disinclination to remove from a cruising frigate into a blockading ship, he was very unwilling to part from his officers and crew, whose conduct on every occasion had given him the greatest satisfaction, and in whom he had every confidence. Captain Loring, the officer who had been appointed to succeed him in the *Santa Margaritta*, observed his distress, and generously forbore to use the commission he had received from the Admiralty, until the pleasure of their lordships could be ascertained—a forbearance worthy

* See Vol. I, p. 289. N. B. Line 12, for frigates read frigate.

of record. The result proved highly gratifying to both parties; Captain Rathborne being continued in the command of the *Santa Margaritta*, and his worthy brother-officer soon after compensated for the spontaneous sacrifice he had made, by an appointment to a frigate of superior class*.

The *Santa Margaritta* was subsequently employed on the Channel, Lisbon, West India, and Irish stations; but being at length completely decayed, was put out of commission in Dec. 1807. Captain Rathborne was soon after appointed to the command of the *Essex Sea Fencibles*; and, in 1809, to regulate the Impress service at Shields, Sunderland, and Newcastle. He is at present charged with the superintendence of the ships in ordinary at Chatham. His nomination to be a C. B. took place on the establishment of that class of the Order, in 1815. A pension for the loss of his eye was granted to him May 19, 1810, and has since been augmented to 300*l.* per annum.

Captain Rathborne married, in 1806, the youngest daughter of John French, Esq., late of Loughrea, co. Galway. His sister was the mother of John Wilson Croker, Esq., Secretary to the Admiralty, and M. P. for Bodmin, in Cornwall.

Agent:—

HENRY MATSON, Esq.

This officer was born at Sandwich. co. Kent; and entered the naval service, in 1790, as a Midshipman on board the *Arrogant*, of 74 guns, commanded by his maternal uncle the late Captain John Harvey, whose heroic conduct on the memorable 1st June, 1794, we have already noticed at p. 613 of our first volume.

From the *Arrogant* Mr. Matson was very soon removed into the *Rose* of 28 guns; in which ship, and the *Hussar* frigate, he completed his probationary term of service on the Halifax station, where he was promoted to the rank of Lieutenant in the *Rover*, a Bermuda built sloop of war, about the month of June, 1796.

* See p. 547.

+ Mch. 1804.
at Walsingham
see Ann. Rec.

In the following year Lieutenant Matson proceeded to the West Indies, and joined the *Prince of Wales*, a second rate, bearing the flag of his uncle the late Sir Henry Harvey, K. B., by whom he was made a Commander, and appointed to the *Cyane* of 18 guns, Mar. 22, 1799. His post commission bears date Dec. 15, 1802.

After serving for some time as Flag-Captain to Commodore Sir Samuel Hood, he commanded the *Blenheim* of 74 guns, as a private ship, till July 1803, when he joined the *Venus* frigate, and sailed for England as convoy to the homeward bound trade. During the ensuing four years we find him employed as a cruiser on the Irish, Boulogne, and Leeward Islands' stations. On the 10th July, 1805, he captured l'*Hirondelle*, French privateer, of 16 guns and 90 men; and early in 1807, *la Déterminée*, of 14 guns and 108 men. He returned to England with a valuable fleet under his protection in the autumn of 1807; and on his arrival was presented by the masters thereof with a piece of plate, as a testimony of their gratitude for the attention he had paid to them during the voyage.

Captain Matson's next appointment was, in Mar. 1809, to the *St. Fiorenzo* of 40 guns, which frigate formed part of the expedition sent against Walcheren in the summer of that year. He was put out of commission in Mar. 1810; and has ever since been on half pay.

Agents.—Messrs. Maude.

CHARLES MALCOLM, Esq.

THIS officer is the youngest brother of Vice-Admiral Sir Pulteney Malcolm, K. C. B., under whom he served as a Midshipman in the *Fox* frigate, and *Suffolk* of 74 guns, of which latter ship he was appointed a Lieutenant by Vice-Admiral Rainier, Jan. 12, 1799*. In Aug. 1801, he was promoted by his patron to the rank of Commander, in the *Albatross* sloop of war, on the East India station, from whence he returned to England in the *Eurydice* of 24 guns, Mar. 27, 1803. His post commission bears date Dec. 29, 1802.

* See Vol. I, pp. 582, 584, *et seq.*

Captain Malcolm's next appointment was, Sept. 24, 1806, to the *Narcissus* frigate; and on the 30th Jan. following, we find him receiving a severe wound in the head whilst leading his boats to the attack of a French convoy lying in Conquet bay, near Brest, under the protection of several heavy batteries, two armed brigs, and a cutter. In this gallant but unsuccessful enterprise the boats had 7 men killed and 15 wounded.

On the 18th Aug. in the same year, Captain Malcolm captured the *Cantela*, a Spanish schooner, pierced for 12 guns; and in the ensuing month he drove three of the enemy's row-boats on shore, near Oporto. He also assisted at the reduction of the *Saintes*, in April, 1809. The following are extracts from the public letters of Sir George Beckwith and Major-General Maitland on that occasion:

Fort Royal, Martinique, April 20, 1809.

"The French squadron, consisting of three sail of the line and two frigates, from l'Orient, having taken shelter in the *Saintes*, in the vicinity of *Guadaloupe*, where they were blockaded by Sir Alexander Cochrane with a superior force, I detached a corps, of between 2000 and 3000 men, under the command of Major-General Maitland, to co-operate with the navy in the reduction of those islands, and to destroy or capture the ships of the enemy, or to force them to sea. I have the satisfaction to report to your lordship*, for his Majesty's information, that after three days of great toil and most active service, the forts were reduced, and the troops surrendered prisoners of war. The French ships of the line pushed to sea early in the night of the 14th; on the 16th the Admiral was within four miles of them; and, I trust, will be enabled to bring them to close action †.

"The navy have most cordially supported us. Captain Beaver, of *H. M. S. Acasta*, has increased that character which I know his conduct at *Bay Robert, Martinique*, in your presence gained him. * * * * Captain Carthew of the *Gloire*, and Captain Malcolm of the *Narcissus*, also merit the warmest acknowledgment."

Captain Malcolm was soon after appointed to the *Rhin*, an 18-pounder frigate, employed in the British Channel, where he captured four French privateers, carrying in the whole 58 guns and 310 men. On the 31st Jan. 1812, he escaped

* Viscount Castlereagh.

† One of the French ships was captured by Captain (now Rear-Admiral) Fabie. See Vol. I. p. 717. The others effected their escape.

sharing the fate of the Laurel frigate, by his promptitude in changing the Rhin's course, at the very moment when her consort struck on the Govivas rock in the Teigneuse passage, from whence he himself was then not half a cable's length distant. Nor were his exertions after clearing the danger less creditable than his coolness on that occasion; for notwithstanding the remonstrances of his pilot, he worked the Rhin among the breakers, and contributed very materially to the preservation of the officers and men remaining on the wreck, which was much exposed to a heavy fire from the enemy's land batteries*.

In the following summer Captain Malcolm was very actively employed on the north coast of Spain, under the orders of Sir Home Popham, as will be seen by a reference to the extracts from that officer's despatches, which we have inserted at p. 523 *et seq.* of this volume.

The Rhin was subsequently sent to the West Indies, where she captured the American privateer schooner Decatur, a beautiful vessel of 223 tons, commanded by M. Diron, a celebrated Frenchman, who had some time before succeeded in boarding and carrying H. M. schooner Dominica, of 15 guns and 77 men †.

Captain Malcolm being put out of commission on his return to England, after the termination of hostilities, remained on half pay till Sept. 15, 1817, when he was appointed to the Sybille frigate, fitting for the flag of Sir Home Popham, with whom he served during the whole period of that officer's command on the Jamaica station ‡. His last appointment was, July 8, 1822, to the William and Mary yacht, stationed at Dublin, to attend upon the Lord Lieutenant of Ireland, on which service he is at present employed.

The subject of this memoir married, in 1808, a daughter of C. Pasley, Esq., and a niece of his maternal uncle, the late Admiral Sir Thomas Pasley, Bart.

Agent.—Thomas Stilwell, Esq.

* See p. 683.

† See James's Naval History, vol. 5, p. 397 *et seq.*

‡ Sir Home Popham died at Cheltenham, Sept. 11, 1820, aged 58.

JOHN SERRELL, Esq.

This officer received his first commission in 1793; was made a Commander into the Echo sloop of war, at Jamaica, in 1800; and posted into the Garland frigate on the same station, Jan. 27, 1803. He subsequently commanded the Cumberland of 74 guns; Victory, a first rate, fitting for the flag of Sir James Saumarez; and Helder frigate. The latter ship was employed for several years on the Baltic station.

Captain Serrell married, in 1804, Miss E. Dean, of Liverpool. *Agent.*—Hugh Stanger, Esq.

PETER HEYWOOD, Esq.

This officer is a son of the late Peter John Heywood, Esq. a Deemster of the Isle of Man, and Seneschal to his Grace the Duke of Athol, by Elizabeth, daughter of James Spedding, of Whitehaven, co. Cumberland, Esq.; and was born at his father's residence, the Nunnery, near Douglas, June 6, 1773*.

He entered the naval service as a Midshipman, Oct. 11, 1786; and made his first voyage in the Bounty, a ship of about two hundred and fifteen tons, which had been purchased by government and fitted up for the purpose of conveying the bread-fruit and other plants from Otaheite to the West India islands, in consequence of the merchants and planters having represented that essential benefit would be derived from the introduction of the former as an article of food for the inhabitants of those colonies.

The deplorable result of this undertaking is well-known to the public, though the extraordinary circumstances that occurred on board the Bounty, previous to the fatal morning of April 28, 1789, have either escaped the notice, or not been deemed worthy the attention of other writers on naval subjects. To her commander's "Narrative of the Mutiny" which broke out on that day, it would be folly to look for any statement having a tendency to implicate his own conduct: Captain Schomberg, when compiling his "Naval Chrono-

* Mr. P. J. Heywood was the son of Thomas Heywood, Esq. Chief Justice of the Isle of Man. His sister married the late Admiral Sir Thomas Pasley, Bart.

logy," appears to have placed implicit reliance on Lieutenant Bligh's assertions; and in fact we have met with only one publication intended for professional use, in which the least hint is given of the unjust and harsh proceedings which gave rise to that unhappy transaction*. A private journal, long in our possession, the publication of which was only prevented by the death of its original owner, the late Mr. James Morrison, Gunner of H. M. S. *Blenheim* †, who had the misfortune to witness all that he has related, enables us at length to withdraw the veil by which the world has been so long blinded.

On the 23d Dec. 1787, the *Bounty* sailed from Spithead under the command of Lieutenant William Bligh, in whose person were united the offices of Commander and Purser, as had hitherto been the custom in all our voyages of discovery. This was done with a view to the more economical management of the provisions and victualling stores; but it proved on this, as on all former expeditions to the Southern hemisphere, the cause of very serious discontent among the officers and crew.

No
A few days after her departure from Santa Cruz, at which place she had anchored for the purpose of completing her water, and procuring such scanty refreshments as the island of Teneriffe at that season afforded, Lieutenant Bligh ordered the cheese to be hoisted up and exposed to the air; which was no sooner done than he pretended to miss a certain quantity, and declared that it had been stolen. The cooper, Henry Hillbrant, informed him that the cask in question had been opened by the orders of Mr. Samuel, his clerk, who acted also as steward, and the cheese sent on shore to his own house, previous to the *Bounty* leaving the river on her way to Portsmouth. Lieutenant Bligh, without making any further enquiry, immediately ordered the allowance of that article to be stopped, both from *officers* and *men*, until the deficiency should be made good, and told the cooper he would give him a d—d good flogging, if he said another word on the subject.

Banyan
The next day, in conformity to his order, butter only was

* See BRENTON'S *Naval History*, vol. I. p. 83, *et seq.*

† See the list of the *Bounty's* officers and crew, at p. 762.

issued, which the *crew* refused, alleging that their acceptance of it, without cheese, would be a tacit acknowledgment of the supposed theft: John Williams, a seaman, at the same time asserting that he had been employed to carry the cheese to Lieutenant Bligh's house, together with a cask of vinegar, and several other articles of provisions, which had been sent up the river in a boat from Long Reach. The ship's company persisting in their refusal to take the butter singly, it was also kept back for two banyan days, and no more notice taken of the affair.

On approaching the equator, some pumpkins, purchased at Teneriffe, began to decay, and as they were in general too large for the use of Lieutenant Bligh and his messmates (the Master and Surgeon), the clerk received directions to issue them in lieu of bread. The crew, on enquiring at what rate the exchange was to be made, were told that *one* pound of pumpkin was to be considered as an equivalent for *two* pounds of biscuit, of which latter article they had been on two-third's allowance ever since their departure from Santa Cruz. Their evident reluctance to accept the proposed substitute, *on such terms*, being reported to Lieutenant Bligh, he flew upon deck in a violent rage, turned the hands up, and ordered the first man on the list of each mess to be called by name; at the same time saying, "I'll see who will dare to refuse the pumpkin, or any thing else I may order to be served out;" to which he added, "You d---d infernal scoundrels, I'll make you eat grass, or any thing you can catch, before I have done with you." This speech had the desired effect, every one receiving the pumpkin, even the *officers*; but they having still a good private stock of potatoes, did not feel the want of bread so sensibly as the men.

To this grievance another quickly succeeded. As the commander's private stock decreased, the beef and pork issued to the ship's company began to appear very light; but as the contents of the casks had never been weighed, it was supposed that those recently opened did not contain the quantity marked on them, and a representation to that effect was accordingly made in the quiet and orderly manner prescribed by the 21st article of war; but Lieutenant Bligh, instead of directing the meat to be cut up and issued in the regular

manner, called the crew aft, told them that every thing relative to the provisions was transacted by his orders, that it was therefore needless for them to complain, as they would get no redress, he being the fittest judge of what was right or wrong, and that he would flog the first man who should dare attempt to make any complaint in future. To this imperious menace they bowed in silence, and not another murmur was heard from them during the remainder of the voyage to Otaheite, it being their determination to seek legal redress on the Bounty's return to England. The officers, on the contrary, did not refrain from talking among themselves of Lieutenant Bligh's unjustifiable conduct in causing the prime pieces to be constantly appropriated to his own use, whilst they were obliged to take their chance of what remained, in common with the men, and that without having the satisfaction of even knowing the weight of those very inferior pieces which often fell to their share.

On the 23d March, 1788, the coast of Terra del Fuego was discovered, and a sheep which had *died* that morning was served out instead of the day's allowance of pork and pease, Lieutenant Bligh observing that it weighed upwards of 50lbs. and would make a delicious meal. The men, however, not coinciding with him in that opinion, took the first opportunity of throwing their respective shares overboard, and some dried shark supplied its place for a Sunday's dinner.

Lieutenant Bligh, in his "History of the Bounty's Voyage to the South Seas," at p. 31, says, "Sunday, 13 April, 1788;—This morning, owing to the violent motion of the ship, the cook fell and broke one of his ribs;" our journalist informs us, that at that period "wheat and barley were boiled every morning for breakfast, instead of burgoo; but the quantity was so small, that the division of it caused frequent broils in the galley, and was sometimes attended with bad consequences. In one of those disputes the cook had two of his ribs broken; and at another time, Charles Churchill, the master at arms, was badly scalded in the hand. The proportion of pease and oatmeal had previously been reduced to so low a scale that the officers, 'unable to stand the brunt with the men,' frequently went without their share; but the cabin inmates always took care to have theirs."

Proceeding to p. 33, we find Lieutenant Bligh describing the tempestuous weather he experienced in his attempt to reach the Society Islands by the way of Cape Horn, but without bestowing the least commendation upon his officers and crew for the cheerfulness with which they had invariably performed their duty. His intentions throughout the volume are apparent—he studiously conceals every circumstance calculated to reflect credit upon them, or lead to an inference that any cause of discontent existed previous to their meeting with the fair inhabitants of Otaheite, to whose fascinating endearments he so ingeniously ascribes his subsequent misfortunes. In the MS. before us appear the following passages :

“ The hard duty and continued fatigue which the rigorous season required, together with their constant exposure to wet; the intense cold, and the unwholesome state of the lower-deck, the hatches being continually battened down, caused several of the crew to fall sick, and the duty of course fell heavier on those who were able to work, but it was still carried on with alacrity and spirit. On the 22d April, Lieutenant Bligh ordered the healthy part of the crew aft, returned them his thanks for their unremitting good behaviour in such a trying situation, and informed them of his intention to bear away for the Cape of Good Hope. This intimation was received with universal joy, and returned with three hearty cheers.”

The Bounty anchored in Simon's Bay May 24; sailed from thence July 1; and arrived in Adventure Bay Van Dieman's Land, Aug. 20, 1788.

“ Whilst there the seeds of eternal discord were sown between Lieutenant Bligh and some of his officers. He confined the carpenter, and found so much fault with the others as to cause continual disputes among them, each endeavouring to thwart the others in their duty. The men, on observing this, redoubled their exertions in order to avoid the impending storm, and rejoiced in private at their good success.

“ During the passage from Van Dieman's Land to Otaheite, Lieutenant Bligh and his messmates quarrelled and divided their private stock, from which time they seldom spoke to each other, except on duty, and even then with much reserve. Previous to their arrival in Matavie Bay, a dispute took place between Mr. Bligh and the Master, who, for reasons best known to himself, refused to sign some books connected with the ship's accounts. Upon this the crew were called aft, and the Articles of War, with part of the General Printed Instructions read to them; after which the books in question were produced, and the commander said, ‘ now, sir, sign these books;’ to which the other, taking up a pen, replied, ‘ I sign in obedience to your orders, but this may be cancelled hereafter.’ The books were then handed to the clerk, and the people returned to their duty.

“ Immediately on anchoring in Matavie Bay, (Oct. 26,) an order was

stuck upon the mizen-mast, prohibiting the purchase of *curiosities*, or *any thing* except provisions:—there were very few, if any, instances of this injunction being disobeyed, for no curiosity struck the crew so forcibly as a roasted pig and some bread-fruit. Those inviting objects came in abundance, and the articles of trade possessed by the men were freely parted with in exchange. The King's allowance of every species, except spirits, was from that moment stopped, but some time elapsed before the means of barter were issued from the public store.

“The ship being moored, a tent was pitched on Point Venus for the use of the botanist, and the gunner sent to trade for hogs. Mr. Fletcher Christian, Mr. Peter Heywood, and 4 men, were also sent as a guard, in case the natives should behave amiss.

“As long as the salting continued provisions were in great plenty, each man being allowed two pounds of the bones and such other parts as were not fit for that purpose, *per diem*, which added to their own purchases enabled them to live extremely well; but the supply of hogs at length becoming slack, Lieutenant Bligh seized on all that came to the ship, whether large or small, dead or alive, claiming them as his property, and serving them out as the ship's allowance, in the proportion of one pound *per diem*. He also seized on those belonging to the Master, and slaughtered them for the use of the crew, although he had more than forty of his own on board at the time, and others were to be bought in the market at very little more than the price first paid. When the Master remonstrated with him on the subject, he replied, that ‘he would convince him that every thing became *his* as soon as it was brought on board; that he would take nine-tenths of any man's property, and let him see who dared to say any thing to the contrary.’ The sailors' pigs were seized without ceremony, and it became a favor for a man to obtain an extra pound of his own meat.

“The natives being aware of this proceeding, and not knowing but that their hogs would be taken from them also, became very shy of bringing any into Lieutenant Bligh's sight, either on board or a-shore, but availed themselves of every opportunity, whilst he was out of the ship, to supply the officers and crew. He, however, observed their movements, and finding that his diligence was likely to be evaded, ordered a book to be kept in the binnacle drawer, and the officer of the watch to enter therein the number of hogs brought on board, with the weight of each. To obviate this difficulty, the natives cut them, and wrapping the different joints in leaves, covered them with bread-fruit, &c. by which means they eluded his vigilance, and full bellies were still the order of the day.

“We removed from Matavie to Oparre, the latter affording a more secure anchorage, on the 25th Dec. 1788; and kept our Christmas on the 28th, each man having double allowance of spirits, for which a provision had already been made by stopping the allowance of all those who had not crossed the equator previous to this voyage. On new-year's day a similar indulgence was granted, after which all hands were put on half allowance; but as we had plenty of cocoa-nut milk, the grog was not missed. Our

friendly islanders kept us well supplied with cocoa-nuts, notwithstanding the frequent seizures made by Lieutenant Bligh.

"The object of our visit to the Society Islands being at length accomplished, we weighed at 6^h 30' A. M. on the 4th April, 1789; but for want of wind was obliged to tow and sweep the ship out of the harbour. Every one seemed in high spirits, and began to talk of home as though they had just left Jamaica instead of Otaheite; so far onward did their flattering fancies waft them. On the 23d we anchored off Annamooka, the inhabitants of which island were very rude, and attempted to take the casks and axes from the parties sent to fill water and cut wood. A musket pointed at them produced no other effect than a return of the compliment by poisoning their clubs or spears with menacing looks; and as it was Lieutenant Bligh's orders that no person should affront them on any occasion, they were emboldened by meeting with no check to their insolence. They at length became so troublesome that Mr. Christian, who commanded the watering party, found it difficult to carry on his duty; but on acquainting Lieutenant Bligh with their behaviour, he received a volley of abuse; was called as a cowardly rascal, and asked if he were afraid of naked savages whilst he had weapons in his hand? To this he replied in a respectful manner, 'the arms are of no effect, sir, while your orders prohibit their use.'

"Having completed the water, and taken on board large quantities of yams, cocoa-nuts, plantains, &c. we weighed with a light air about noon on the 26th. The ship's company were then drawn up under arms, and three native chiefs, who had not yet taken their leave, were made prisoners, in consequence of a boat's grapnel, stolen on the preceding day, not being restored. Expressing great displeasure at such treatment, they were soon after forced below and compelled to peel cocoa-nuts for Lieutenant Bligh's dinner. The officers and crew were subsequently dismissed, but not without being told that they were a parcel of lubberly rascals, and that their commander would undertake to be one of five men with broomsticks who would disarm the whole of them. He even went so far as to present a pistol at William M'Koy, and threaten to shoot him for not paying sufficient attention to his very flattering compliment.

"About 4 P. M., seeing no appearance of the grapnel, the chiefs were allowed to depart in the only canoe that had ventured to remain near the ship. In her were several females weeping bitterly, and giving further proofs of their anguish by inflicting terrible wounds on their own persons. The eldest of the chiefs also acted in a similar manner; and the whole, when going away, appeared like men who only smothered their resentment, seeing they had not the power of revenging the insult which had been offered to them. It was the opinion of most on board, that if a weak manned ship were to come in their way, her crew would have cause to deplore this day's transaction."

"Thus far," says *Lieutenant Bligh*, "the voyage had advanced in a course of uninterrupted prosperity, and had

been attended with many circumstances equally pleasing and satisfactory. A very different scene was now to be experienced. A conspiracy had been formed, which was to render all our past labour productive only of extreme misery and distress. The means had been concerted and prepared with so much secrecy and circumspection, that no one circumstance appeared to occasion the smallest suspicion of the impending calamity." It is now our business to shew, that so far from a conspiracy having existed prior to the *Bounty's* departure from the Society Islands, the plot was conceived and carried into execution between the hours of 4 and 8 A.M. on the 28th April, the second day after she quitted *Annamooka*.

"In the afternoon of the 27th," adds the writer of the MS. "Lieutenant Bligh came upon deck, and missing some of the cocoa-nuts, which had been piled up between the guns, said they had been stolen, and could not have been taken away without the knowledge of the officers, all of whom were sent for and questioned on the subject. On their declaring that they had not seen any of the people touch them, he exclaimed, 'Then you must have taken them yourselves;' and proceeded to enquire of them, separately, how many they had purchased. In the mean time, Mr. Elphinstone, Master's Mate, was ordered to see every nut in the ship brought aft. On coming to Mr. Christian, that gentleman answered, 'I do not know, sir, but I hope you don't think me so mean as to be guilty of stealing yours.' Mr. Bligh replied, 'Yes, you d—d hound, I do—You must have stolen them from me, or you would be able to give a better account of them:' then, turning to the other officers, he said, 'God d—n you, you scoundrels, you are all thieves alike, and combine with the men to rob me: I suppose you'll steal my yams next; but I'll sweat you for it you rascals—I'll make half of you jump overboard before you get through *Endeavour's Straits*.' This threat was followed by an order to the clerk to 'stop the villains' grog, and give them but half a pound of yams tomorrow; if they steal then, I'll reduce them to a quarter.' He then went below, and the officers were heard to murmur very much at such foul aspersions being cast upon their characters; whilst the men, fearing that their yams would soon meet with the same fate as the cocoa-nuts, immediately set about concealing as many of them as possible, the circumstance of their having purchased a large quantity being well-known to Lieutenant Bligh.

"In the morning of the 28th the boatswain came to my hammock, and after awaking, told me, to my great surprise, that Mr. Christian had taken possession of the ship. I hurried on deck, and saw Lieutenant Bligh in his shirt, with his hands tied behind him, and Mr. Christian, with a drawn bayonet, standing by his side. Several of the men were under arms, the small cutter was already hoisted out, and the large cutter getting ready.

I applied to the Boatswain to know how I should proceed, but he was as much at a loss as myself, and therefore told me to lend a hand in clearing the boat, which I did. When she was out, and the small cutter hoisted in again, Mr. Christian desired Messrs. *Hayward* and Hallet, the Midshipmen who had been in the habit of keeping watch with him, to go into the boat alongside, and ordered Churchill to send the Master and Clerk out of the ship also. Lieutenant Bligh now began to reason with Mr. Christian, but he only replied 'Mā mōō*', sir, not a word, or death is your portion.' Messrs. *Hayward* and Hallet begged, with tears in their eyes, to be allowed to remain in the ship; but they were likewise ordered to be silent. The boatswain and carpenter came aft and asked for the launch, which after much hesitation was granted. While I was clearing her, the Master came up and spoke to Lieutenant Bligh: he afterwards came to me, and asked if I had any hand in the mutiny. I said No! and was then desired by him to try and raise a party for the purpose of rescuing the ship, which I promised him I would do. John Millward, who was near at the time, swore he would stand by me, and went to Muspratt, Burkitt, and the boatswain, in order to procure their assistance. Churchill, having observed the Master speaking to me, came and demanded what he had said. I told him that he was asking about the launch; but a mutineer, who stood on the other side of the booms, told him to look sharp after me, saying, 'tis a d—d lie, Charles, for I saw him and Millward shake hands when the Master spoke to them.' He then called to the other mutineers to stand to their arms, which put them on the alert; and as I saw no one near me inclined to make a push, but on the contrary, the officers and all of those who had not taken a part in the mutiny, busily employed in getting the launch out, I was induced to follow their example. That business over, every one hastened to get what he could into her, as the officers were immediately hurried over the side.

"Lieutenant Bligh, finding that he must go, again implored Mr. Christian to relent, saying 'I'll pawn my honor, I'll give my bond, Mr. Christian, never to think of this if you will desist: consider my wife and family:' to which the other replied, 'No, Captain Bligh, if you had had any honor, things would not have come to this extremity; and if you have any regard for your wife and family, you should have thought of them before, and not behaved so much like a villain as you have done.' Lieutenant Bligh attempted again to speak, but was ordered to be silent; the boatswain then tried to pacify Mr. Christian; but he said, 'tis too late, I've been in hell for this fortnight past, and am determined to bear it no longer—you know, Mr. Cole, that I have been treated like a dog all the voyage †.'

"Mr. Fryer, the Master, solicited permission to remain, but without success; and Churchill was told to see that no arms were taken away. A dispute took place between him and Mr. Purell about the tool-chest,

* Silence, according to the Otaheitean dialect.

† It is worth while to compare the above passage with the corresponding one in "*Bligh's Narrative*."

Alex. Smith

which Churchill wished to keep in the ship, but Mr. Christian desired him to let it go. The carpenter's mates and the armourer were ordered to be detained on board.

"The boat being very deep in the water, Lieutenant Bligh requested that the Master and some of the people might be suffered to remain.— 'The men,' said Mr. Christian, 'may stay, sir, but the Master must go with you.' The Lieutenant then called out 'Never mind, my lads, you can't all go with me, but I'll do you justice if ever I reach England.' He was then taken to the gangway, where his hands were cast loose previous to his descending into the launch.

"While the boatswain was getting his cloathes, &c. over the side, I told him my intention was to stay and take my chance in the ship, reminding him of Lieutenant Bligh's promise, and observing that I had no occasion to point out the danger to which he was about to expose himself, as he could see that the boat swam scarcely seven inches free of the water. Mr. Cole repeated Lieutenant Bligh's promise, and added 'God bless you my boy; were it not for my wife and family I would stay myself.'

"After Lieutenant Bligh was in the boat, he asked for his commission and a sextant, which were given to him, together with his pocket-book, private journal, and a book of nautical tables: the latter and the sextant were handed to him by Mr. Christian, who said 'there Captain Bligh, that book is sufficient for every purpose, and you know my sextant to be a good one.

"The launch was now veered a-stern, and when put to rights Lieutenant Bligh requested that a musket might be given to him; but this was refused by Mr. Christian, who, however, allowed him to have four cutlasses. I handed in twenty-five or twenty-six double pieces of pork (four pounds each) and two gourds of water. Several other articles were given to him previous to his being turned adrift, which took place about 8 A. M.

"Messrs *Heywood* and *Stewart*, both of whom had been confined below, by Churchill's directions, were now allowed to come upon deck, and Mr. Christian related the cause of this sad affair in terms to the following effect.

"Finding himself much hurt by the treatment he had received from Lieutenant Bligh, he had determined to quit the ship the preceding evening, and informed the boatswain, carpenter, and two midshipmen (Messrs. *Stewart* and *Hayward*), of his intention to do so. By them he was supplied with part of a roasted pig, some nails, beads, and other articles of trade, which he put into a bag that was given him by the last named gentleman, (the bag was produced, and I recognized it to be one which I had made for Mr. *Hayward* some time before.) This bag he put into the clue of Robert Tinkler's hammock, where it was discovered by that young gentleman when going to bed at night, but the business was smothered, and passed off without any further notice. He also fastened some staves to a stout plank, with which he intended to make his escape; but finding he could not effect it during the first and middle watches, as the ship had no way through the water, and the people were all moving about, he laid

down to rest about half-past three in the morning. When Mr. Stewart called him to relieve the deck at four o'clock *, he had but just fallen asleep, and was much out of order; upon observing which Mr. Stewart strenuously advised him to abandon his intention. Soon after he had taken charge of the deck, he saw Mr. Hayward, the mate of his watch, lie down on the arm-chest to take a nap; and finding that Mr. Hallet, the other Midshipman, did not make his appearance, he suddenly formed the resolution of seizing the ship. Disclosing his intention to Matthew Quintal and Isaac Martin, both of whom had been previously flogged by Lieutenant Bligh, they called up Charles Churchill, who had also tasted the cat, and Matthew Thompson, both of whom readily joined in the plot. Alexander Smith, John Williams, and William M'Koy, evinced equal willingness, and went with Churchill to the armourer, of whom they obtained the keys of the arm-chests, under pretence of wanting a musket to fire at a shark then alongside. Finding Mr. Hallet asleep on an arm-chest in the main-hatchway, they roused and sent him on deck. Charles Norman, unconscious of their proceedings, had in the mean time awaked Mr. Hayward and directed his attention to the shark, whose movements he was watching at the moment that Mr. Christian and his confederates came up the fore-hatchway, after having placed arms in the hands of several men who were not aware of their design. One man, Matthew Thompson, was left in charge of the chest, and he served out arms to Thomas Burkitt and Robert Lamb. Mr. Christian then proceeded to secure Lieutenant Bligh, the Master, Gunner, and Botanist. The former was brought upon deck in the state I have already described, and the latter were strictly guarded by two centinels, one posted at the Master's cabin door, and the other at the top of the after-cockpit ladder.

"When Mr. Christian related the above circumstances, I recollected having seen him fasten some staves to a plank lying on the larboard gangway, as also having heard the Boatswain say to the Carpenter, 'It will not do to night.' I likewise remembered that Mr. Christian had visited the fore-cockpit several times that evening, although he had very seldom, if ever, frequented the warrant officers' cabins before.

"The conduct of the officers on this melancholy occasion was dastardly beyond description; none of them ever making the least attempt to counteract Mr. Christian's intentions, which might easily have been effected, as several of the men who were armed had no idea of what was about to take place. Robert Lamb, whom I found standing sentry at the fore hatchway, when I first came upon deck, was one of those who went away in the launch with Lieutenant Bligh; and Isaac Martin, who was one of the first persons Mr. Christian invited to assist him, threw his arms aside and jumped into the boat, but was compelled to return on board again. The officers' passive obedience to Mr. Christian's orders even surprised him.

* Mr. Christian received a written order to do duty as a Lieutenant shortly after the *Bounty* sailed from Teneriffe, and from that period he had had charge of a watch.

self, as he said, immediately after the launch had quitted the ship, that something more than fear had possessed them, or they would not have suffered themselves to be sent away in such a manner, without offering to make resistance *."

Lieutenant Bligh landed in a cove on the N. W. side of Tofoa, hoping to obtain an immediate supply of bread-fruit and water, but on climbing the heights could only find a few cocoa-nuts and plantains. The weather becoming boisterous he was obliged to take shelter in an adjacent cave. On the 1st May, several of the inhabitants brought them a small supply, and retired peaceably in the evening. The next day, their number greatly increased; some of the principal persons arrived in canoes, and amongst them was one of the identical chiefs whom he had treated so shamefully at Annamooka. They offered to accompany him to Tongataboo, when the weather should be moderate; but some symptoms appearing of a design to obtain by force the articles which he could not afford to spare them, he resolved to depart that evening, as they did not seem inclined to retire. They had previously sold him some spears; and now allowed his people to carry their property into the boat, but endeavoured to prevent him from embarking. A contest ensued, in which one Englishman was killed, and every one of the others more or less wounded by stones. The launch arrived at Coupang, in the island of Timor, without any further accident, on the 14th June; and Lieutenant Bligh proceeded from thence in a small schooner to Batavia, where he embarked with his clerk and one man in a packet bound to Europe, leaving the remainder of his companions to be provided with a passage in a fleet of merchant vessels then preparing to sail for Holland. A list of those who were turned adrift with him will be found at p. 762 †.

* We are inclined to attribute the conduct of the officers to lukewarmness, rather than to fear. Lieutenant Bligh made no effort himself, except by words, even when his hands were at liberty.

† On looking over Mr. Morrison's MS. we find that one of the Midshipmen who was sent away with Lieutenant Bligh had been confined in irons, by his order, from Jan. 5 till March 23, 1789, for sleeping on his watch, and thereby affording three men an opportunity of running away with the small cutter. The desertion of these men, and their subsequent recovery, are mentioned at pp. 113 and 118 of "*Bligh's Voyage*," but

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The *Bounty* returned to Matavia Bay on the 6th June, having in the meantime touched at Toobouai, a small island situated several degrees to the southward of Otaheite, and which Mr. Christian had selected for his future residence; preferring it to the latter, as being less exposed to visits from Europeans.

On their arrival, the mutineers availed themselves of the fiction which had been hitherto supported respecting Captain Cook; asserting that they had fallen in with him, and that he had sent the ship back for all the live stock that could be spared, in order to form a settlement at a place called Wytootacke, which they pretended Lieutenant Bligh had discovered in his course towards the Friendly Islands. The inhabitants gave credit to this story, and vied with each other who should furnish most for the service of a man whom they all adored; so that about 460 hogs, 50 goats, and a great number of fowls, were collected in the course of ten days. A bull and cow, which had been left behind by Captain Cook, were also delivered to Christian, in exchange for a few red feathers; and a number of dogs and cats were likewise taken on board, to clear Toobouai of the rats by which that island was infested. Seventeen male natives, ten women, and a young girl, emigrated with the mutineers—13 of the former having concealed themselves below until the *Bounty* had cleared the land. Among them was Heete-heete, a very intelligent person, who had formerly sailed with Captain Cook, and now hoped to meet him again; but who expressed no dissatisfaction when informed of the ship's real destination; and that, in all probability, he would never be able to return from thence*.

Notwithstanding Mr. Christian had received considerable

not a word of the Midshipman's misconduct. The latter was in England, and had friends whose hostility might have proved detrimental to the object of that work. It is well known that the tide of public opinion long ran in favor of the author.

* Lieutenant Watts, in the *Lady Penrhyn* transport, touched at Otaheite after landing convicts in New Holland, and thought proper to conceal the death of Captain Cook, in whose name he made several presents to the chiefs. Lieutenant Bligh, on his arrival, passed himself off for the son of their benefactor, whose death he likewise kept them in ignorance of.

opposition from the Toobouaites, on his first visit to their island, he caused the *Bounty* to be warped about four miles to the eastward of the opening in the reef, described by Captain Cook, and moored (head and stern) in three fathoms water, within a cable's length of the shore. He then prevailed on his companions to undertake the labour of constructing a fort for their security against surprise, working himself with a pick-axe, as an example, in laying the foundation, and alluring them to exertion by an extra allowance of grog. The ground being at length cleared, the British colours were displayed, and the work was laid out in a quadrangular form, measuring eighty-eight yards on each square, surrounded by a ditch eighteen feet wide, and twenty feet deep, from the top of the parapet. Over the ditch it was intended to have a draw-bridge facing the beach; and the *Bounty's* guns were to have been mounted on the fort in such a manner, that two 4-pounders and four swivels might be brought to bear in any direction, without the least delay*.

During the progress of this work, Mr. Christian allowed two men to sleep on shore each night, and the whole of them to spend their Sundays in any manner they pleased; but in every other respect he maintained the strictest discipline, and enforced his orders with an uncommon degree of firmness. He resolutely opposed those who wished to bring the Toobouaite females on board by force; and when two of the mutineers behaved insolently to him, after absenting themselves a whole night without his permission, he clapped a pistol to the head of one of them, and placed both in irons till they expressed contrition for their conduct, and promised future obedience. It was his intention, when the fort should be completed, to remove every thing thither, and take the *Bounty* to pieces; but the evident reluctance of many, who had not been active in the mutiny, to end their days in exile; and the hostility of the neighbouring chiefs, who took every opportunity of annoying his men, when they were sent in quest of provisions, compelled him to abandon his design of

* The *Bounty* mounted four 4-pounders and ten swivels. Mr. Christian's plan was to place one gun at each angle, and two swivels on each side of the fort; the remaining swivels to be shifted about as occasion might require.

settling for life at Toobouai, and to seek some other place of refuge for himself, and those who were still inclined to follow his fortunes. He accordingly summoned all the Bounty's people together on the 11th Sept., when it was decided by a shew of hands, 16 against 9, that the former number should be landed at Otaheite, with a fair proportion of the arms, ammunition, and every description of property on board; and that the Bounty should then be resigned, with her sails, tackle, and furniture complete, to Mr. Christian and his adherents, for their conveyance to any other island that they might think proper to fix upon.

This decision being made known to the ruler of the district in which they resided, he requested to be taken on board, saying that their departure would be the signal for his destruction by the other chiefs, whose jealousy had been excited by the alliance formed between him and the English. The Otaheitean men, whom the mutineers had usually employed as servants, were then sent to collect the stock which had been dispersed about the island; but in this they were opposed by the hostile natives, and several severe conflicts took place before the animals could be recovered. On one of those occasions, Mr. Christian was severely wounded in the right hand, and Thomas Burkitt received a spear in his body; which were the only casualties sustained by the British during their stay at Toobouai. The natives on the contrary appear to have had eighty-four killed, and a great number wounded, in the different battles that were fought, from the time of the Bounty's first arrival, till that of her final departure, in Sept. 1789.

The Bounty anchored a third time in Matavia Bay, on the 22d of the same month, and those who had voted for that measure were then landed, together with the Toobouaite chief, Heete-heete, and most of the Otaheitean men; but the servants of the chief, 3 other males, 12 women, and an infant girl, remained with Christian, who sailed suddenly in the night, and proceeded to Pitcairn's Island, where the only surviving mutineer was discovered by an American ship, in Feb. 1808, as will be more fully noticed in a subsequent part of this work.

Having thus taken leave of the Bounty for the present, we

shall now exhibit a correct list of the officers and men who were on board when the mutiny took place, shewing as far as lies in our power, the manner in which each individual was afterwards disposed of. The sufferings endured by Mr. Peter Heywood will next occupy our attention.

Turned adrift in the Launch.

1. WILLIAM BLYTH, Lieutenant and Commander ;—Died a Vice-Admiral, in Dec. 1817 ; aged 63 years*.
2. JOHN FRYER, Master ;—Deceased.
3. WILLIAM ELPHINSTONE, Master's Mate ;—Died at Batavia, in Oct. 1789.
4. JOHN HALLET, Midshipman ;—Died a Lieutenant, on board the Penelope frigate, in 1793.
5. THOMAS HAYWARD, Ditto ;—Perished in the China Seas, when commanding the Swift sloop of war, in 1797.
6. ROBERT TINKLER, Ditto ;—Nephew to the Master, died a Commander R. N.
7. WILLIAM PECKOVER, Gunner.
8. WILLIAM COLE, Bontswain.
9. WILLIAM PURCELL, Carpenter ;—Resides at Greenwich.
10. THOMAS DENMAN LEDWARD, Surgeon's Mate ;—Remained at Batavia †.
11. JOHN SAMUEL, Clerk and Steward ;—Returned to England with Lieut. Blyth. Died a Purser, R. N.
12. DAVID NELSON, Botanist ;—Died at Coupang, July 20, 1789.
13. LAWRENCE LABOGUE, Sailmaker ;—Deceased.
14. PETER LINKLETTER, Quarter-Master ;—Died at Batavia, in Oct. 1789.
15. JOHN NORTON, Ditto ;—Killed by the natives at Tofoa. See p. 758.
16. GEORGE SIMPSON, Quarter-Master's-Mate ;—Deceased.
17. THOMAS HALL, Ship's Cook ;—Died at Batavia, in Oct. 1789.
18. JOHN SMITH, Commander's Cook ;—Deceased.
19. ROBERT LAMB, Butcher ;—Died on the passage from Batavia to England.

Settled at Pitcairn's Island.

1. FLETCHER CHRISTIAN, Acting Lieutenant ;—Brother of the present Chief Justice of the Isle of Ely—Murdered by a Toobouaite.
2. EDWARD YOUNG, Midshipman ;—Nephew to Sir George Young, Bart. Died of asthma.

* For farther particulars of Lieutenant Blyth, see Wentworth's Description of New South Wales, p. 166 *et seq.*

† Mr. Thomas Huggan, the Surgeon, died at Matavia, previous to the mutiny.

3. WILLIAM M'KOY, Seaman ;—Became insane, and threw himself from a rock into the sea.
4. MATTHEW QUINTAL, Ditto ;—Killed in a drunken quarrel.
5. JOHN WILLIAMS, Ditto ;—
6. ISAAC MARTIN, Ditto ;—
7. JOHN MILLS, Gunner's Mate ;—
8. WILLIAM BROWN, Botanist's Assistant ;—Murdered by the islanders.
9. ALEXANDER SMITH, *alias* JOHN ADAMS, Seaman ;—Was still living in 1822. See Memoir of Sir THOMAS STAINES, K. C. B.

Left the Bounty at Otaheite.

1. PETER HEYWOOD, Midshipman ;—The subject of this memoir.
2. GEORGE STEWART, Ditto ;—Drowned in irons on board H. M. S. Pandora. See p. 770.
3. JAMES MORRISON, Boatswain's-Mate ;—Perished in the Blenheim 74, about Mar. 1807*.
4. CHARLES CHURCHILL, Master at Arms ;—Murdered by Matthew Thompson.
5. MATTHEW THOMPSON, Seaman ;—Put to death by the friends of Charles Churchill †.
6. JOHN SUMNER, Ditto ;—
7. RICHARD SKINNER, Ditto ;—
8. HENRY HILLBRANT, Cooper ;—

} Murdered by the islanders.

} Drowned in irons on board H. M. S. Pandora. See p. 770.

* James Morrison was sentenced to death because the testimony of the other prisoners could not be received as evidence in his favor. The court-martial were compelled to *find* him guilty, but the King's free pardon, and his immediate promotion, are sufficient proofs that he was not in reality thought so. He ever afterwards enjoyed the patronage of Sir Thomas Troubridge, Bart. whose fate he shared when serving as Gunner of his unfortunate flag-ship, the Blenheim. See Captain Sir EDWARD THOMAS TROUBRIDGE, Bart.

† Charles Churchill, after residing a short time at Matavia, accepted an invitation to live with Waheadooa, who was sovereign of Teiarraboo when Captain Cook last visited that peninsula. Thompson accompanied him thither, but they very soon disagreed. Waheadooa dying without children, Churchill, who had been his *tayo* or sworn friend, succeeded to his property and dignity, according to the established custom of the country. Thompson, envious of Churchill's preferment, and in revenge for some fancied insult, took an opportunity of shooting him. The natives rose to punish the murderer of their new sovereign, and stoned Thompson to death. This wretch had previously slain a man and a child through mere wantonness, but escaped punishment for that crime in consequence of a mistake as to his person, Mr. Heywood being taken for him, and about to be sacrificed, when making a tour of the island in company with an old chief, whose timely interposition alone saved him from destruction.

9. THOMAS BURKITT, Seaman ;—
 10. JOHN MILLWARD, Ditto ;—
 11. THOMAS ELLISON, Ditto * ;—
 12. WILLIAM MUSPRATT, Commander's Steward ;—Sentenced to death,
 but respited.
 13. JOSEPH COLEMAN, Armourer ;—
 14. CHARLES NORMAN, Carpenter's Mate ;—
 15. THOMAS M'INTOSH, Carpenter's Crew ;—
 16. MICHAEL BYRNE †, Seaman ;—

Executed at Spithead, Oct. 29, 1792.

Tried by Court Mar-
 tial, and acquitted.

TOTAL, 44 persons.

We now return to Mr. Peter Heywood, who had not completed his 16th year, at the time when the fatal mutiny took place ; previous to which, says Lieutenant Bligh, when writing to Colonel Holwell, an uncle of the unfortunate youth, “ *his conduct had always given me much pleasure and satisfaction †.*”

Compelled by circumstances over which he had no controul,

* John Millward and William ^{Byrnie} Muspratt took up arms for no other purpose but to assist in rescuing the ship. This, however, they had no means of proving ; and as the circumstance of their having been armed was sworn to by the witnesses against them, the Court, as in Morrison's case, could do no otherwise than find them guilty. Ellison, although rated an A. B. was only a mere youth.

† Michael Byrne's sight was so extremely defective that he could have been of no service to either party.

‡ Lieutenant Bligh, although he thought proper to brand Mr. Peter Heywood with the vile appellation of mutineer, did not dare to charge him with any specific act that would have justified the use of such an epithet. On the contrary, he declared in writing that he had had the highest esteem for him till the moment of the mutiny, and that his conduct during the whole course of the voyage was truly commendable. He even went so far as to say to Mr. Wilson, the Deputy Receiver General of the Isle of Man, that his greatest hopes of assistance in suppressing the mutiny were from his dependence on Mr. Heywood, whom he expected would form a party in his favor. We must here observe, that his confidence in the other officers could not have been very great, or he would have made some effort more powerful than mere words, when his hands were at liberty, instead of confiding in the exertions and ability of a boy, and looking to him for the recovery of his authority. This reflection, if he ever had any feeling, must have distressed him in the subsequent part of his life—but tyrants are generally as insensible of remorse, as they are deficient in true courage. His conduct when deposed at New South Wales, is sufficient to convince us that he did not possess too great a share of personal intrepidity.

to associate for a time with the misguided men who had so grossly offended against the laws of their country, Mr. Heywood felt great pleasure at the prospect which their return from Toobouai, to procure stock at Matavia, afforded him, of being able to make his escape, and secrete himself until their final departure. Mr. Christian, however, suspecting that such a course would be adopted, if possible, by some of those who had taken no part in the mutiny, directed an oath to be administered, by which the others were bound to demand from the natives the restoration of any person who might run away, and then to shoot the deserter as an example to the rest. Independent of this precaution, he caused so good a look out to be kept by those upon whom he could rely, as to render the attempt almost impracticable.

His design being thus frustrated, Mr. Heywood saw no other alternative but to return with the mutineers, and remain as contented as possible at Toobouai till the masts should be taken out, according to Christian's intention; and then, by seizing the largest boat, and privately destroying the purchase blocks, at once effect his purpose, and render it impossible for the ship ever to come in quest of him. In this enterprise he was to have been joined by Mr. Stewart, James Morrison, and John Millward; but, providentially, the hostility of the natives, and the want of unanimity amongst his own countrymen, rendered it unnecessary for him to try his fortune at such a hazard.

Released at length from the authority of Christian, Messrs. Heywood and Stewart claimed the protection of an old chief, possessing considerable landed property at Matavia, whose friendship they had previously enjoyed, and under whose roof they now resolved to live as quietly as possible, until a ship should arrive from Europe in search of the Bounty, and thereby afford them an opportunity of returning to their native land. The other 14 persons whose names appear in the third part of the foregoing list, also went to reside with their former *tayos* in the northern districts, and the whole were treated with the same hospitality as during their first visit to the island.

About seven weeks after their return, the construction of a schooner was undertaken by the two carpenters, armourer,

cooper, and others, at the suggestion of James Morrison, who being conscious of his innocence, and extremely desirous of returning to civilized society, entertained hopes of reaching Batavia time enough to secure a passage home in the next fleet bound to Holland. To this measure Messrs. Heywood and Stewart offered no opposition, although it was their own fixed determination not to leave Otaheite before the arrival of a King's ship, as they very naturally concluded that one would be sent out to search for them, whatever might have been the fate of Lieutenant Bligh and his companions.

In pursuance of their plan, Morrison and his assistants built houses at Point Venus, where land and bread-fruit trees were assigned for their support; the natives being led to believe that nothing more was intended than to construct a vessel for the purpose of cruising about the island. To this little band of architects, Morrison, who was himself a tolerable mechanic, acted both as director and chaplain, distinguishing the sabbath-day by reading to them the Church Liturgy, and hoisting the British colours on a flag-staff erected near the scene of their operations. To be brief, the schooner's keel was laid Nov. 12, 1789; and after encountering numerous obstacles, occasioned by the want of proper materials, and submitting with patience to the failure of several experiments, they at length succeeded in completing a vessel fully adequate to the intended purpose, which was launched amidst the acclamations of the islanders, and the benedictions of their priests, on the 6th July, 1790.

Unfortunately for those persevering men, serious discords respecting the sovereignty of Otaheite then prevailed among the most powerful chiefs; and those of Oparre being unwilling to lose the military services of their English friends, took care to prevent them from obtaining a sufficient quantity of matting to serve as sails for so long a voyage; supplying them only with enough to equip their vessel for cruising about the island. Their object was consequently defeated; but they nevertheless, felt obliged from motives of policy, as well as of gratitude for former hospitality, to take part against the hostile districts, which, by means of their fire-arms, were speedily reduced to submission.

On the 23d Mar. 1791, just eighteen months after the

Bounty's last departure from Matavia Bay, the Pandora arrived there in search of that ill-fated ship. Scarcely had she anchored, when Messrs. Heywood and Stewart paddled off in a canoe, and made themselves known to her commander, the late Admiral *Edward* Edwards, who instantly ordered them to be put both legs in irons, and ever afterwards treated them as though they had been "piratical villains," as he then thought proper to designate them—a convincing proof that Lieutenant Bligh, when reporting the loss of his ship, had made no discrimination between the innocent and the guilty.

The other survivors of the *Bounty*, twelve in number, who were then at Otaheite, being shortly after collected from different parts of the island, handcuffs were made and fitted to the wrists of the whole party; and a sort of prison, appropriately stiled Pandora's box, being only eleven feet in length, was built upon the after part of the quarter-deck, in order that they might be kept separate from the crew, and the more effectually prevented from having any communication with the natives. Such of those friendly creatures as ventured to look pitifully towards them were instantly turned out of the ship, and never again allowed to come on board. Two centinels were kept constantly upon the roof of the prison, with orders to shoot the first of its inmates who should attempt to address another in the Otaheitean dialect. A Midshipman was stationed in front of the bulk-head, through which the only air admitted, found its way by means of two iron gratings, each about nine inches square. The master at arms received directions not to converse with the prisoners on any other subject than that of their provisions. Spare hammocks supplied the place of beds until they became crowded with vermin, after which the sufferers were obliged to sleep on the bare deck. The heat of the prison, during calm weather, was so intense, that the perspiration ran in streams from their bodies: and to add to their misery, they were incessantly assailed by the effluvia proceeding from two tubs placed near them for necessary purposes. In short, nothing was wanting to render their situation truly pitiable.

From Otaheite the Pandora proceeded to the westward, cruising amongst the different islands in her route, but without gaining any intelligence of the *Bounty*. During this

search she lost a Midshipman and several men, who were blown out to sea when returning from Palmerston's Isles, in the jolly-boat, and thereby exposed to a lingering death through hunger. The schooner which had been built by the Bounty's people, and commissioned as a tender by Captain Edwards, also parted company in a gale of wind; but after encountering many dangers, succeeded in reaching the island of Java, from whence she was sent as a present to the Governor of Timor, as a return for his hospitality towards the Pandora's officers when they arrived with their prisoners at Coupang, after being shipwrecked on the reef between New Holland and New Guinea, a disaster which we feel the more pain in relating, as it is impossible to do so without again reflecting upon their commander's inhuman conduct*.

The Pandora got sight of the reef in question on the 28th Aug. 1791, and her second Lieutenant † was immediately sent to ascertain if any opening existed through which she could pass. At 5 P. M. he made a signal in the affirmative; but Captain Edwards, wishing to be well informed on the subject, continued lying-to until seven o'clock, by which time the current had set the ship so near to the reef that soundings were obtained with fifty fathoms of line, although no bottom could be previously found with more than double that quantity. The main-yard was then braced up, in order to stand off; but, before the courses could be set, she truck with great violence upon a patch of coral, and almost instantly bilged. The sails were scarcely furled, and boats hoisted out, when the carpenter reported that she had nine feet water in the hold.

Three of the Bounty's people (Coleman, Norman, and

* The schooner's dimensions were as follow:—*length of the keel*, 30 feet; *length on deck*, 35 feet; *extreme breadth*, 9 feet 6 inches; *depth of the hold*, 5 feet. She sailed remarkably well; and, being afterwards employed in the sea-otter trade, made the quickest passage ever known from China to the Sandwich Islands. This memorable little vessel, also, being purchased at Canton by the late Captain Broughton, to assist him in surveying the coast of Tartary, became the means of preserving the crew of H. M. S. Providence, 112 in number, when wrecked to the eastward of Formosa, on the 17th May, 1797. See Memoir of Lord GEORGE STUART.

† Mr. Robert Corner, late Superintendent of the Marine Police at Malta.

M^cIntosh) were now let out of irons, and sent to work at the pumps. The others offered their assistance, and begged to be allowed a chance of saving their lives; instead of which two additional centinels were placed over them, with orders to shoot any who should attempt to get rid of their fetters. Seeing no prospect of escape, they betook themselves to prayer, and prepared to meet their fate, every one expecting that the ship would soon go to pieces, her rudder, and part of the stern-post being already beat away. About ten o'clock, however, she beat over the reef, and was brought to an anchor in fifteen fathoms water.

At this dreadful crisis, the wind blowing very strong, and the ship being surrounded by rocks and shoals, all the people who could be spared from the pumps were employed thrumming a sail to fodder her bottom; but this scheme was soon abandoned, in consequence of one of the chain-pumps giving way, and the water gaining rapidly upon the other, which rendered it necessary for every person to bale at the hatchways, in order that she might be kept afloat till daylight. Whilst thus engaged, one man was crushed to death by a gun breaking loose, and another killed by a spar falling from the skids into the waist. All the boats, excepting one, were in the mean time kept at a distance from the ship, on account of the broken water, and the high surf that was running near her.

About half an hour before day-break a consultation was held amongst the officers, who were unanimously of opinion that nothing more could be done to save the ship, and that every effort should be directed towards the preservation of the crew. Spars, hen-coops, and every thing buoyant, were accordingly thrown overboard to afford them support until the boats could come to their aid; but no notice was taken of the prisoners, as is falsely stated by the author of the "Pandora's Voyage," although Captain Edwards was entreated by Mr. Heywood to have mercy upon them, when he passed over their prison to make his own escape, the ship then lying on her broadside, with the larboard bow completely under water. Fortunately the master-at-arms, either by accident or design, when slipping from the roof of Pandora's Box into the sea, let the keys of the irons fall through the scuttle,

or entrance, which he had just before opened, and thus enabled them to commence their own liberation, in which they were generously assisted, at the imminent risk of his own life, by William Moulter, a boatswain's mate, who clung to the coamings, and pulled the long bars through the shackles, saying he would set them free, or go to the bottom with them*.

Scarcely was this effected, when the ship went down, leaving nothing visible below the top-mast cross-trees. The master at arms, and all the centinels, sunk to rise no more. The cries of them, and the other drowning men, were awful in the extreme; and more than half an hour had elapsed before the survivors could be taken up by the boats. Among the former were Mr. Stewart, John Sumner, Richard Skinner, and Henry Hillbrant, the whole of whom perished with their hands still in manacles †.

On this melancholy occasion, Mr. Heywood was the last person but three who escaped from the prison, into which the water had already found its way through the bulk-head scuttles. Jumping overboard, he seized a plank, and was swimming towards a small sandy quay, about three miles distant, when a boat picked him up, and conveyed him thither in a state of nudity. It is worthy of remark, that James Morrison, whose name we have so frequently had occasion to mention, endeavoured to follow his young companion's example, and, although handcuffed, managed to keep afloat until a boat also came to his assistance.

The survivors being all assembled on a quay, only ninety yards long and sixty wide, it was found that thirty-nine men,

* The entrance to the prison was through a scuttle in the roof, about eighteen inches square, secured by an iron bolt passed through the coamings. William Moulter was subsequently made a warrant-officer through Captain Heywood's influence.

† Mr. Stewart was a native of the Orkneys; and Lieutenant Bligh acknowledges having received so many civilities from his family, when he touched at those islands on his return from the South Seas, with Captain Gore, in 1780, that he would gladly have received him on board the *Bounty* on that account only, "but independent of this recommendation, he was a seaman, and had always borne a good character." See "*Bounty's Voyage*," p. 161.

An affecting account of the young female with whom Mr. Stewart cohabited whilst at Otaheite, will be found in the Appendix to "*The Duff's Missionary Voyage*," at p. 346.

including the above, had met with a watery grave. The only articles of provisions saved from the wreck were three bags of biscuit, a small keg of wine, and several barracoos of water : the number of persons to subsist thereon was ninety-nine ; and the distance they had to proceed in four open boats, before a fresh supply could be hoped for, at least 1100 miles. Thus circumstanced, the strictest economy became necessary ; and orders were accordingly given, that only two ounces of bread, and one gill of wine, or the same quantity of water, should be served to each man once in twenty-four hours.

The boats' sails were now converted into tents for the Pandora's crew, most of whom had landed in a very exhausted state, and required a little rest previous to their departure. The prisoners, however, were kept at a distance from them, without the least covering to protect their naked bodies from the scorching rays of a vertical sun by day, and the chilling effect of heavy dews at night. A spare sail, which was lying useless on the quay, being refused them by Captain Edwards, they tried the experiment of burying themselves neck-deep in the sand, which caused the skin to blister and peel off from head to foot, as though they had been immersed in scalding water. The excruciating torture which they suffered from thirst, aggravated as it had been by involuntarily swallowing salt water, whilst swimming from the wreck, was, if possible, increased by the sight of rain, and their total inability to catch any of it. Exposed in this manner to alternate heat and cold, in the latitude of 11. S. some conception may be formed of their sufferings, but words will be found wanting to describe them.

The damages sustained by one of the boats having been repaired, and such other preparations made for their voyage as circumstances would admit, the whole party embarked at noon on the 31st Aug. and proceeded towards Coupang, where they arrived in a miserable condition at 5 P. M. on the 16th of the following month. Whilst there, Mr. Heywood and the other prisoners were closely confined in the castle ; but, although for several days treated with great rigour by their Dutch gaolers, they do not at any time appear to have suffered so many privations at once, as when in the sole custody of a British Captain !

The mutability of human greatness was excellently portrayed whilst the Pandora's officers remained at Coupang,—a captive King in chains being compelled to blow the bellows for the English armourer, whilst he was employed forging bolts and fetters for his own countrymen. See *Hamilton's Account of the Pandora's Voyage*, p. 146.

From Coupang they were conveyed in the Rembang, a badly found and worse managed Dutch Indiaman, to Samarang, and Batavia, at which latter place they anchored on the 7th Nov., after a very dangerous passage of 33 days, the ship being twice nearly driven on shore, and proving so leaky as to render it necessary for every person on board to work at the pumps—a species of liberty which the prisoners were allowed to enjoy until their strength entirely failed them, when they were again placed in irons and suffered to rest their weary limbs on an old sail, alternately soaked with rain, salt water, and the drainings of a pig-stye under which it was spread.

At Batavia Captain Edwards distributed the purchase money of the schooner among his people, in order that they might furnish themselves with nankeen apparel; and the prisoners, having their hands at liberty, availed themselves of this opportunity to obtain some articles of clothing, by making straw hats for sale, and acting as tailors to those who had thus become comparatively rich by the produce of their labour as shipwrights. It was in a suit thus purchased that Mr. Heywood arrived at Spithead, after an absence of four years and a half all but four days. The patience, fortitude, and manly resignation evinced by him at that early period of life, were such as excited the admiration of his family and friends; and may be inferred from the following passages contained in letters written by him at a period when charged by his persecutor, Lieutenant Bligh, with the crimes of *ingratitude*, mutiny, and desertion—charges sufficient to shake the strongest nerves.

“ *Batavia, Nov. 20, 1791.*

“ I am afraid to say a hundredth part of what I have got in store, for this is written by stealth, as the use of pens, ink, and paper, is denied me. * * * * My sufferings I have not power to describe; but though they are great, yet I thank God for enabling me to bear them without repining! I endeavour to qualify my affliction with these three consider-

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ations, first, my innocence, not deserving them ; secondly, that they cannot last long ; and third, that the change may be for the better. The first improves my hopes ; the second, my patience ; and the third, my courage. I am young in years, but old in what the world calls adversity : and it has had such an effect as to make me consider it the most beneficial incident that could have occurred at my age. It has made me acquainted with three things which are little known, and as little believed, by any but those who have felt their effects. 1st, the villainy and censoriousness of mankind ; 2d, the futility of all human hopes ; and, third, the happiness of being content in whatever station it may please Providence to place me. In short it has made me more of a philosopher than many years of a life spent in ease and pleasure could have done.

“ As they will no doubt proceed to the greatest lengths against me, I being the only surviving officer, and they most inclined to believe a prior story ; all that can be said to confute it will probably be looked upon as mere falsity and invention. Should that be my unhappy case, and they resolved upon my destruction as an example to futurity, may God enable me to bear my fate with the fortitude of a man, conscious that misfortune, not any misconduct, is the cause, and that the Almighty can attest my innocence. Yet why should I despond ? I have, I hope, still a friend in that Providence which hath preserved me amidst many greater dangers, and upon whom alone I now depend for safety. God will always protect those who deserve it. These are the sole considerations which have enabled me to make myself easy and content under my past misfortunes.

“ Though I have been nearly eight months in close confinement, in a hot climate, I have preserved my health in a most surprising manner, without the least indisposition, and am still perfectly well, in head as well as body ; but without any cloathing except one shirt and a pair of trowsers*. I have, thank God, a contented mind, and am entirely resigned to his divine will, which enables me to soar above the reach of unhappiness. You will, most probably, hear of my arrival in England before I can again write to you, which I most earnestly long for an opportunity of doing at length, that I may explain things which it is not now in my power to mention. Yet, I hope this will be sufficient to undeceive those who have been so ungenerous as to declare me criminal, as well as those who have been credulous enough to believe their undeserved aspersions. I send this by one of the Pandora's men, who is to sail from hence shortly in the first ship ; we shall follow in about a week after, and I expect to see England in about seven months.”

The Pandora and Bounty's people were conveyed from Batavia to the Cape of Good Hope in three Dutch ships, each division under the charge of a Lieutenant. During that voyage the prisoners slept on bare planks, and were ordered to be victualled in the following manner, viz. three

* Those were furnished him by two generous young sailors belonging to the ship, previous to his obtaining any by the means above mentioned.

pounds of execrable meat ; one pound and a half of stock fish ; the same weight of tamarinds and sugar ; gee, and rancid oil, of each half a pint ; and one pint of vinegar, per man, *every fortnight* :—two drams of arrack, equal to one-third of a pint, *per day* :—and an equally scanty proportion of the very worst rice, instead of bread. Miserable as this allowance was, the Dutch pursers contrived to distribute it in such a manner as to make fourteen rations last for sixteen days !

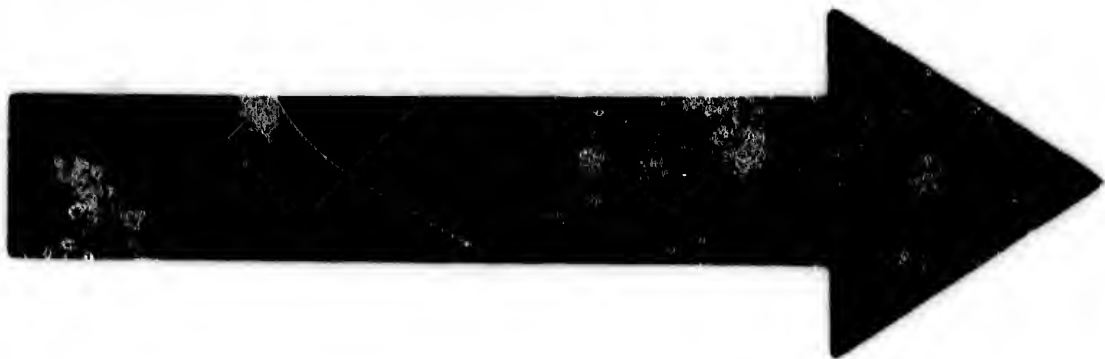
Mr. Heywood was removed into the Gorgon, of 44 guns, lying in Table Bay, March 19, 1792 ; and from that period till his arrival in England he appears to have been allowed the inestimable indulgence of walking upon deck for six or eight hours every day, whilst at other times he was only confined with one leg in irons. On the 21st of June, two days after his return to Spithead, he was transferred to the Hector 74, commanded by Captain (now Sir George) Montagu, who treated him with the greatest humanity both before and after his trial, which took place in September following, when we find him delivering the following address in vindication of his character :

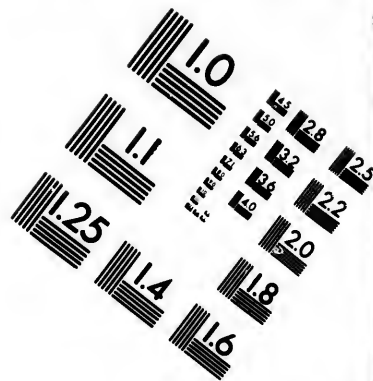
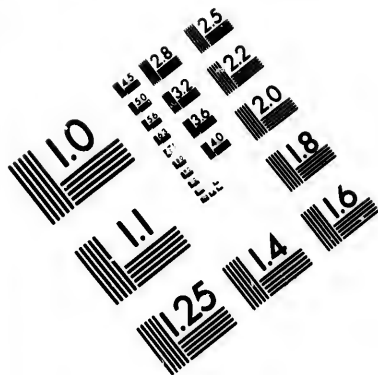
“ I call that God to witness, before whose awful tribunal I must one day appear, that I was entirely ignorant of the mutiny, which happened on board his Majesty's ship *Bounty*, previous to its perpetration on the morning of the 28th of April, 1789, or any circumstances relative to it.

“ On the preceding evening, Monday, at eight o'clock, I went upon deck, and kept the first watch, with Mr. John Fryer, the master, who ordered me to keep the look-out upon the fore-castle ; and I remained there till past twelve o'clock, when I was relieved by Mr. Edward Young, a Midshipman, upon which I went down below into my berth, situated on the larboard side of the main hatchway, and slept in my hammock till about an hour after day-light, (perhaps it might have been earlier, I cannot positively tell) when I awoke, and laying my cheek upon the side of my hammock, chanced to look into the hatchway, where I saw Matthew Thompson, seaman, sitting upon an arm-chest, which was there secured, with a drawn cutlass in his hand ; and as I knew him to be a man who had kept the middle watch, with Mr. William Peckover, the gunner, I was struck with surprise at a sight so unusual. Unable to conjecture the reason of his being there at so early an hour, I immediately got out of bed, went to the side of the berth, and asked him what he was doing there ? Upon which he replied, ‘ that Mr. Fletcher Christian had taken the ship from the Captain, whom he had confined upon deck, and was going to carry him home as a prisoner ; and that they should have more provisions and better usage than before.’ Mr. Elphinstone, one of the Master's Mates, who was lying awake in his hammock, which hung at the outside

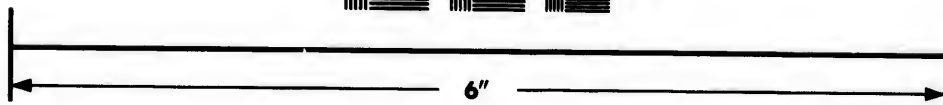
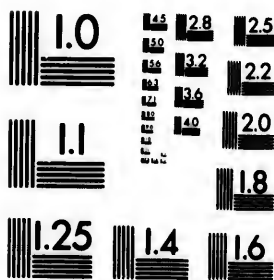
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of the opposite berth, likewise heard what this man said to me. I immediately dressed myself, and went up the fore hatchway: having got upon the booms on the larboard side, I walked aft as far as the quarter of the boat, and saw the Captain standing on the larboard side of the quarter-deck, a little before the binnacle, in his shirt, with his hands tied behind him, and Mr. Christian standing on the right hand side of him, with a drawn bayonet in his hand, and a small pistol in his pocket. He (Mr. Christian) was giving orders to Mr. Cole, the boatswain, to hoist the large cutter out, the small one having been got out some time before. Upon this, I came a little farther forward, and crossing over to the other side, saw Mr. Christian beckon to Mr. Thomas Hayward, who, with Mr. John Hallet, was standing on the quarter-deck, between the two 4-pounders; he said to him, 'Get yourself ready to go in the boat, Sir.' Mr. Hayward made answer, 'Why? Mr. Christian, what harm did I ever do you that you should be so hard upon me? I hope you won't insist upon it.' Mr. Christian repeated the same order to him, and to Mr. Hallet, who seemed to be in tears, and answered, 'I hope not, Sir.' Hearing this, and being afraid that if I came in his sight he might give me similar orders, which I feared very much, because I had just before asked one of the men, whom I saw with a musket in his hand, why they were getting the boats out? and he answered, 'that the Captain, with some individuals, were to be sent on shore at Tofoa, in the launch; and he believed that all the rest who were not of Mr. Christian's party, might either accompany them, or remain on board and be carried to Otaheite, where they would be left among the natives, as the ship was going there, to procure refreshments and stock, to take to some unknown island, in order to form a settlement.' Hearing this, I was so perplexed and astonished, that I knew not what to do or think; but sat down on the gunwale of the ship, on the starboard side, just under the fore shrouds, and weighed the difference of those two dreadful alternatives in my mind. I considered that the Indians at Tofoa, being of the same stock as those at Annamooka, appeared to me to be a very savage sort of people when unawed by the sight of fire-arms, and from whom nought but death could be expected, in order to facilitate their obtaining possession of the boat, and whatever she might contain of most value to them; thinking also, that their natural ferocity might be sharpened and increased to revenge by the treatment some of the chiefs of Annamooka had received on board the ship, two days before, when we left that island, as they had been confined on board, in order to make them produce a hapnel which had been stolen; the news of which, I made no doubt, had by this time reached Tofoa; and besides, I considered that a small boat, deeply laden with a number of men, and provisions for their sustenance, would be a very precarious and forlorn hope to trust life to, in sailing across so vast an expanse of ocean as lay between that island and the nearest civilized port: that in pursuing this plan, death appeared to me inevitable in the most horrid and dreadful form of starvation. On the other hand, I knew the natives of Otaheite, from the experience I had had of them during a stay of twenty-three weeks on shore there, to be re-





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markably friendly and hospitable to strangers; and by their kind assistance and benevolence, I had some hopes, if I could get there, that my life might be preserved till a ship arrived from England, which I doubted not would be the case if the *Bounty's* absence greatly exceeded the limited time for her return to Europe. This appeared to me the only course by which I could ever expect to revisit my native country, or even to preserve my life. Thus, self-preservation, that first law of nature, was the sole motive that induced me to resolve upon the latter alternative. Having sat on the gunwale till the large cutter was over the side, I saw some of the people clearing the launch of the yams which had been stowed in her, among whom was Mr. Thomas Hayward; I went into her to assist, at the desire of Mr. Cole, the boatswain; and after being there a short time, Mr. Hayward asked me what I intended to do in the present situation of affairs? I answered, 'To remain in the ship;' and said, 'do you imagine I would voluntarily throw my life away?' Upon which he replied, "'Aye, I wish I might have that liberty granted me, but Christian has ordered me to get into the boat.' I then told him my reasons for wishing to remain in the ship, which I have just now fully explained: I likewise told the same to George Simpson, who was a man that I regarded, as he had washed for me, and had taken great pains to instruct me in several parts of practical seamanship: he was present in the launch at the time when I was talking with Mr. Hayward, and must have heard all that passed betwixt us.

"I next saw Mr. Fryer, the Master, who I understood had been confined in his cabin, but was recently permitted to come on the quarter-deck, step towards Mr. Christian on the larboard side: I was then sitting upon the fore part of the booms, on the starboard side of 'no man's land,' and though I could not hear what he said to Mr. Christian upon his first coming up, yet a little while after I could distinctly hear him say these words: 'Why, Mr. Christian, you had better let me stay in the ship, for you certainly will not know what to do with her.' I did not hear what answer Christian made, but Mr. Fryer was soon after forced down into his cabin again. The Master being now the third officer, besides Mr. Samuel, the Captain's Clerk, who had asked permission to remain in the ship, or at least upon receiving orders to go in the boat had shewn such reluctance as made it appear they secretly wished it might be otherwise; and knowing them all to have had long experience in the naval service, I assured myself that their desire to remain was not improper; and it served to convince me, that in our present situation, my intentions to do so were likewise blameless. I was confirmed in this opinion by Mr. Bligh's telling several of the men who were endeavouring to follow him into the launch, 'For God's sake, my lads, don't any more of you come into the boat; I'll do you justice if ever I should get home.' Thus he prevented them, and they remained in the ship.

"Perhaps it may be asked, why I did not go to Captain Bligh, and tell him that I intended to remain in the ship, and my reasons for it, as some

• This, the reader will observe, was a repetition of the promise he had made previous to his being forced into the launch. See p. 756.

others did?—To which, with the utmost integrity of heart, the true dictates of which I now express, I can answer, that being but young, not then sixteen years of age, and sent out under the immediate care and protection of Captain Bligh, it being my first voyage to sea, it occurred to me he would have thought me too inexperienced to judge for myself in an affair of such moment, and have ordered me to accompany him, which I certainly would have done if he had sent to me to do so, notwithstanding the idea I was so strongly impressed with, that a miserable and untimely end would have been the consequence, which I firmly believed, at that time, must inevitably have been the fate of all those who went in the launch. Thus circumstanced, therefore, and being convinced that it was only compulsion, which caused some of the officers to go in the boat, and not any wish of their own that had influenced them; I thought it would be something like an act of suicide on my part to go in her voluntarily, by being in some measure accessory and consenting to my own death, which I supposed must have taken place if I had gone, either from the savage fury of the natives on shore, or from the dangers that awaited the launch from so long a voyage as she must have made to arrive at the nearest civilized settlement.

“ Though I did not request any of the persons to whom I communicated my intentions of remaining in the ship to inform Captain Bligh of my determination, yet it is natural to suppose, that some one or other of them, if asked by him concerning me, when in the boat, would have told him my reasons for remaining behind*.

“ I do most solemnly declare, that, during the whole time I was upon deck, I was in nowise accessory to, or aiding in any respect whatever in the most trivial act tending to mutiny, or mutinous proceedings, either in word or deed, nor in any shape advise or encourage any other person whatsoever so to do—but, on the contrary, it was my most ardent wish that some of those officers who were upon deck would make some endeavour to retake the ship, which if any of them had attempted, I certainly would with the greatest satisfaction, and all the alacrity in my power, have followed their example; yet, I must candidly confess, that as I saw persons so much older and more experienced than myself, quite backward in taking such measures, it made me entertain too mean an opinion of my own abilities, being a mere boy in comparison with them, to have had the presumption to think that any step I could take singly, young as I was, could have had the least shadow of success; although, at the same time, I did hope that my feeble endeavours to assist, when added to their knowledge and experience, if put in force, would have had some effect. I therefore waited in hope and silent expectation, that through their means affairs might have taken a different turn, without shewing any outward appearance of what I so ardently wished; but the boat quitted the ship without any such exertions being made.

“ When nearly all the officers and men who went away had got into the

* It is probable that some of those persons informed Lieutenant Bligh of Mr. Heywood's determination, without stating the reasons he had assigned.

launch along-side, and as I was standing upon the booms on the starboard side, abreast of the main hatchway, Charles Churchill, the master-at-arms, came up to me, with a bayonet and cartouch-box buckled round his waist, and a small pistol, (the same which I had before seen sticking out of Christian's pocket) in his hand, and said to me, 'What are *you* going to do?' I answered what I thought leaned to the side of rectitude, and added, 'I think I shall remain in the ship.' Just then Mr. George Stewart came towards me, and asking the same question, I gave him a similar answer. But he said, 'Don't think of it; for, if you stay, you'll incur an equal portion of guilt with the mutineers, though you've no hand in the mutiny—come down to the berth with me; let us get two or three necessaries, and go in the launch with the Captain.' Churchill then turned to him, and said, 'Why, Mr. Stewart, I thought you had been a man of more spirit:' to whom he replied, 'yes, Churchill, but I won't bite off my nose to be revenged upon my face.' I knowing Mr. Stewart to be an experienced naval officer, was at once persuaded by him; yet I had some doubts of his knowledge when I called to mind the wishes of the other officers, (so similar to my own, to remain in the ship) who ought likewise to know as well; I was, therefore, in the most painful dilemma. However, taking his advice, I jumped down the hatchway with him, but no sooner had we got into our berth, than Churchill called down to Matthew Thompson, the sentry over the arm-chest, saying, 'Don't let either of them come out of the berth till I give you orders.' Mr. Stewart having taken his pocket book out of his chest, attempted to leave the berth; but Thompson pointed a pistol towards his breast, saying, 'Don't you hear the orders I have just received, you had better stay where you are.' Mr. Stewart then hailed Churchill, and said, 'If you won't let us go, I desire you'll inform the Captain that we are detained by force.' To which he replied, 'Aye, aye, I'll take care of that.' I remained in the berth till Churchill told Thompson to let me come upon deck, but the launch was then far astern *."

Mr. Heywood, in the succeeding portion of his defence, gives a brief account of his sufferings in consequence of the rash and unjustifiable conduct of Mr. Christian; after which, and describing in the most pathetic manner his anxiety for the safety of those who had been so inhumanly turned adrift, he proceeds as follows:

"Immediately on the arrival of the Pandora, I voluntarily, and without any reluctance or hesitation, resigned myself to Captain Edwards, who confined me as a prisoner in irons, until the ship was lost in Endeavour Straits, on the 29th Aug. 1791, when I had a very narrow escape of going

* Mr. Stewart was no sooner released than he demanded of Christian the reason of his detention; upon which the latter denied having given any directions to that effect, and his assertion was corroborated by Churchill, who declared that he had kept both him and Mr. Heywood below, knowing it was their intention to go away with Bligh; "in which case," added he, "what would become of us if any thing should happen to you; who is there but yourself and them to depend upon in navigating the ship?"

down with her in fetters. We were upwards of a fortnight in the boats before we reached Coupang, during which time we suffered much from hunger and thirst, and encountered innumerable perils and dangers. We sailed from thence on the 5th of October, and arrived at Batavia about a month afterwards. It is well known by what means we have arrived since in England.

"I have now concluded my most melancholy narrative, the truth of which I do most solemnly attest; and after hearing the relation of the distressed situation I was placed in, and all the motives which induced me to remain in the ship, if a candid and impartial hearer should be able to distinguish the least criminality, I can then advance nothing further in my own defence, but must, with the most profound respect and humility, throw myself upon the mercy of the honourable Gentlemen of which this tribunal of earthly justice is composed; trusting, that in pity and commiseration to my youth, the short period I have been in the service, and the many hardships and dangers I have undergone, during a grievous confinement of nearly eighteen months, they will impute the whole to my ignorance and inexperience, and will be inclined to shew an instance of merciful clemency to their most submissive, and truly unfortunate PRISONER."

In the naval service it is a well understood axiom, "that those who are not for us, are against us;" and according to the tenor of martial law, however severe it may appear to civilians, the man who stands neuter, in cases of mutiny, is equally culpable with him who lifts his arm against his superior. In short, a military tribunal must either fully acquit, or sentence the prisoner to death; there is no medium between perfect innocence and absolute guilt. The strong points of Mr. Heywood's defence were his extreme youth and consequent inexperience, and his voluntary surrender to the Pandora's Captain immediately on that ship's arrival at Otaheite; but these proved insufficient, as will be seen by the following extract from a letter written by him to the Rev. Dr. Patrick Scott, a friend of his afflicted family, dated on board the Hector, Sept. 20, 1792:

"Honoured and dear Sir,—On Wednesday, the 12th instant, the awful trial commenced, and I now communicate to you the melancholy issue of it, which, as I desired my friend Mr. Graham to inform you of immediately, will be no dreadful news to you. The morning lours, and all my hope of *worldly* joy is fled far from me! On Tuesday, the 18th inst. the dreadful sentence of *death* was pronounced upon me! to which (being the decree of that Divine Providence who first gave me breath) I bow my devoted head, with that fortitude, cheerfulness, and resignation, which is the duty of every member of the church of our blessed Saviour and Redeemer CHRIST JESUS! To him alone I now look up for succour, in full hope, that perhaps a few days more will open to the view of my astonished and fearful soul his kingdom of eternal and incomprehensible bliss, prepared

only for the righteous of heart. I have not been found guilty of the slightest act of the detestable crime of mutiny, but am doomed to die for not being active in my endeavours to suppress it. Could the witnesses who appeared on the court-martial be tried, *they* would also suffer for the same and only crime of which I have been guilty—but I am to be the victim!

* * * * *

As this is too tender a subject for me to inform my unhappy and distressed mother and sisters of, I trust, dear Sir, you will either shew them this letter, or make known to them the truly dreadful intelligence, in such a manner as, assisted by your wholesome and paternal advice, may enable them to bear it with Christian fortitude. The only worldly feelings I am now possessed of are for their happiness and welfare; but even these, in my present situation, I must endeavour, with God's assistance, to eradicate from my heart. How hard soever the task! I must strive against cherishing any temporal affections. Endeavour, dear Sir, to mitigate my afflicted mother's sorrow; give my everlasting duty to her, and unabated love to my disconsolate brothers and sisters, and all the other relatives I have; encourage them, by my example, to bear up with fortitude, and resignation to the divine will, under their load of misfortunes, almost too great for female nature to support; and teach them to be fully persuaded that all hopes of happiness *on earth* are vain! As to myself, I still enjoy the most easy serenity of mind, and am, dearest Sir, your greatly indebted and most dutiful, but ill-fated

(Signed) "PETER HEYWOOD*."

The gentleman alluded to above was the late Aaron Graham Esq. formerly a Purser, R. N. and afterwards well known and deservedly respected for his vigilance and integrity as a police magistrate in London. His communication fortunately reached Dr. Scott by the same packet that conveyed Mr. Peter Heywood's letter; and the worthy divine was thereby enabled to assure his distressed friend that her beloved son was not only considered innocent by all who had attended his trial, but that his enlargement and speedy restoration to her arms might confidently be expected. The following is an exact copy thereof:

"*Portsmouth, Tuesday, Sept. 18, 1792.*

"Sir,—Although a stranger, I make no apology for writing to you. I have attended and given my assistance at Mr. Heywood's trial, which was finished, and the sentence passed, about half an hour since. Before I tell you what is the sentence, I must inform you that his life is safe, notwithstanding it is at present at the mercy of the King, to which he is in the *strongest* terms recommended by the *Court*. That any unnecessary

* Mr. Heywood, senior, paid the debt of nature on the 6th of Feb. 1790, and was thereby spared the heart-rending affliction to which his unhappy widow was doomed.

fears may not be productive of misery to the family, I must add, that the King's Attorney General, who with Judge Ashurst attended the trial, desired me to make myself perfectly easy, for that my friend was as safe as if he had not been condemned! I would have avoided making use of this dreadful word—but it must have come to your knowledge, and, perhaps, unaccompanied by others of a pleasing kind. The mode of communication to his mother and sisters I must leave to your discretion; and shall only add, that, although from a combination of circumstances, ill-nature, and mistaken friendship, the sentence is in itself terrible, yet it is incumbent on me to assure you, that from the same combination of circumstances, every body who attended the trial is perfectly satisfied in his own mind, *that he was hardly guilty in appearance*—in intention he *was perfectly innocent*. I shall of course write to Commodore Pasley, whose mind, from my letter to him of yesterday, must be dreadfully agitated, and take his advice about what is to be done, when Mr. Heywood is released. I shall stay here till then; and my intention is afterwards to take him to my house in town, where I think he had better stay till one of the family calls for him, as he will require a great deal of tender management after all his sufferings; and it would perhaps be a necessary preparation for seeing Mrs. Heywood, that one or both of his sisters should be previously prepared to support her upon so trying an occasion. I can only say that they would make me very happy in taking the charge out of my hands; and if to spend a few days in London will not be disagreeable to them, I have a daughter, who, though young, will feel herself bound to make their stay, however short it may be, as agreeable as possible. I have the honor to be, &c.

(Signed)

“A. GRAHAM.”

In a subsequent letter from the same gentleman to Dr. Scott, we find the following passage:

“It will be a great satisfaction to his family to learn that the declarations of some of the other prisoners, since the trial, put it past all doubt that the evidence upon which he was convicted must have been, to say nothing worse of it, an unfortunate belief on the part of the witness, of circumstances, which either never had existence, or were applicable to another gentleman who remained in the ship, and not to Mr. Heywood.”

The points of evidence alluded to by Mr. Graham were as follow:—1st. That Mr. Peter Heywood assisted in hoisting out the launch. 2d. That he was seen by the Carpenter resting his hand upon a cutlass. 3d. That upon being called to by Lieutenant Bligh, he laughed. And, 4th, That he remained on board the *Bounty*, instead of accompanying Lieutenant Bligh in the launch. Mr. Heywood's comments on this evidence are here submitted to the reader's consideration,

in the exact form in which they were transmitted by him to Lord Chatham, then presiding at the Admiralty.

“Peter Heywood’s Remarks upon material parts of the Evidence which was given at his Trial on board the *Duke*, in Portsmouth Harbour.

“First, *That I assisted in hoisting out the Launch*.—This boat was asked for by the Captain and his officers, and whoever assisted in hoisting her out were their friends; for if the Captain had been sent away in the cutter (which was Christian’s first intention), he could not have taken with him more than nine or ten men, whereas the launch carried *nineteen*. The Boatswain, the Master, the Gunner, and the Carpenter say, in their evidence, that they considered me as helping the Captain on this occasion*.

“Second, *That I was seen by the Carpenter resting my hand upon a cutlass*.—I was seen in this position by no other person than the Carpenter—no other person therefore could have been intimidated by my appearance. Was the Carpenter intimidated by it?—No. So far from being afraid of me, he did not even look upon me in the light of a person armed, but pointed out to me the danger there was of my being thought so, and I immediately took away my hand from the cutlass, upon which I had very innocently put it when I was in a state of stupor. The Court was particularly pointed in its enquiries into this circumstance, and the Carpenter was pressed to declare, upon the oath he had taken, and after maturely considering the matter, whether he did at the time he saw me so situated, or had since been inclined to believe, that, under all the circumstances of the case, I could be considered as an *armed man*—to which he unequivocally answered—No; and he gave some good reasons (which will be found in his evidence) for thinking that I had not a wish to be armed during the mutiny. The Master, the Boatswain, the Gunner, Mr. Hayward, Mr. Hallet, and John Smith, (who with the Carpenter were all the witnesses belonging to the *Bounty*) say, in their evidence, that they did not, *any of them*, see me armed; and the Boatswain and Carpenter further say, in the most pointed terms, that they considered me to be one of the Captain’s party, and *by no means* as belonging to the mutineers: and the Master, the Boatswain, the Carpenter, the Gunner all declare that, from what they observed on my conduct during the mutiny, and from a recollection of my behaviour previous thereto, they were convinced I would have afforded them all the assistance in my power if an opportunity had offered to retake the ship.

“Third, *That upon being called to by the Captain, I laughed*.—If this

* On the 4th July, 1792, Mr. Heywood received a letter from Mr. Fryer, the master, containing these words: “Keep your spirits up, for I am of opinion no one can say you had an active part in the mutiny; and be assured of my doing you justice when called upon.”

was believed by the Court it must have had, I am afraid, a very great effect upon its judgment; for if viewed in too serious a light, it would seem to bring together and combine a number of trifling circumstances, which by themselves could only be treated merely as matters of suspicion. It was no doubt, therefore, received with caution, and considered with the utmost candour. The countenance I grant, on some other occasions, may warrant an opinion of good or evil existing in the mind; but on the momentous events of life or death, it is surely by much too indefinite and hazardous even to listen to for a moment. The different ways of expressing our various passions are, with many, as variable as the features they wear. Tears have often been, nay generally are, the relief of excessive joy, while misery and dejection have many a time disguised themselves in a smile; and convulsive laughs have betrayed the anguish of an almost broken heart. To judge therefore the principles of the heart by the barometer of the face, is as erroneous as it would be absurd and unjust. This matter may likewise be considered in another point of view. Mr. Hallet says I laughed in consequence of being called to by the Captain, who was abaft the mizen-mast, while I was upon the platform near the fore hatchway—a distance of more than 30 feet. If the Captain intended I should hear him, and there can be no doubt that he wished it, if he really called to me, he must have exerted his voice, and very considerably too, upon such an occasion, and in such a situation, and yet Mr. Hallet himself, who, by being upon the quarter-deck could not have been half the distance from the Captain that I was—even he, I say, could not hear what was said to me:—how then, in the name of God, was it possible that I should have heard the Captain at all, situated as I must have been, in the midst of noisy confusion? And if I did not hear him, which I most solemnly aver to be the truth, even granted that I laughed (which, however, in my present awful situation, I declare I believe I did not), it could not have been at what the Captain said. Upon this ground, then, I hope I shall stand acquitted of this charge; for if the crime derives its guilt from the knowlege I had of the Captain's speaking to me, it follows of course, that if I did not hear him speak there could be no crime in my laughing. It may, however, very fairly be asked, why Mr. Hallet did not make known that the Captain was calling to me? His duty to the Captain, if not his friendship for me, should have prompted him to it; and the peculiarity of our situation required this act of kindness at his hands. I shall only observe further upon this head, that the Boatswain, the Carpenter, and Mr. Hayward, who saw more of me than any other of the witnesses, did say in their evidence that I had rather a sorrowful countenance on the day of the mutiny.

“Fourth, *That I remained on board the ship, instead of going in the boat with the Captain.*—That I was at first alarmed, and afraid of going into the boat, I will not pretend to deny; but that afterwards I wished to accompany the Captain, and should have done it, if I had not been prevented by Thompson, who confined me below, by the order of Churchill, is clearly proved by the evidence of several of the witnesses.

The Boatswain says, that just before he left the ship I went below, and in passing him said something about a bag,—(it was that I would put a few things into a bag and follow him); the Carpenter says he saw me go below at this time; and both those witnesses say, that they heard the master-at-arms call to Thompson ‘to keep them below.’ The point, therefore, will be to prove to whom this order, ‘keep them below,’ would apply. The Boatswain and Carpenter say they have no doubt of its meaning me as one; and that it must have been so I shall have very little difficulty in shewing, by the following statement :

“There remained on board the ship after the boat put off, 25 men. Messrs Hayward and Hallet have proved that the following men were under arms:—Christian, Hillbrant, Millward, Burkitt, Muspratt, Ellison, Sumner, Smith, Young, Skinner, Churchill, M’Koy, Quintal, Morrison, Williams, Thompson, Mills, and Brown—in all 18. The Master, and upon this occasion I may be allowed to quote from the Captain’s printed narrative, mentions Martin as one; which makes the number of armed men 19, none of whom, we may reasonably suppose, were ordered to be kept below. Indeed Mr. Hayward says that there were at the least 18 of them upon deck when he went into the boat; and if Thompson, the centinel over the arm-chest, be added to them, it exactly agrees with the number above named: there remains then 6, to whom Churchill’s order, ‘Keep them below,’ might apply, viz. Heywood, Stewart, Coleman, Norman, M’Intosh, and Byrne.

“Could Byrne have been one of them? *No*, for he was in the cutter alongside. Could Coleman have been one of them? *No*, for he was at the gangway when the Captain and officers went into the launch, and aft upon the taffrail when the boat was veered astern. Could Norman have been one of them? *No*, for he was with Coleman, speaking to the Captain and the officers. Could M’Intosh have been one of them? *No*, for he was with Coleman and Norman, desiring the Captain and the officers to take notice that they were not concerned in the mutiny*. It could then have applied to nobody but Mr. Stewart and myself: and by this order of Churchill’s, therefore, was I prevented from going with the Captain in the boat.

“The foregoing appear to me the most material points of evidence on the part of the prosecution. My defence being very full, and the body of evidence in my favour too great to admit of observation in this concise manner, I shall refer for an opinion thereon to the minutes of the court-martial.

(Signed)

“ P. HEYWOOD.”

We have reason to believe that these comments produced as great an effect upon the mind of Lord Chatham, as even the recommendation to royal mercy, which had been forwarded by Mr. Heywood’s judges. Certain it is, that they

* See the *Bounty’s Voyage*, p. 157.

greatly accelerated his restoration to liberty, which took place Oct. 27, 1792.

The King's *free and unconditional* pardon having been read to Mr. Heywood by Captain Montagu, he addressed that officer in the following terms, the sincerity of which has been amply proved by his subsequent conduct :

" Sir,—When the sentence of the law was passed upon me, I received it, I trust, as became a Man ; and if it had been carried into execution, I should have met my fate, I hope, in a manner becoming a Christian. Your admonition cannot fail to make a lasting impression on my mind.—I receive with gratitude my Sovereign's mercy, for which my future life shall be faithfully devoted to his service."

Digressing for a moment from our "straight forward" course, we shall here introduce an extract from a letter written by one of Mr. Peter Heywood's brothers, describing his serenity of mind during the awful period of five weeks and four days, that elapsed between his trial and liberation.

" While I write this, Peter is sitting by me, making an Otaheitean vocabulary, and so happy and intent upon it that I have no opportunity of saying a word to him. I assure you he is at present in excellent spirits, and I am perfectly convinced they get better and better every day *."

It will be seen by the foregoing statement of undeniable facts, that Mr. Peter Heywood's professional *debut* was a most unpromising one ; yet, ultimately, the misfortunes of his youth proved highly beneficial to him. The greater part of those distinguished officers who had sat as members of the court-martial, justly considering him much more unfortunate than criminal, extended their patronage to him immediately after his release, and through their good offices and

* The vocabulary alluded to by Mr. James Heywood, proved highly useful to the missionaries who were afterwards sent to Otaheite, and is thus spoken of at p. 13 of the "Duff's Voyage."

" An ingenious clergyman of Portsmouth kindly furnished Dr. Haweis and Mr. Greatheed with a manuscript vocabulary of the Otaheitean language, and an account of the country, which providentially he preserved from the mutineers who were seized by the Pandora, and brought to Portsmouth for their trial, which was of unspeakable service to the missionaries, both for the help which it afforded them to learn before their arrival much of this unknown tongue, and also as giving the most inviting and encouraging description of the natives, and the cordial reception which they might expect."

his own meritorious behaviour, he was subsequently advanced, step by step, to the rank he at present holds. The duties which have fallen to his share he has ever performed with a zeal not inferior to that of any other officer in the service, and entirely to the satisfaction of his superiors. The young men who have had the honor of serving under him, many of whom now enjoy commissions, will readily and gratefully acknowledge that, both by precept and his own example, he invariably endeavoured to form their characters, as men and officers, on the solid principles of religion and virtue. In short, we do not hesitate to say, that his King and Country never had a more faithful servant, nor the naval service a more worthy and respectable member.

It is very natural to suppose that Mr. Heywood, after his release, would lose no time in hastening to the arms of his family, whose emotions on seeing him again at liberty, and that with an unblemished reputation, may readily be conceived. By their affectionate treatment, his health, which had been greatly impaired through long confinement and unmerited sufferings, was at length completely re-established; and on the 17th May, 1793, we find him joining the *Bellerophon*, a third rate, bearing the broad pendant of his uncle Commodore Pasley, who, previous to the court-martial, had taken great pains to investigate the circumstances attending the *Bounty's* mutiny, and in letters written by him to Mrs. Heywood, expressed his perfect conviction of the innocence of her son.

We should here state that Lord Hood, who presided at Mr. Heywood's trial, had earnestly recommended him to embark again as a Midshipman without delay, and offered to take him under his own immediate patronage, in the *Victory* of 100 guns. This proposal, however, was declined by Commodore Pasley, who soon after placed him under the protection of the Hon. Captain Legge, then commanding the *Niger* frigate, with whom he served as Master's Mate till the 23d Sept. following, when he was received on board the *Queen Charlotte*, a first rate, bearing the union flag hoisted by Earl Howe, as commander-in-chief of the Channel or grand fleet.

In that ship Mr. Heywood served as Signal Midshipman

and Master's Mate, under his Lordship's own eye, and the respective commands of Sir Hugh C. Christian and Sir Andrew Snape Douglas, who together with Sir Roger Curtis, the Captain of the Fleet, were members of his court-martial, and who all gave him the most flattering proofs of their esteem and approbation, not only whilst he served with them, but as long as they severally continued in existence.

In the actions with the French fleet, May 28 and 29, and June 1, 1794, Mr. Heywood did his duty on the quarter-deck as an *aid-du-camp* to Sir Andrew S. Douglas *; and after the return of the victorious fleet to Spithead, he had the honor to be selected as one of the two Midshipmen appointed to attend the side whenever his late Majesty visited the Queen Charlotte, or went to and fro in her barge.

Some doubts having arisen about this period as to the propriety of giving naval rank to a person who had been placed in Mr. Heywood's late critical situation, his friend Sir Roger Curtis was kind enough to consult an eminent lawyer, whose opinion on that subject we now lay before our readers.

“ July 27, 1794.

“ The warrant for the execution of some of the offenders, and the pardon of Mr. Heywood, states the charge to have been ‘ for mutinously running away with the armed vessel the Bounty, and deserting from his Majesty's service.’ This you will find to be the 15th in the catalogue of offences enumerated in the act of 22 Geo. II. c. 33; and it is thereby enacted that the offender *shall suffer death*. Nothing is said of any incapacities whatever, and indeed it would have been strange to have superadded incapacities to a capital punishment.

“ The judgments which a court-martial is empowered by that act to pronounce are of three distinct kinds: the one discretionary; another capital; and a third, incapacity ever to serve in the navy. The last (except so far as it is included in discretionary sentences) is enacted in one instance only, namely the 18th, which respects the taking on board any other goods than gold, silver, jewels, &c. Upon this state of things it should seem clear, that Mr. Heywood having received judgment of death, the *only* judgment which the act empowers the court-martial to pronounce, and his Majesty having been pleased to dispense with the execution of that sentence, the plain principle of the *Common Law* ought to take place, by which Mr. Heywood is in point of *capacity* to hold any station, civil or military, no way *now* distinguished from any other subject.

* See Vol. II. Part I. note at p. 54.

You will moreover observe, that the directions of this act must be literally observed, being in a matter highly penal, and that no disabilities or incapacities can be introduced by *inference*. I should myself clearly conceive, that an offence attended with judgment of death, having been pardoned by his Majesty, the supposed offender is in this case, in the same situation as if no such judgment had ever been passed."

In Aug. 1794, Earl Howe gave Mr. Heywood an order to act as a Lieutenant on board the *Robust* 74, then in Torbay; but another officer having been appointed to her by the Admiralty, previous to the receipt of his Lordship's promotion lists, he was superseded on his return to that anchorage in October following, and with several other gentlemen, similarly situated, obliged to rejoin the *Queen Charlotte*. He, however, received a commission from the Board, appointing him to the *Incendiary* fire-ship, on the 9th of March, 1795.

Lieutenant Heywood's next appointment was April 7, in the same year, to la *Nymphe* of 40 guns, commanded by Captain George Murray; and on the 23d of June following we find him present at the capture of three French line-of-battle ships, by Lord Bridport's fleet, near l'Orient*. Subsequent to this event, la *Nymphe* was stationed in the North Sea, under the command of Captain George Losack, with whom he remained until paid off at Plymouth, towards the close of 1795.

On the 13th Jan. 1796, Lieutenant Heywood was appointed to the *Fox*, of 32 guns, in which frigate he served on the North Sea station till the ensuing summer, when she sailed for India as convoy to the outward bound trade. On her arrival at the Cape of Good Hope, he became the senior Lieutenant, and in that capacity he continued till June 18, 1798, when he removed with his Captain, the present Sir Pulteney Malcolm, into the *Suffolk*, a third rate, bearing the flag of Vice-Admiral Rainier, to whom he had been previously recommended for promotion by Earl Spencer, the same nobleman who had signed his first commission, and whose good opinion of him will be seen by the following copy of a letter dated at the Admiralty, Jan. 13, 1797 †:

* See Vol. I. p. 246. N. B. Captain Murray on that occasion commanded the advanced squadron of frigates.

† The manner in which the *Fox* was employed whilst under the command of Captain Malcolm, has been described in our first volume, at p. 584, *et seq.*

"Sir,—I should have returned an earlier answer to your letter of the 6th inst., if I had not been desirous, before I answered it, to look over with as much attention as was in my power, the proceedings on the Court-martial, held in the year 1792, by which Court Mr. Peter Heywood was condemned for being concerned in the mutiny on board the *Bounty*. I felt this to be necessary, from having entertained a very strong opinion that it might be detrimental to the interests of his Majesty's service if a person under such a predicament should be afterwards advanced to the higher and more conspicuous situations of the navy: but having, with great attention, perused the minutes of that Court-martial, as far as they relate to Mr. Peter Heywood, I have now the satisfaction of being able to inform you, that I think his case was such an one, as, under all its circumstances (though I do not mean to say that the Court were not justified in their sentence) ought not to be considered as a bar to his further progress in his profession; more especially when the gallantry and propriety of his conduct, in his subsequent service, is taken into consideration. I shall, therefore, have no difficulty in mentioning him to the Commander-in-Chief on the station to which he belongs, as a person from whose promotion, on a proper opportunity, I shall derive much satisfaction, more particularly from his being so nearly connected with you. I have the honor to be, Sir, with great truth, &c. &c.

(Signed)

"SPENCER."

"To Sir Thomas Pasley, Bart."

On the 17th May, 1799, Vice-Admiral Rainier being in daily expectation of a despatch announcing the fall of Seringapatam, and the Earl of Mornington, contemplating that event, having previously applied to him for an armed vessel to carry home the important intelligence, was pleased to select the subject of this memoir for that service; and accordingly appointed him Lieutenant and Commander of the *Ambogna* brig, then cruising with the squadron off Mangalore. To Mr. Heywood's great mortification, however, he found on his arrival at Madras, after a passage of only nine days, that the Governor-General's despatches had been sent away in a merchant vessel before he left the *Suffolk*;—Tippoo Sultan having been slain, and the Mysore capital carried by storm, thirteen days prior to the date of Admiral Rainier's order. In consequence of this disappointment he rejoined the *Suffolk*, and continued in her till Aug. 1800, when he was promoted to the command of the *Vulcan* bomb, and sent in an armed transport to join her at the island of *Ambogna*.

Captain Heywood subsequently commanded the *Trincomalee* of 18 guns, *Trident* 64, *Leopard* 50, and *Dedaiguese* frigate. His post commission was confirmed by the Admi-

rally April 5, 1803; and he remained on the East India station, chiefly employed on confidential detached services, till Jan. 1805, when he was obliged to resign his ship on account of a debilitated state of health, and the recent demise of his eldest brother rendering it necessary for him to attend the settlement of some important family affairs. His application for permission to do so was thus answered by the officer under whose command he had then served for an uninterrupted period of more than eight years :

*" Trident, Port Cornwallis, Prince of Wales's Island,
Jan. 23, 1805.*

" Sir,—In answer to your letter of yesterday's date, requesting permission to resign the command of H. M. S. la Dedaigieuse, in order to attend to some very pressing and important family concerns, the management whereof indispensably demands your presence in London, I have to acquaint you, that I think it but justice due to your very meritorious and faithful services, to grant you that permission; and in farther gratification of your request, I shall, with much pleasure, assure my Lords Commissioners of the Admiralty of my firm persuasion that your application has originated from no other motive than that you have stated, which I have no doubt will appear perfectly satisfactory to their Lordships, and, when the state of your private affairs will admit, induce them to attend to your solicitation to be again appointed to the command of one of H. M. ships.

" I cannot help testifying my sincere regret on parting with so able and active an officer as yourself from the squadron I have the honor to command; and I request your acceptance of my best wishes for the successful accomplishment of the business that has been the occasion of it. I remain with much respect, Sir, your very faithful humble servant.

(Signed)

" PETER RAINIER."

*" To Peter Heywood, Esq.
Captain H. M. S. Dedaigieuse."*

Captain Heywood, while commanding the *Leopard*, was ordered to survey the east coast of Ceylon, more especially the shoals off the N. E. part of that island, and the whole extent between them and Point Calymere, then utterly unknown. In addition to the performance of this valuable service, he ascertained the exact position of almost every place on the Indian coast, and of the different islands to the eastward, which enabled him to render material assistance to James Horsburgh, Esq. (the present hydrographer to the East India Company), as will be seen by the following ex-

† Man
miralty, c
from Indi

tract from a memoir of that scientific gentleman, published in 1812* :

" Mr. Horsburgh had the good fortune to sail for England in the *Circenester* (East Indiaman), Captain Thomas Robertson. * * * * Captain Peter Heywood, of the navy, was his fellow passenger; and from that experienced and intelligent officer, while arranging his works for publication, he derived great assistance. Since that period too, he has frequently benefited by communications from the same friendly source."

The principal work published by Mr. Horsburgh, at that period, is entitled "*Directions for sailing to and from the East Indies, China, New Holland, the Cape of Good Hope, and interjacent Ports.*" Exclusive of sailing directions, and local descriptions of winds, weather, currents, coasts, &c.; the geographical situations of particular head-lands, islands, ports, and dangers, are stated from actual observations of sun, moon, and stars; or by good time-keepers. The utility and necessity of a work of this kind had long been evident to navigators, all former directories having been compiled from a mass of heterogeneous materials, obtained when ships were navigated by dead reckoning, prior to the invaluable application of chronometers and lunar observations to nautical science, consequently fraught with error, and of very little use in the present improved state of navigation †.

On the 20th Oct. 1806, Rear-Admiral George Murray being appointed to the command of a secret and important expedition, was pleased to select his former Lieutenant, the subject of this memoir, to be his Flag-Captain, in the *Polyphemus*, of 64 guns; which ship, attended by a small squadron, arrived at the Cape of Good Hope; and was there joined by a fleet of transports, having on board upwards of 4,000 troops, towards the latter end of March, 1807.

The military commander, Brigadier-General Craufurd, had just before received a despatch from Rear-Admiral Murray, acquainting him that the destination of the armament had been changed in consequence of the reverses sustained by the British army in South America, and that instead of going by the eastern route to Lima, as was originally intended,

* See *Naval Chronicle*, v. 28, p. 441, *et seq.*

† Many of Captain Heywood's charts have been published by the Admiralty, to whom he presented his whole collection, when he returned from India in 1805. His name is affixed to all those now in use.

they were now to proceed to the Rio de la Plata, and act in conjunction with the forces to be there assembled for the recovery of Buenos Ayres. The unsuccessful termination of the campaign in that quarter has been already described in our memoir of Vice-Admiral Stirling*.

Captain Heywood continued to command the Polyphemus until she was ordered to receive the flag of Vice-Admiral B. S. Rowley, in May, 1808. He was subsequently appointed to act in the Donegal, a third rate, during the absence of her proper commander, Captain Pulteney Malcolm; and on the 18th March, 1809, we find him receiving the thanks of the Admiralty (conveyed through Rear-Admiral Stopford) for his conduct in the presence of a French squadron which had escaped from Brest, and for his gallantry in the attack made upon three frigates belonging to the said squadron, which had anchored in the Sable d'Olonne, and were there destroyed on the 23d of the preceding month †.

In May following, Captain Heywood was appointed to the Nereus, a new 36-gun frigate, in which he served for some time on the Channel and Mediterranean stations. He returned to England with the remains of that great and good officer, Vice-Admiral Lord Collingwood, in the month of April, 1810.

Captain Heywood was next placed under the orders of Vice-Admiral De Courcy, who employed him on various confidential services in the Rio de la Plata, where his zeal and ability proved of great benefit to British commerce, as is fully acknowledged by a numerous body of merchants then residing at Buenos Ayres, from whom he received the following letters of thanks, dated July 27 and Dec. 8, 1811.

“ Sir,—We have received the two letters dated the 21st inst. (July) which you did us the honor of writing to us, accompanied with copies of those you had the goodness to address to his Excellency Don Francisco Xavier Elio, at Monte Video, respecting the British vessels illegally and forcibly detained in that port, and subjected in consequence of the siege to great distress for want of provisions †.

* See Vol. I. p. 407, *et seq.*

† See Vol. I., p. 617; and note * at p. 596.

‡ We need not remind the reader that a civil war then raged in the Provinces of la Plata; it is, however, necessary to state, that the decree of the Spanish Regency at Cadiz, conceding to Great Britain the power of carry-

" We beg leave to express to you our high sense of gratitude for these prompt and energetic exertions, and for the frequent proofs you have been pleased to give us of your constant attention to protect and advance our interests since you came to this station. It is highly satisfactory to us to observe, and truly gratifying to our minds to confess, that such dispositions are guided by judgment, temper, and conciliating manners; calculated to overcome difficulties, and to fix our entire confidence in you. Being unanimously impressed with these sentiments, we request you will accept our sincere thanks for all the kind attentions and good offices you have been pleased to shew to his Majesty's subjects, individually and collectively, in the Rio de la Plata, since we have had the happiness of your presence amongst us, and our assurance of the personal esteem and high respect with which we have the honour to be, Sir, &c.

(Signed by "ALEX. MACKINNON," *Chairman*, and the principals of 43 mercantile houses.)

" To Peter Heywood, *Esq. Captain R. N.*

&c. &c. &c.

" Sir,—Being now (Dec. 8, 1811) on the point of leaving this station, we cannot in justice to our own feelings refrain from repeating to you our sincere thanks for the constant and uniform protection you have been pleased on every occasion to shew towards our general and individual interests. The respectable manner, governed by good sense and temper, in which you have supported the dignity and honour of the British flag, under circumstances of much difficulty, cannot be sufficiently appreciated by private persons, but we trust the discernment of our government, and the liberality of our country, will recognize and reward such meritorious conduct. Allow us to assure you, that as we sincerely regret your departure, we have only to express to you the sentiments of our high respect and esteem; and that we shall ever remember you with the warmest gratitude.

" We sincerely wish you a speedy and happy return to England, and uninterrupted success in rising to the summit of your honorable profession. With these unanimous sentiments we have the honor to subscribe ourselves, Sir, your much obliged and faithful humble servants."

(Signed as before.)

" To P. Heywood, *Esq. Captain H. M. S. Nereus,*
and Senior Officer in the Rio de la Plata."

Captain Heywood received the latter testimonial when about to rejoin his commander-in-chief at Rio Janeiro, from whence he sailed for England, in Jan. 1812.

Circumstances subsequently occurred which induced government to send the Nereus back to South America; a determination which must have been very mortifying to her officers and crew, who were thereby prevented from bearing

ing on commerce with the insurgents of Buenos Ayres and other districts had not yet been made known to the Royalist commander, Elio.

a part in the war then about to take place between Great Britain and the United States ; but Captain Heywood's local knowledge, and the manner in which he had acquitted himself in his intercourse with the Spanish authorities, were too highly appreciated to admit of any other arrangement being made.

After escorting the outward bound East India fleet to a certain latitude, and communicating with Lord Strangford, the British Ambassador at Rio Janeiro, Captain Heywood resumed his station as senior officer in la Plata ; and continued to afford the most effectual protection to the merchants residing on its banks till July 1813, when he returned to the Brazilian capital, and was appointed by Rear-Admiral Dixon, then commander-in-chief on that station, to the Montagu of 74 guns, in which ship he soon after took his final departure for England.

On his arrival at Portsmouth, (early in Oct. 1813), Captain Heywood had the satisfaction of finding that the merchants concerned in the trade which he had so long and ably supported, were equally grateful for the benefits they derived from his great exertions in their favor, as those who, from being on the spot, had had constant opportunities of witnessing them. Their letter to the Board of Admiralty will serve as a corroboration of what we have stated :

“ London, 9th Oct. 1813.

“ *To the Lords Commissioners of the Admiralty.*

“ May it please your Lordships,—The account which we have some time past received from our agents in the Rio de la Plata, stating the advantages derived to our commerce in that quarter, from the judicious and impartial conduct of Captain Peter Heywood, late commander of H. M. S. Nereus, imposes on us the pleasing duty to express to your Lordships our gratitude for the selection of so meritorious an officer for that station, in the difficult situation of preserving a strict neutrality between contending and exasperated parties, and at the same time effectually protecting the British trade. Captain Heywood has not only attained these objects, but at the same time conciliated the respect and confidence of the Spanish authorities at Monte Video, the Government of Buenos Ayres, and of the British residents in those countries. The government of Buenos Ayres has on this occasion addressed Lord Strangford, H. M. Ambassador at Rio Janeiro, for the purpose of acknowledging their high sense of Captain Heywood's conduct during his command in the Rio de la Plata. We also are persuaded that the permission lately given by that government for the exportation of specie, was in a great measure owing to the influence of

Captain Heywood, who has most probably insured to us the permanent facility of receiving remittances in specie without risk.

"We trust that, under these circumstances, your Lordships will excuse us for this public declaration of our sentiments, and allow us to express a hope that, provided the public service admits it, Captain Heywood may again be employed on that station, for which his abilities and local knowledge so eminently qualify him. We have the honor to be, &c.

(Signed)

" J. & R. M'KERRELL.	" JOHN HODGSON.	" JACOB WOOD.
" SAMUEL WINTER.	" WILLIAM HAYNE	" NICHOLLS, SEWELL,
" O'REILLY, YOUNG,	AND Co.	AND Co.
AND Co.	" T. HAYNE & Co.	" FULTON'S & Co."
" HALLETT, BROTHERS,	" BROWN, ROGERS,	
AND Co.	AND BROWN.	

A line-of-battle ship being considered unfit for the service on which the Nereus had been so successfully employed, the Montagu, after refitting, was ordered to the North Sea station, where Captain Heywood continued, under the orders of Admiral William Young and H. R. H. the Duke of Clarence, until the restoration of Louis XVIII. in April 1814.

After accompanying the French monarch to his native shores, the Montagu hoisted the flag of Rear-Admiral Foote, and sailed for Bourdeaux in company with a squadron sent to convey part of the British army from thence to England. At the ensuing grand naval review, she bore the flag of Sir T. Byam Martin, who led the fleet through the different manœuvres exhibited before his present Majesty and the allied sovereigns on that triumphal occasion*.

In the following year, when Napoleon Buonaparte returned from Elba, Captain Heywood was ordered to the Mediterranean, where he joined the squadron under Lord Exmouth, who nominated him to the command of a detachment employed in co-operation with the Austrians during the war with Joachim Murat. Owing to the sudden turn of affairs, however, he did not arrive in the Adriatic until the deposition of that usurper, and the re-establishment of the ancient dynasty, in the person of Ferdinand IV., which was effected by a military convention, at Capua, on the 20th May, 1815.

Captain Heywood subsequently conducted a large body of British and Imperial troops from Naples to Genoa and Mar-

* See Vol. I, pp. 11 and 132.

seilles. During the remainder of the same year we find him carrying on the port duties at Gibraltar, where he remained as senior officer until Feb. 1816, when he was recalled from thence for the purpose of accompanying Lord Exmouth on his first mission to the Barbary States, which terminated, as our readers are well aware, in the release of nearly 1800 poor wretches who had been dragged into the most miserable and revolting state of slavery, whilst innocently following their commercial pursuits.

The sentiments contained in the following lines are so highly honorable to the character of Captain Heywood, that we cannot refrain from giving them a place in this work; particularly as they were sent to him at a moment when his ship's company were about to be freed from the restraints of naval discipline, and consequently not liable to the imputation of seeking his favor by undue adulation. We have already had occasion to notice the presentation of numerous swords, snuff-boxes, rings, &c. but we have never yet met with an instance of a naval commander receiving a tribute of "respect and esteem" from his crew, better calculated to gratify a benevolent and humane mind than "THE SEAMEN'S FAREWELL TO H. M. S. MONTAGU, when put out of commission at Chatham, on the 16th July, 1816."

- "Farewell to thee, MONTAGU! yet ere we quit thee
 "We'll give thee the blessing so justly thy due;
 "For many a seaman will fondly regret thee,
 "And wish to rejoin thee, thou gem of true blue.
- "For stout were thy timbers, and stoutly commanded;
 "In the record of Glory untarnished thy name;
 "Still ready for battle when Glory demanded,
 "And ready to conquer or die in thy fame.
- "Farewell to thee, HEYWOOD! a truer one never
 "Exercis'd rule o'er the sons of the wave;
 "The seamen who served thee, would serve thee for ever,
 "Who sway'd, but ne'er fetter'd, the hearts of the brave.
- "Haste home to thy rest, and may comforts enshrine it,
 "Such comforts as shadow the peace of the bless'd;
 "And the wreath thou deserv'st, may *Gratitude* twine it,
 "The band of true seamen thou ne'er hast oppress'd.
- "Farewell to ye, shipmates, now home is our haven,
 "Let our hardships all fade as a dream that is past;

"And be this true toast to *Old Montagu* giv'n—

"*She* was our *best ship*, and she was our last *."

Captain Heywood married, July 31, 1816, Frances, only daughter of Francis Simpson, Esq. of Plean House, Stirlingshire. His only surviving brother, Edwin Holwell Heywood, Esq. is a solicitor at Whitehaven, in Cumberland. Another brother, formerly a Lieutenant, R. M. died in the Hon. East India Company's service, at Madras.

SIR MURRAY MAXWELL, KNT.

A Companion of the Most Honorable Military Order of the Bath; and Fellow of the Royal Society.

THIS officer is a nephew of the late Sir William Maxwell, of Monteith, N. B. Bart. whose daughter Jane married Alexander, 4th Duke of Gordon.

He commenced his naval career under the auspices of the late Vice-Admiral Sir Samuel Hood; obtained his first commission as a Lieutenant in 1796; and was promoted to the command of the *Cyane* sloop of war, at the Leeward Islands, in Dec. 1802.

The *Cyane* formed part of Commodore Hood's squadron at the reduction of St. Lucia, June 22, 1803; and Captain Maxwell was immediately afterwards appointed to the *Centaur*, a third rate, bearing the broad pendant of his patron, under whom he also served at the capture of Tobago, Demerara, and Essequibo, in July and September following. His post commission was confirmed by the Admiralty on the 4th Aug. 1803.

Captain Maxwell was subsequently employed in the blockade of Martinique; and in April 1804, we find him accompanying Commodore Hood and Major-General Sir Charles Green, on an expedition against Surinam, the only colony then possessed by the enemy in Dutch Guiana; Berbice having surrendered to the British soon after the above mentioned Batavian settlements.

On the 25th April, the *Centaur* anchored about ten miles from the mouth of the Surinam river; and the next day a

* The above lines were written by one of the *Montagu's* crew, and sent to Captain Heywood by desire of the whole ship's company.

division of the army, commanded by Brigadier-General Maitland, was sent under convoy of the Hippomenes corvette, to effect a landing at Warappa creek, about thirty miles to the eastward. The object of this operation was to obtain a communication by water with the Commewyne, and to procure a sufficient number of plantation boats to transport the troops down that stream, towards its junction with the Surinam, and thereby facilitate their approach to a position in the rear of Fort New Amsterdam, situated on the confluence of those rivers, and mounting upwards of 80 guns.

In order that no time should be lost, preparations were also made for landing a body of troops to take possession of Braam's Point, on which was a battery of seven 18pounders, completely commanding the entrance of the Surinam. Brigadier-General Hughes undertook to superintend this service; and the wind proving favorable, Captain Edward O'Brien, of the Emerald frigate, pushed over the bar with the rising tide, and anchored close to the fort, followed by the Pandour troop-ship, and Drake sloop of war. The enemy kept up a brisk fire as the Emerald approached, but it was soon silenced by a few broadsides from that ship and her consorts. A party of the 64th regiment then landed, and secured forty-five prisoners, three of whom were wounded. In the course of the following day most of the ships were got into the river, but the Centaur was obliged to remain outside, on account of her great draught of water.

At this period Captain Maxwell and the Major-General's Aid-de-Camp were sent with a summons to the Dutch Governor, whose answer, conveying a refusal to capitulate, was not received until the morning of the 28th. Commodore Hood, and his military colleague, having previously removed to the Emerald, now used every effort to get up the river before dark; but owing to the shallowness of the water, that ship was obliged to force her way through the mud, in three feet less water than she drew, and it was not till late at night that she arrived near the lower redoubt, named Frederici, on which were mounted twelve heavy pieces of cannon.

We should here observe, that the Surinam coast is very difficult of approach, being shallow and full of banks: a landing is only to be attempted at the top of high water, and at

particular points; the land is uncleared, and the soil very marshy; so that it is impossible for an army to penetrate into the interior, except by the rivers and creeks. The shores on both sides of the Surinam river below Frederici redoubt, with the exception of one spot on the eastern shore, are equally difficult of access, and the enemy, by means of their forts, ships of war, armed merchantmen, and gun-boats, were completely masters of the navigation between Frederici and Paramaribo, the capital of the colony.

On the 29th, Lieutenant-Colonel Shipley, of the engineers, went on shore at the above mentioned spot, where a plantation had lately been established; and having explored the road through the woods, he reported on his return that a body of men might be conducted from thence to the rear of fort Frederici. In consequence of this information a detachment, consisting of 140 soldiers belonging to the 64th regiment, and 30 others equipped as pioneers, was placed under the command of Brigadier-General Hughes, who landed about 11 P. M. and immediately commenced his march, accompanied by Captain Maxwell, and 30 seamen under his orders.

A great quantity of rain having recently fallen, it was found that the path, at all times difficult, had become almost impassable; but no obstacle could damp the enterprising spirit of our brave countrymen, who overcame every obstacle, and after a laborious march of five hours, arrived near the place of their destination. The alarm was then given, and the enemy opened a heavy fire of grape-shot upon them whilst forming into columns, previous to their quitting the wood, and of musketry as they advanced to the battery, which was stormed and carried with the greatest intrepidity. Brigadier-General Hughes and Captain Maxwell then moved on to Fort Leyden, a place of equal strength; and by a repetition of the same impetuous attack, soon obliged the enemy to call for quarter. The number of prisoners taken on this occasion was 121; the remainder of the garrisons effected their escape across the Commewyne to Fort New Amsterdam.

By this brilliant affair a position was secured, from whence a heavy fire could be directed against fort New Amsterdam; and a communication with the Commewyne river being opened, the means of forming a junction with Brigadier-General

Maitland were established. The British at the same time obtained possession of the finest part of the colony, abounding with resources of every description. Captain Maxwell's exertions upon this occasion were highly meritorious, and much of the success attending the enterprise may justly be attributed to his animating example.

On the same day, April 30, Sir Charles Green received information that Brigadier-General Maitland had effected a landing at the Warappa creek, under the able superintendence of Captain Conway Shipley, commanding the *Hippomenes*, assisted by Captain Kenneth Mackenzie of the *Guachapin*, who had with great zeal quitted his sloop fifty leagues to leeward, finding from baffling winds and currents she could not get up, and proceeded with 50 of her crew in boats to aid that part of the army.

Under these circumstances no time was lost in disembarking the remainder of the troops, about 1000 in number, at fort Leyden, and pushing them on by the north bank of the Commewyne, to meet the others on their passage down that river. The artillery, stores, and provisions, were at the same time conveyed by boats; and an armed flotilla established in the Commewyne by the indefatigable exertions of the navy*.

On the 3d May Brigadier-General Maitland, having taken possession of the enemy's post at Warappa creek, after a short resistance, and with great diligence procured a number of boats to convey his corps, appeared coming down the river in very good order, and landed at a plantation on the south side, where he was soon joined by part of the forces from the opposite bank.

This desirable object being effected, and the enemy's communication cut off by the activity of the ships' boats, the army being on the advance, and every preparation made by the squadron for attacking fort New Amsterdam, the Batavian Commandant thought proper to send out a flag of truce, with proposals to surrender on terms of capitulation. The negotiations for that purpose were conducted on the part of the British by Captain Maxwell and Lieutenant-Colonel

* The flotilla was commanded by Captain Charles Richardson, of the *Alligator* troop-ship, whose conduct and exertions throughout the campaign are very highly spoken of in the public despatches.

Shipley, and at 5 P. M. on the 5th May, the fortress was taken possession of by an advanced corps under Brigadier-General Maitland.

The valuable colony of Surinam was thus added to the British dominions: a frigate of 32 eighteen-pounders, a corvette mounting 18 guns, and all the other national vessels in the rivers, were likewise surrendered. The total number of prisoners taken, exclusive of the staff and civilians, was 2001; the loss sustained by the English amounted to no more than 8 killed and 21 wounded; 5 of the former and 8 of the latter were naval officers and seamen. We shall close our account of this conquest with an extract from Sir Charles Green's official report to Earl Camden, dated "*Paramaribo, May 13, 1804:*"

"In all conjunct expeditions the zealous co-operation of the navy becomes of the most essential importance; but such is the peculiar nature of the military positions in this country, that our success depended chiefly upon their exertions, no movements being possibly made without their assistance. It is therefore incumbent on me to bear my sincere testimony to the cordial, zealous, and able support the army has received from Commodore Hood, and all the Captains and other officers of the squadron under his command, which must ever be remembered with gratitude. Captain Maxwell, of the *Centaur*, having been more particularly attached to the troops under my immediate command on shore, I am bound to notice his spirited and exemplary behaviour."

Captain Maxwell returned to England with the Commodore's despatches in June, 1804; and we subsequently find him commanding the *Centaur* as a private ship on the Jamaica station, where he removed into the *Galatea* frigate in the summer of 1805. His next appointment was to the *Alceste* of 46 guns, formerly *la Minerve*, one of the frigates captured by part of a squadron under Sir Samuel Hood, in Sept. 1806*.

On the 4th April, 1808, Captain Maxwell being off Cadiz with the *Mercury* 28, and *Grasshopper* brig under his orders, observed a fleet of Spanish vessels coming along shore from the northward, under the protection of about twenty gunboats, and a formidable train of flying artillery. On their arrival off Rota he stood in with his little squadron, and commenced a vigorous attack upon them, which continued from

* See Vol. I, p. 570.

4 o'clock until 6^h 30' P. M. when two of the flotilla being destroyed, the remainder obliged to retreat, the batteries at Rota silenced, and many of the merchantmen driven on shore, the boats of the frigates were sent in under the directions of Lieutenant Allan Stewart, who boarded and brought off seven tartans, loaded with valuable ship timber, from under the very muzzles of the enemy's guns, although supported by numerous armed barges and pinnaces sent from Cadiz to assist in their defence. This spirited service was performed in the teeth of eleven French and Spanish line-of-battle ships then lying ready for sea, and must therefore be considered as reflecting the highest credit on Captain Maxwell and his brave companions, whose situation during the action was rather a critical one, as the wind blew dead upon the shore; and the ships were compelled to tack every fifteen minutes, in order to avoid the dangerous shoals near Rota. The loss sustained by the British was confined to the Grasshopper, whose noble conduct will be more particularly noticed in our memoir of her commander, the present Captain Thomas Searle, C. B.

Subsequent to this event Captain Maxwell was actively employed on the coast of Italy, where he assisted at the destruction of several armed vessels and martello towers, as also in bringing off a large quantity of timber from a depôt belonging to the enemy at Terracina. On the 22d May, 1810, a party from the Alceste landed near Frejus, stormed a battery of two 24-pounders, spiked the guns, broke the carriages, blew up the magazine, and threw the shot into the sea. A few days afterwards her boats attacked a French convoy bound to the eastward, captured four vessels laden with merchandise, drove two others on shore, and obliged the remainder to put back.

In the ensuing autumn Captain Maxwell was attached to the inshore squadron off Toulon; and in the spring of 1811 we find him cruising on the coast of Itria, under the orders of Captain (now Sir James) Brisbane; to whose memoir we must refer our readers for an account of the destruction of a French national brig in the small harbour of Parenza, by the Belle Poule and Alceste, on which occasion each ship had

two men killed and the same number wounded*. The action afterwards fought in the Adriatic by a squadron under the command of Captain Maxwell, is thus described by him in his public letter to the senior officer on that station, dated off Lissa, Dec. 1, 1811.

"Sir,—H. M. ships under my orders having been driven from their anchorage before Lugina, by strong gales, had taken shelter in Lissa, when the telegraph on Whitby hill signalized "three suspicious sail south." The *Alceste*, *Active*, and *Unité* were warped out of Port St. George the moment a strong E. N. E. wind would permit; and on the evening of the 28th ultimo, off the south end of Lissa, I met with Lieutenant M'Dougai, of his Majesty's ship *Unité*, who, with a judgment and zeal which do him infinite credit, had put back, when on his voyage to Malta in a neutral, to acquaint me he had seen three French frigates forty miles to the southward. All sail was now carried in chase, and at 9 A. M. on the 29th, the enemy were seen off the island of Augusta: he formed in line upon the larboard tack, and stood towards us for a short time; but finding H. M. ships bear up under all sail, in close line abreast, he also bore up to the N. W. and set studding-sails. At 11 the rear ship separated, and stood to the N. E.; I immediately detached the *Unité* after her, and Captain Chamberlayne's report to me of the result I have the honor to enclose †. At 1^h 20' P. M. the *Alceste* commenced action with the other two, by engaging the rearmost in passing to get at the *Commodore*; but an unlucky shot soon afterwards bringing down our main-top-mast, we unavoidably dropped a little astern: cheers of 'Vive l'Empereur' resounded from both ships; they thought the day their own, not aware of what a second I had in my gallant friend, Captain Gordon, who pushed the *Active* up under every sail, and brought the sternmost to action, within pistol-shot; the headmost then shortened sail, tacked, and stood for the *Alceste*, which, though disabled in her masts, I trust he experienced was not so in her guns. After a warm conflict of two hours and twenty minutes the French

* See Vol. II. Part I. p. 408.

† Captain Chamberlayne reports the capture of *la Persanne*, a French store-ship, mounting 26 nine-pounders, with a complement of 190 men, having in her hold 120 iron guns and several pieces of brass ordnance. She kept up a running fight from noon till 4 P. M. and did not surrender whilst the least chance remained of escaping from her very superior opponent. The *Unité* was much cut up in her masts, yards, sails, and rigging, by a galling fire from the Frenchman's stern-chasers, but fortunately only one of her crew was wounded. The enemy, whose masterly manœuvres and persevering resistance reflect great credit on her commander, Mons. Satie, had 2 men killed and 4 wounded. *La Persanne*, being found unfit for the British navy, was sold at Malta to an agent of the Tunisian government, for 15,500*l.*

Commodore made off to the westward, which, from my crippled state, I was unable to prevent. The other surrendered, after being totally dismasted, with five feet water in her hold, and proved to be *la Pomone*, of 44 guns and 322 men, commanded by Captain Rosamel, who fought his ship with a degree of skill and bravery that has obtained for him the respect and esteem of his opponents. The other was *la Pauline*, of similar force, commanded by Mons. Montford. They were from Corfu, going to join the squadron at Trieste*. The *Alceste* had 20 killed and wounded, *Active* 35, and *Pomone* 50; and it is with poignant regret I inform you, that Captain Gordon has lost a leg; but, thank God, he is doing well. His merits as an officer I need not dwell upon; they are known to his country, and he lives in the hearts of all who have the happiness to know him. His first Lieutenant, William Bateman Dashwood, lost his arm soon after he was wounded, and the ship was fought by Lieutenant George Haye, in a manner that reflects the highest honor upon him: his services before had frequently merited and obtained the highest approbation and strong recommendation of his Captain, who also speaks in the warmest praise of acting Lieutenant Moriarty; Mr. Lothian, the Master; Lieutenant Meers, R. M.; and every officer, seaman, and marine under his command.

“Although our success was not so complete as I trust it would have been could the *Alceste* have taken up her intended position alongside *la Pauline*, instead of that ship, from the fall of our topmast, being enabled to manœuvre and choose her distance, I feel it my duty to state, that every officer and man here behaved most gallantly. I was most ably assisted on the quarter-deck by my first Lieutenant, Andrew Wilson: and Mr. Howard Moore, the Master: the main-deck guns were admirably directed by Lieutenant James Montagu and Mr. James Adair, acting in the place of Lieutenant Hickman, left at Lissa with the gun-boats †. In justice to two very deserving officers, Lieutenant Miller, R. M., of the *Active*, and Lieutenant Lloyd, R. M. of the *Alceste*, it is necessary to mention that they were ashore with most of their respective parties at *Camesa* castle and *Hoste's* islands, for the defence of Lissa, hourly threat-

* *La Pomone* had in her hold 42 iron guns, 9 brass ditto, and 220 iron wheels for gun-carriages. She was one of the largest class of French frigates, and had been built by the citizens of Genoa for that nautical mushroom, Jerome Buonaparte, to whom she was presented on his obtaining the rank of a Captain in the imperial marine.

† Lieutenant John Collman Hickman, 1 midshipman, and 30 seamen, were left in three prize vessels for the protection of the island against the designs of Marshal Bertrand, the *Alceste* having also left behind 1 lieutenant, 1 serjeant, 2 corporals, and 48 privates of the royal marines, had on board only 218 officers and men. The *Active* was equally short of complement. For farther particulars of the action, see Captain Sir JAMES ALEXANDER GORDON, K. C. B.

ened with an attack from the enemy, assembled in great force at Lesina.

• • • • • I have the honor to be, &c.

(Signed)

“MURRAY MAXWELL.”

“To Captain Rowley, *H. M. S. Eagle*,

Senior officer of the Adriatic squadron.”

We now lose sight of Captain Maxwell till July 2, 1813, when he had the misfortune to be wrecked in the *Dædalus* frigate, on a shoal near Ceylon, whilst convoying a fleet of Indiamen to Madras. In Oct. 1815, he was re-appointed to the *Alceste*, at the particular request of Lord Amherst, who was then about to proceed on an embassy to China, the result of which is so well known as to render any remarks in this place superfluous.

The *Alceste* sailed from Spithead Feb. 9, 1816, touched at Madeira, Rio Janeiro, the Cape of Good Hope, Anjere, and Batavia; entered the China sea by the straits of Banca; communicated with Canton; passed through the straits of Formosa, into the Tung-Hai, or Eastern Sea, and finally anchored in the gulf of Pe-tche-lee, on the 28th July, after a passage of only 15 days from the neighbourhood of Macao. Her consort, the *Lyra* brig, commanded by Captain Basil Hall, had previously been despatched thither to announce the approach of the embassy.

Lord Amherst having landed at the mouth of the Pei-ho river on the 9th Aug. and it being certain that several months must elapse before his Excellency could return from Pekin to Canton, the place where he intended to re-embark for England, Captain Maxwell determined to employ the interval in examining some parts of the different coasts in that unfrequented portion of the globe. The first object which seems to have attracted his attention was to obtain a complete knowledge of the gulf of Pe-tche-lee; and for this purpose he took to himself the northern part, assigning the southern to Captain Hall, and so directing the return of the *General Hewitt* as to enable her commander to explore the central passage*.

The course taken by the *Alceste* led to a partial survey of the gulph of Leo-tong, never before visited by any European

* The *General Hewitt*, Indiaman, Captain Walter Campbell, had been taken up by the Hon. Court of Directors, for the conveyance of the presents intended for the Emperor of China.

ship. In coasting along the western shore, a view was obtained of the Great Wall of China, extending its vast, but unavailing defences, over the summits and along the skirts of hills and mountains. Stretching across to the opposite shore, she anchored, and completed her water, in a commodious bay, situated in lat. $39^{\circ} 33'$ N., long. $121^{\circ} 19'$ E. From thence Captain Maxwell proceeded to the southward until he reached the extreme Tartar point of the gulf; and then, steering in the same direction, passed through a cluster of islands, named by him the Company's Groupe, which, with those at Mee-a-tau, may be said to divide the Yellow Sea from the gulf of Pe-tche-lee. He then stood to the eastward, and put into Ché-a-tow bay, on the coast of Shan-tung, where he found the General Hewitt, and was soon after joined by Captain Hall, who had kept the coast of China in sight as much as possible, and obtained a complete knowledge of that part of the gulf lying between the Pei-ho and the place of rendezvous.

Had Captain Maxwell sailed from hence to Chü-san, and there awaited the change of the monsoon, any expectations originally formed by him would have been more than gratified by the result of this hasty survey: little, indeed, could he have anticipated the further extension and increased importance of discoveries that awaited him.

Leaving the General Hewitt to complete the ulterior objects of her voyage, the Alceste and Lyra sailed from Ché-a-tow bay on the 29th Aug. and proceeded to examine the S. W. coast of Corea, where they had some interesting communications with the natives, who appear to have been prevented by the strict orders of their government from encouraging an intercourse, which, if liberated from this restraint, their inclinations would have led them to cultivate. The researches of Captain Maxwell in this quarter enabled him to rectify an enormous geographical error respecting the peninsula of Corea, and reveal the existence of myriads of islands, forming an archipelago, a fact before unknown and unsuspected. It is to be remarked, that the Lion, of 64 guns, employed to convey Lord Macartney, the former Ambassador, was the only ship which had ever before penetrated into the gulph of Pe-tche-lee; but her commander, Sir Erasmus

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Gower, kept the coast of China aboard only, and neither touched at the Tartar nor Corean side. Cooke, Pérouse, Broughton, and others, had well defined the bounds on the eastern coast of this country, but the western had been laid down by the Jesuits in their map, from Chinese accounts and their own imaginations only*.

Having thus materially benefited nautical science, Captains Maxwell and Hall visited the Great Loo-Choo island, anchoring in Napa-kiang roads on the 16th Sept. The natives at first shewed the same disinclination to intercourse as those of Corea, and it required great discretion and mildness to produce a contrary feeling. In this object, however, they succeeded. The judicious forbearance manifested by them on their first arrival secured the favorable opinion, and disarmed the jealousy of the public authorities; whilst their uniform kindness of manner won the general regard of this truly amiable people, from whom they received the most liberal assistance and friendly treatment, during a stay of six weeks; at the end of which time their separation took place, under circumstances of mutual esteem and regret. Whether the Loo-Choo islands can be rendered either of political or commercial utility, may deserve consideration; and looking to the possibility of the question being decided in the affirmative, the information thus obtained respecting them, and the favorable impression produced, must be deemed both interesting and important †.

Returning from Loo-Choo, the *Alceste* and *Lyra* passed the Pa-tehou islands, and the south end of Formosa, crossed

* Captain Maxwell found the main land of Corea from 100 to 130 miles farther to the eastward than his charts led him to believe.

† Captain Hall, on his return to England, published a very interesting narrative of the "*Voyage to Corea, and the Island of Loo-Choo.*" This work he dedicated to Sir Murray Maxwell, "to whose ability in conducting the voyage, zeal in giving encouragement to every inquiry, sagacity in discovering the disposition of the natives, and address in gaining their confidence and good will," he attributes "whatever may be found interesting" in his pages.

The first edition of Captain Hall's publication, which gives a full account of the voyage to Corea and Loo-Choo, is divided into a Narrative, an Appendix, containing charts and various nautical and scientific notices, and a Vocabulary of the Loo-Choo language. The second edition is confined to

the straits in very boisterous weather, and arrived off Lin-tin on the 2d day of November.

Captain Maxwell now lost no time in applying to the Viceroy of Canton, through the local authorities, for a pass to carry the *Alceste* up the Tigris, to a secure anchorage, where she could undergo some necessary repairs. Evasion after evasion, accompanied by insulting messages, were the only proofs that he obtained of his application having been received. He therefore determined to proceed without permission; but had scarcely approached the narrow entrance of the river, when an inferior mandarin came on board, and desired, in a high and domineering tone, that the ship should be directly anchored; stating, that if Captain Maxwell presumed to pass the Bocca, the batteries would instantly sink her.

Fully satisfied that the tame submission of others had only added to the arrogance, and fostered the insolence of the Chinese—convinced also, that the petty tyrant who attempted to dishonour his country's flag would not respect the person of her Ambassador the more on account of his forbearance, Captain Maxwell calmly told the mandarin that he would first pass the batteries, and then hang him at the yard-arm for daring to come off with so impudent a message. His boat was then cut adrift, and himself taken into custody.

Orders were now given for the *Alceste* to be steered close under the principal fort. On her approach the batteries and seventeen or eighteen war-junks endeavoured to make good the threat, by opening a heavy, though ill-directed fire. The return of a single shot silenced the flotilla; and one broadside, poured in with three hearty cheers, proved quite sufficient for her more formidable opponent. The other batteries being soon after quieted, the *Alceste* proceeded without further molestation to the second bar, and subsequently to Whampoa, at which latter place she remained until the arrival of Lord Amherst and his suite, in Jan. 1817.

The effects of Captain Maxwell's decisive conduct was soon evinced by the arrival of all kinds of supplies to his frigate,

the narrative alone, to the exclusion of all technical and other details, not calculated to interest the general reader. The former is a 4to. volume, price 2*l.* 2*s.*—the latter, containing four plates, and a general chart showing the track of the *Alceste* and *Lyra*, is a small 8vo. price 7*s.* 6*d.*

and a cargo to the General Hewitt, before withheld on the plea of her being required to carry back the *tribute* which she had brought from England to the celestial empire: also by the publication of an edict *, endeavouring to make the affair at the Bocca Tigris appear to the natives as a mere salute, or “*ching-chinning*” ceremony, although the report of their loss, promulgated previous to this official fabrication, stated it to be 47 killed, and many others “*spoiled*,” (wounded), which probably was near the truth, as the Chinese warriors stood rather thick in the batteries, and the Alceste’s 32-pounder carronades were well loaded with grape. It likewise came to pass, that the viceroy thought proper to send down a high mandarin, attended by one of the hong, or security merchants, to wait upon Captain Maxwell, *welcome him into the river*, and compliment him with all *possible politeness!*

Lord Amherst having re-embarked, the Alceste sailed from Whampoa, on the 21st Jan. 1817; exchanged friendly salutes with the guardians of the Bocca Tigris; touched at Macao, and Manilla; rounded the numerous clusters of rocks and shoals lying to the westward of the Philippines, and to the N. W. of Borneo; and then shaped a course for the Straits of Gaspar, which she entered soon after day-light on the 18th of February.

The morning was fine, the wind fresh and favourable, and the Alceste moving rapidly through the water; every appearance promised a rapid passage into the Java sea, for which Captain Maxwell, who had been on deck the whole of the preceding night, was steering the course laid down in the most approved charts, and recommended by the sailing directions in his possession, when the ship struck against a sunken rock, three miles distant from Pulo Leat, or Middle Island, and having grated over it for a few seconds, took a slight heel to starboard, and became immovable. The rapidity of her motion at the instant of striking, rendered it highly probable that she had received serious injury; and every doubt on this subject was soon removed by the appearance of her

* The word “*edict*” appears to be applied by the Chinese to any piece of common information, whether it is from the Emperor, or has the force of a law, or not.

false keel floating alongside ; and the report of the carpenter, who stated that the water in the hold had increased from 2½ to 7 feet, and that it was gaining rapidly on the pumps.

The sails, which had at first been thrown a-back, were now furled, and the best-bower anchor was dropped, to keep her fast, from the apprehension, if she went off the rock, of her instantly sinking. At this alarming crisis, not the slightest confusion or irregularity occurred : every necessary order was as coolly given, and as steadily obeyed, as if nothing unusual had happened ; every one did his duty calmly, diligently, and effectually.

The boats being hoisted out, Lord Amherst and the gentlemen of his suite, within half an hour after the striking of the ship, were in the barge, and making for the nearest part of the above-mentioned desert island. After leaving the Alceste, they saw more accurately the dangerous nature of her situation. The rock on which she had struck was distinctly seen from the boat, extending only a few yards from her. Beyond, the water was dark and deep for nearly half a mile ; it then became so shallow, that the beautiful but fatal coral was continually seen as they approached the shore. When about ½ mile from Pulo Leat, rocks, covered by not more than from one to three feet water, surrounded them on all sides. The barge struck several times, but was saved from any serious accident by the skill of Lieutenant Hoppner, who commanded her. After sailing or rowing for about an hour, they gained what had appeared from the ship to be land covered with wood, but to their mortification discovered nothing but insulated masses of granite, interspersed with mangrove trees growing in the water. Being now joined by a cutter, with the servants of the embassy, and part of the guard, they proceeded along shore in quest of a more convenient place for debarkation. Several creeks, which seemed to penetrate inland, were in vain explored ; they all terminated in deep swamps. Similar attempts were reiterated, till anxiety to send back the boats determined his Excellency to land on the first rocks which should be found sufficiently large or numerous for the reception of the party. This intention was at length effected in a small bay, where the rocks were so

mingled with the trees as to afford firm hand-hold. The boats were then immediately despatched to assist in bringing on shore whatever could be saved from the wreck. A more convenient landing place being subsequently discovered near an eminence on which an encampment might be formed, the whole party removed thither, leaving a marine behind to communicate with the boats as they successively approached the shore.

The heat of the day as it advanced, and the exertions of the men in clearing the ground, for the reception of persons and baggage, produced great thirst, and rendered it necessary to search for water, of which none had been brought on shore, except a very small quantity collected from the dripstones on deck. A search for this purpose was conducted in several directions without success; and night coming on, it was relinquished in the hopes of better fortune on the morrow. During the whole day, and till a late hour in the evening, the boats were constantly employed conveying articles from the wreck, and towing ashore a raft on which had been placed the baggage, stores, and a small supply of provisions, rescued with much labour and difficulty, under the superintendance of Captain Maxwell, whose exertions and self possession were most highly spoken of by all his fellow-sufferers.

Towards midnight, as the tide rose, the swell of the sea lifted the ship from the rock, and dashed her on it again with such violence, as to render it necessary for the top-masts to be cut away. In doing this, two men were very severely bruised.

The following morning, Captain Maxwell landed*; and after consulting with Lord Amherst, it was determined that his Excellency, and the gentlemen of the embassy, should proceed without delay to Batavia in the barge, with a picked crew, commanded by the junior Lieutenant (Mr. Hoppner): one of the cutters was also prepared to accompany them, for the purpose of assisting in case of attack or accident. The master of the *Alceste* was sent on board the latter to navigate the boats. At this season there was no probability of the

* The water had by this time risen to the main-deck from below; and was beating over it through the starboard ports as the ship lay on her beam ends.

passage to Batavia exceeding 60 hours, the distance being only 197 miles; the inconvenience to which his Excellency would be subjected was, consequently, very limited in duration; and much additional expedition in the despatch of relief might be expected from his personal exertions at Batavia. The stock of liquors and provisions furnished to the boats was necessarily very small, and only sufficient on very short allowance to support existence for four or five days; only seven gallons of water could be spared for the whole party, consisting of 47 persons; but they were fortunately visited by a heavy fall of rain on the day after their departure, which more than supplied the place of what had already been expended. The following extracts from "Ellis's Journal,"* contain a rapid outline of subsequent occurrences, which the interesting narrative of the late Dr. M'Leod, Surgeon of the *Alceste*, have rendered a more detailed account of unnecessary.

"The boats left the island on the evening of the 19th, and after what may be considered a tedious passage, made Carawang Point on the evening of the 22d, to the great joy of all on board, and to the relief of the crews, who were beginning to sink under the continued exertion of rowing, and the privations to which all were equally subjected. It was judged advisable by Mr. Mayne, the Master, to come to for the night, as well to rest the men, as from a consideration that little advantage could be derived from reaching the roads before daylight. During the night, one of the sailors suffered from temporary delirium, caused, no doubt, by a want of sufficient fluid aggravated, however, by large draughts of salt water, from which no injunctions or entreaties could induce some of the crew to desist†. All the provisions and liquors were distributed during the passage with the most scrupulous equality; if ever a difference was made, it was in favour of the men. Messrs. Hoppner and Cooke ‡, and some of the other gentlemen, occasionally relieved the men at the oars; and, on the whole, it may be said, that as the danger and difficulty were common, the privations and fatigue were not less so.

"The boats had advanced but a short distance towards the roads on the

* Henry Ellis, Esq. Third Commissioner of the Embassy.

† "Salt water," says Dr. M'Leod, "although an article of *Materia Medica* in very extensive use, has never been known to take the direction of the head."

‡ Lieutenant J. Cooke, R. M. commanded the Ambassador's guard of honor during his travels through China, and was now sent with 7 marines to assist in protecting his Excellency in case of the boats being attacked by pirates between Pulo Leat and Batavia.

morning of the 23d, when one of the sailors, in washing his face over the side of the barge, discovered that the water was fresh. The discovery soon became general, and, although the circumstance was much inferior, the exultation of all on board almost equalled that of the ten thousand on catching the first glimpse of the sea; for the conscious proximity to Batavia had not carried such complete conviction of the termination of our troubles, as the unexpected abundance of fresh water. It was soon ascertained that we were opposite the mouth of a river, and that the flowing in of the stream freshened the sea-water for a considerable distance*. The sailors pulled with renewed vigour, and we got alongside the Princess Charlotte, an English merchant ship, soon after ten o'clock.

"Letters were immediately sent by his Excellency to the Dutch Governor and to Mr. Fendall, whom, with the other British Commissioners, we were fortunate enough to find still on the island †. All parties were alike zealous to afford every assistance to those who had arrived, and to send relief to the larger body that had remained behind. The East India Company's cruiser, Ternate, was luckily in the roads, and that vessel, together with the Princess Charlotte, were got ready for sea by the next morning, when they sailed for Pulo Leat. The sincere friendship I felt for Captain Maxwell, and my regard for the officers of the Alceste generally, had led me to promise, on leaving them, that I would return with the first succours; and I was happy to have an early opportunity of redeeming my pledge, by embarking on board the Ternate.

"This vessel, owing to the skill and unremitting attention of Captain Davison, succeeded in reaching an anchorage 12 miles distant from the nearest point of Pulo Leat, on the 3d of March. She was unable to approach nearer, from the strength of the current rendering it impracticable to work against the wind, then also unfavourable. On coming to an anchor we observed a fleet of Malay proas, or pirate boats, off the extremity of the island, in the act of precipitately getting under weigh, evidently alarmed by our arrival; the circumstance increased our anxiety for the situation of our companions, whose discomfort, if not sufferings, must have been aggravated by the presence of a barbarous enemy. Indeed, under every view of the case, it was impossible not to feel the most serious apprehensions as to what might be their actual condition. When we left them their whole stock of provisions did not exceed one week at full allowance; only two casks of water had been saved; and though on digging to the depth of 12 feet a prospect existed of obtaining water by further perseverance, it had not then actually been realized, much less its quality ascertained. Should sickness have appeared amongst them, the total want of comfort, or even protection from the inclemency of the weather, combined with the

* "We were now opposite the Carawang river, whose waters, from their lower specific gravity, rolled on the surface of the sea." Vide "Abel's Narrative," p. 260.

† The Alceste took out duplicate despatches, ordering the British troops to evacuate Java.

deficiency of medical stores, must have rendered its progress most destructive. Fourteen days had now elapsed, and the evils under which they were likely to suffer were certain to increase in intensity from the mere daily continuance. The firmness and commanding character of Captain Maxwell were sufficient security for the maintenance of discipline; but even upon this head it was difficult to be wholly without alarm.

“Soon after sunset our anxiety was relieved by the arrival of a boat with Messrs. Sykes and Abbot on board; from them we learnt that water had been procured from two wells, in sufficient quantity for the general consumption. Only one casualty had occurred, and that too in the person of a marine, who had landed in a state of hopeless debility*. The Malay proas had made their appearance on the 22d February, and had been daily increasing in numbers. The first Lieutenant (Hickman) and a detachment of the crew had, in consequence of their approach, been obliged to abandon the ship, and another raft that had been constructed. The pirates had subsequently set fire to the wreck, which had burnt to the water's edge. Supplies of provisions, liquors, and arms had, however, been obtained from it. The creek, where the boats of the ship were laid up, had been completely blockaded by the proas, sixty in number, carrying from 8 to 12 men each, until the appearance of the Ternate, when they had all hastened away†.

“Captain Maxwell had carried his intention into effect of establishing himself on the top of a hill near the landing-place. By cutting down trees and clearing the underwood, an open space had been obtained sufficient for the accommodation of the crew, and the reception of the stores and baggage. The trees and underwood cut down had furnished materials for defences, capable of resisting a sudden attack from an enemy unprovided with artillery; platforms had been erected at the most commanding points, and a terre plane of some yards extent had been formed immediately without

* This poor fellow had contracted a liver complaint in China, whilst accompanying the Ambassador as one of his guard. The only thing he complained of in his enfeebled state, was his inability to turn out and face the Malays with his comrades. Another man, who was a foreigner, and a very troublesome character, thought proper to leave his shipmates on the third day after they landed, saying, he considered himself free from the English service after the frigate was wrecked. He may have been bitten by a serpent in the woods, and died there, or have fallen into the hands of the savages; but he was never afterwards heard of. See M'Leod's Voyage, p. 272.

† On the 26th May, Lieutenant Hay, in the second barge, pursued two proas, one of which he came up with, and was on the point of boarding, when she sunk with 4 of her crew. The remaining six swam with great dexterity, and refusing quarter, continued to fight with their spears until quite exhausted, when two of them dived and were seen no more. The others were taken prisoners, but two died soon after they had been dragged into the boat.

the defences to prevent surprise; some hundred rounds of ball cartridge had been made up and distributed to the men with the small arms: pikes, however, some of bamboo with the ends pointed and hardened in the fire, were the weapons of the majority. None had been exempted from their share of guard-duty, nor had the slightest want of inclination been manifested; in fact the wise arrangements and personal character of Captain Maxwell, while they had really given security, had inspired proportionate confidence; and it might safely be asserted that an attack from the Malays was rather wished for than feared.

“On the evening preceding our arrival, Captain Maxwell had addressed the men upon their actual situation, the dangers of which he did not endeavour to conceal, but at the same time he pointed out the best means of averting them, and inculcated the necessity of union, steadiness, and discipline. His address was received with three cheers, which were repeated by the party on guard over the boats, and every heart and hand felt nerved to ‘do or die.’ The appearance of the Ternate, however, prevented this desperate trial of their courage being made. We may attribute the precipitate retreat of the Malays to their habitual dread of a square-rigged vessel, and their not considering the actual circumstances of the case, which rendered the Ternate almost useless for the purposes of assisting the party on shore, the anchorage being too distant to allow of any effective co-operation.

“My expectations of the security of the position were more than realized when I ascended the hill; the defences were only pervious to a spear, and the entrances were of such difficult access, and so commanded, that many an assailant must have fallen before the object could be effected. Participation of privation, and equal distribution of comfort, had lightened the weight of suffering to all; and I found the universal sentiment to be an enthusiastic admiration of the temper, energy, and arrangements of Captain Maxwell. No man ever gained more in the estimation of his comrades by gallantry in action, than he had done by his conduct on this trying occasion: his look was confidence, and his orders were felt to be security.

“The next and part of the following day were employed in embarking the crew and remaining stores on board the Ternate. We sailed in the afternoon of the 7th, and reached Batavia on the evening of the 9th. The Princess Charlotte, from inferiority of sailing and other adverse circumstances, did not reach the Straits of Gaspar till the 17th, and was then obliged to come to at a much greater distance from the island than the Ternate had done.

“His Excellency and Captain Maxwell having deemed it advisable to combine the conveyance of the embassy with that of the officers and crew of the *Alceste* to England, the ship *Cæsar* was taken up for those purposes; and all the necessary arrangements being completed, we sailed from Batavia Roads on the morning of the 12th April, and anchored in Simon’s Bay, after a voyage of 45 days.”

* For Captain Maxwell’s speech, see “*M’Leod’s Voyage*,” p. 255.

On his passage home Captain Maxwell had an interview with Napoleon Buonaparte, who remembered that he had commanded at the capture of la Pomone, and said to him "*Vous étiez très méchant — Eh bien !* your government must not blame you for the loss of the *Alceste*, for you have taken one of my frigates*." That his government had no cause to censure him will be seen by the decision of a Court-Martial, held on board the *Queen Charlotte* at Portsmouth, in August, 1817 :—

"The Court is of opinion that the loss of *H. M.* late ship *Alceste*, was caused by her striking on a sunken rock, until then unknown, in the straits of Gaspar. That Captain Murray Maxwell, previous to the circumstance, appears to have conducted himself in the most zealous and officer-like manner; and, after the ship struck, his coolness, self-collection, and exertions, were highly conspicuous; and that every thing was done by him and his officers within the power of man to execute, previous to the loss of the ship, and afterwards to preserve the lives of the Right Hon. Lord Amherst, *H. M.* Ambassador, and his suite, as well as those of the ship's company, and to save her stores on that occasion; the Court, therefore, adjudge the said Captain Murray Maxwell, his officers and men, to be *most fully acquitted*."

Amongst the witnesses examined on this occasion was Lord Amherst, who stated "that he had selected Captain Maxwell, on the occasion of the embassy, from motives of personal friendship, as well as from the high opinion he entertained of his professional character, which opinion had been much increased by the events of the voyage."

Captain Maxwell was nominated a *C. B.* in 1815, and received the honor of knighthood on the 27th May, 1818. At the general election in the same year he stood as a candidate for the city of Westminster, and sustained severe personal injury from the vile rabble with which the hustings in Covent Garden is on such occasions surrounded. On the 20th May, 1819, the *Hon. East India Company* presented him with the sum of 1500*l.* for the services rendered by him to the embassy, and as a remuneration for the loss he sustained on his return from China. He was appointed to the *Bulwark*, a third-rate, bearing the flag of Sir Benjamin Hallowell, at Chatham, in June, 1821; and removed to the *Briton* frigate, on the 28th Nov. 1822. He is at present employed on the South American station.

* See "*M'Leod's Voyage*," p. 320.

Sir Murray is one of nine brothers, six of whom, besides himself, devoted themselves to their country's service. Two, Keith and John, were brought up in the navy: the former died a Post-Captain, and the latter has also obtained that rank.

Agent.—Sir Francis Ommalley, M. P.

CHARLES MARSH SCHOMBERG, Esq.

A Companion of the Most Honorable Military Order of the Bath; and Knight Commander of the Royal Portuguese Order of the Tower and Sword.

THIS officer is the youngest son of the late Sir Alexander Schomberg, Knt. by Mary Susannah Arabella, daughter of the Rév. — Chalmers, and niece of Sir — Alleyn, Knt.

He was born at Dublin, and entered the navy as a Midshipman, on board the Dorset yacht, commanded by his father, the last 32 years of whose life was spent in attendance upon the different Viceroy's of Ireland, from one of whom he received the honor of knighthood, in 1777*.

At the commencement of the French revolutionary war, Mr. Charles M. Schomberg entered into active service, under

* Sir Alexander Schomberg obtained the rank of Lieutenant, Dec. 11. 1747; and was made a Post-Captain, into the Richmond frigate, April 5, 1757. He commanded the Diana of 32 guns, at the reduction of Quebec, in 1759, [See note at p. 4.] and greatly distinguished himself during the siege of that important fortress by a French army, under Mons. Levi, in May 1760.

The enemy being repulsed in their attempt to recover possession of Quebec, Captain Schomberg was selected by Lord Colville, the naval commander-in-chief, to carry home the tidings of their defeat; and on his arrival, the King (George II.) desired the Admiralty to give him the command of the Essex, a new 64-gun ship, in which he was employed under the orders of Sir Edward Hawke, and H. R. H. the Duke of York, until the conclusion of hostilities, in Feb. 1763. He was appointed to the Lord Lieutenant's yacht in Dec. 1771; and continued to command her till his demise, which took place about the spring of 1804.

Sir Alexander was uncle to the late Commissioner Isaac Schomberg, who served as first Lieutenant under the veteran Cornwallis, in the memorable battle between Rodney and de Grasse; also under the command of H. R. H. Prince William Henry, in the Pegasus of 28 guns; and who commanded the Culloden, 74, in Lord Howe's engagement, June 1, 1794. The Commissioner died at Chelsea, Jan. 20, 1813.

the auspices of the late Admiral Macbride, with whom he continued, in the Cumberland and Minotaur, third-rates, until his promotion to a Lieutenancy, April 30, 1795.

After serving for some time in the Rattler sloop of war, under the present Rear-Admirals Lake and Cochet (the former his patron's son-in-law), he returned to the Minotaur, then commanded by the late Sir Thomas Louis; and, *nominally*, the flag-ship of Vice-Admiral Macbride*.

Subsequent to the general mutiny in 1797, the Minotaur was sent from England to reinforce the fleet off Cadiz; on which station we find Lieutenant Schomberg personally engaged in several severe boat actions with the Spanish flotilla and land-batteries; a mode of warfare wisely adopted by Earl St. Vincent commander-in-chief, to employ the minds of his seamen, and divert them from following the mischievous example of their brethren at Spithead and the Nore. It is unnecessary to say more on this subject, than that the unhappy Spaniards were made to feel the effects, and deplore the consequences, of a popular commotion in the British navy.

The Minotaur continued with the in-shore squadron off Cadiz till May 24, 1798, on which day she sailed for the Mediterranean, in company with a strong detachment under the orders of Captain Thomas Troubridge, whose junction with Sir Horatio Nelson, near Toulon, the long cruise which succeeded in quest of a French armament commanded by Napoleon Buonaparte, and the great victory achieved by the British squadron in Aboukir Bay, have already been described in a note at p. 180 *et seq.* of our first volume.

The Minotaur on that glorious occasion sustained a loss of 23 men slain and 64 wounded. Her conduct is thus noticed by Nelson's biographers (Messrs. Clarke and M'Arthur), at pp. 79, 80, &c. of their highly valuable work.

* Vice-Admiral Macbride retired from his command in the North Sea, towards the close of 1796, at which period Mr. Schomberg was serving as first Lieutenant of the Rattler; and he does not appear ever afterwards to have hoisted his flag. He became an Admiral of the Blue, Feb. 14, 1799; and died at the Spring Garden Coffee House, London, Feb. 17, 1800. It was in consequence of his recommendation that the experiment of arming line-of-battle ships with heavy carronades, instead of long 9-pounders, on the quarter-deck and fore-castle, was first tried on board the Minotaur. See JAMES's Nav. Hist. Vol. II. p. 126.

"While the advanced officers in the British squadron* were proving themselves worthy of that experience and decision which directed the whole, the Rear-Admiral himself had entered into action with the remainder of his force; and was the first that anchored on the outer side of the enemy, within half pistol-shot of le Spartiate, the third ship in the French line of battle. * * * * *

"The Vanguard having thus anchored in eight fathom water, at 6^h 30' P. M. veered half a cable, and in a minute opened a most destructive fire so as to cover the approach of the other ships, the Minotaur, Bellerophon, Defence, and Majestic, which respectively passed on a-head of their Admiral. Captain Louis, in the Minotaur, nobly supported his friend and commander, and anchoring next a-head of the Vanguard, took off the fire of l'Aquilon, the fourth in the French line†.

"During the heat of the battle, and when Nelson had received his severe wound in the head from a piece of langridge shot, some circumstances occurred which marked his character and disposition. On being wounded, he had been assisted in going below, where, desiring that he might wait until his turn came, it was some time before he was discovered by the surgeon. The pain was intense, and Nelson felt convinced that his wound was mortal. A large piece of the skin of his forehead, which had been cut to the bone, hung down over his eye, and not having any sight from the other, he was left perfectly blind. Mr. Jefferson assured him, on probing the wound, that there was no immediate danger. He would not, however, indulge any hope; and having desired Mr. Coynyn, the chaplain, to convey his dying remembrance to Lady Nelson, he ordered the Minotaur to be hailed, that he might thank her gallant Captain for coming up so nobly to the support of the Vanguard—the interview affected all who beheld it."

"*Farewell, dear Louis,*" said the hero, "*I shall never forget the obligation I am under to you for your brave and generous conduct; and now, whatever may become of me, my mind is at peace ‡.*"

L'Aquilon being totally dismasted, and completely overpowered by the Minotaur's superior fire, struck her colours some time previous to the destruction of l'Orient, and was immediately taken possession of by Lieutenant Schomberg, whom we subsequently find employed, as first of the Minotaur, in a series of active and important services, on the coast of Italy, the nature of which will be seen by the following

* Captains Thomas Foley, Samuel Hood, Sir James Saunarez, Davidge Gould, and Ralph Willet Miller, of the Goliath, Zealous, Orion, Audacious, and Theseus; which ships had anchored within the enemy's line.

† The Alexander, Swiftsuro, and Leander, it will be remembered, did not close with the enemy until a considerable time after the commencement of the action.

‡ The above passage in italics is extracted from a memoir of Sir Thomas Louis, published in the Naval Chronicle (1806).

outline of occurrences in that quarter, between Nov. 1798, and October 1799.

After the establishment of the blockade of Malta, and the surrender of Gozo, an adjacent island, in Oct. 1798*, the *Minotaur* returned with Nelson to Naples, where she received on board part of a Neapolitan army, destined to occupy Leghorn, at which place she arrived in company with the *Vanguard*, *Culloden*, and *Alliance*, towards the latter end of November. A summons was immediately sent on shore, in the names of the allied commanders ; and no resistance being offered, the troops were soon landed under General Naselli, who took possession of the town and port, whilst the squadron secured two Genoese armed vessels, and several others loaded with corn, which were found lying outside the mole.

The occupation of Leghorn was undertaken by Nelson with a view to frustrate the machinations of the French emissaries then at Florence, and thereby preserve Tuscany from the anarchy and plunder to which that fine country was shortly afterwards subjected, through native treachery and Sicilian imbecility†.

In December following, the French army having invaded the Neapolitan territory, and the superior inhabitants of the capital displaying strong symptoms of disaffection, his Sicilian Majesty found it expedient to embark in Nelson's flag-ship, and to proceed with his family to Palermo ‡, at which place he was lauded in safety on the 26th of the same month.

* See Vol. I. note † at p. 838.

† The principal Tuscan traitor was the Marquis Manfredini, who endeavoured to make his countrymen believe that all the horrors of war and the loss of their property were inevitable, if the good will of the "*Great Nation*" were not purchased. This jacobin had been tutor to the Grand Duke, and was at that period his Prime Minister.

The disgraceful flight of the Neapolitans from Rome, to which city they had advanced for the avowed purpose of restoring the Pope, has been briefly noticed in our memoir of Sir BENJAMIN HALLOWELL, K.C.B. See Vol. I. note † at p. 472.

‡ General Championet entered Naples on the 23d Jan. 1799, but not without great opposition on the part of the Lazzaroni, who although half-starved, nearly naked, wholly undisciplined, and without a leader of the least rank, displayed considerable resolution, even when the republican army and its artillery had obtained possession of the principal streets.

At this critical period, Championet thought he might meet the super-

Whilst such was the deplorable state of Naples, and the painful situation of His Sicilian Majesty, whose hopes and comforts equally rested upon the British squadron; the affairs of Tuscany, and the cruel insults to which the King of Sardinia was then exposed, demanded also a large share of Nelson's judgment and decision. Throughout the whole of the subsequent proceedings in that part of Italy, his Excellency the Hon. W. Wyndham displayed an energy and impartiality

stitions ideas of this loyal body, by publishing an account of his regard for their national patron, St. Januarius! This had the desired effect; his conversion flew like lightning through the city, and did more in his favour than all the ammunition he had expended. One of their chiefs delivered an oration, ordered them to cease firing, and to lay down their arms. He was listened to with reverence, and obeyed with alacrity. The horrors of war were followed by acclamations of joy; and the French General's hand was kissed in token of submission.

Thus suddenly the Lazzaroni became the advocates of republicanism. They plundered the royal palace, which but a short time before they would have defended to the last extremity; and were with difficulty restrained from committing still greater excesses. Championnet left the city in charge of General Duhesme, and encamped his army on the adjacent heights. Having disarmed the inhabitants, the French commander, in person, proclaimed to his troops, that henceforth they should be styled "The Army of Naples;" which decree was accompanied by the shouts of the multitude and a tremendous discharge of cannon.

The clergy and many of the nobles celebrated this event. Even the Cardinal Archbishop paid servile court to the invaders, and actually practised fraud to complete the overthrow of monarchy. In consequence of long and earnest prayers, the phial, which contained a precious portion of the patron saint, so much respected by the inhabitants, exhibited undoubted marks of miraculous interposition, an event immediately communicated to the credulous multitude. After this, a day was appointed for a solemn *Te Deum*, when the citizens were to return thanks for the *glorious entry* of the French troops, who had come to "*regenerate the nation, and consolidate its happiness*"—to promulgate the blasphemous tenets of a frenzied republic, and to reduce all classes to one common level. At the same time the traitorous prelate intimated, that St. Januarius had greeted their arrival in the kindest manner, "*his blood having miraculously liquefied* in the evening of that very day on which the French forces had taken up their abode in the capital *." Immediately after this, Naples was proclaimed a commonwealth, under the designation of "*THE PARTHENOPEAN REPUBLIC*," and the provisional government confided to twenty-one *citizens*, chosen by Championnet.

* St. Januarius was subsequently punished for his jacobinism. See Vol. I. note * at p. 280.

which all the artifice of French intrigue could not affect ; and the co-operation of the Minotaur, stationed off Leghorn, was at all times worthy of her commander's professional character.

Towards the end of Jan. 1799, the arrival of a very valuable convoy from England was hourly looked for, and the British Minister accordingly presented a note on the subject to the Grand Duke. On the 28th, the principal merchants decided that the fleet, instead of entering the port, should be placed under the protection of the Minotaur, and remain in the roads until Captain Louis could devise further means for its security. The threats of Salicetti, Envoy from the French Directory*, who declared openly that Tuscany would be revolutionized in the ensuing Lent ; and the suspicious conduct of the republican generals, then in the neighbourhood of Florence, kept the Duchy at that time in a very agitated state ; and, as Mr. Wyndham added in his note, " there was reason to believe, that if the French had not yet attacked the government, it was only because they waited the arrival of this rich convoy, in order to ensure its capture."

During these proceedings, the King of Sardinia and his family, justly apprehensive of French treachery, had arrived at Florence, and were lodged in one of the Grand Duke's palaces, about a mile without the city. His Majesty, driven from Piedmont, intended to seek an asylum at Cagliari ; and afterwards proceeded thither in a Danish frigate, escorted by a British man of war †. Mr. Wyndham, in his letters to Nelson, gives an account of the various circumstances that had preceded and attended this transaction :—from those letters we make the following extracts :—

*"Florence, Feb. 6, 1799.—*The King of Sardinia is very grateful to your Lordship for leaving a force off Leghorn. I feel most sincerely your attention in sending Captain Louis, whose conduct gives great satisfaction to this Court, and who in every respect is a proper person for the service ; uniting cool judgment and address with every other quality necessary for a military character, and concurring with me candidly for the public service.
• • • • His Majesty is still here and suffers much from convulsions, occasioned by the hard usage and violent treatment he is obliged to put up

* Salicetti was a native of Corsica, a disciple of Robespierre, a Member of the Council of 500, and an avowed enemy of Italy.

† See Vol. I. p. 839.

with from the French commissary who attends him, and others who are appointed to thwart his wishes, and contradict him on frivolous and vexatious pretexts. When the King, three days since, talked of going on his journey to Leghorn, the Commissary Chiboux said to him, '*Vous ne partirez point, ce n'est pas à vous à commander, c'est à vous à recevoir nos ordres.*' I am sorry to say his Majesty is not better treated by Venturi, a jacobin nobleman."

"Feb. 16, 1799.—His Sardinian Majesty proposes sailing to-morrow, or next day at latest, from Leghorn, if the wind permits. His cruel situation could not fail to call forth the feelings of any man who possesses loyalty and honour. I therefore proposed and concerted with a person in H. M. confidence, to secure the Royal family from any future insults on their passage by sea; and the same person was accordingly employed by me, to arrange with Captain Louis a mode of escorting the King and his suite to Cagliari in such a manner that the French commissary should not know an English ship was engaged to attend on the voyage. We had some idea of an intent of the enemy to intercept H. M. on the passage by their privateers; and the noted Franceschi, chief of the French and Corsican marauders in these seas, had been peculiarly active of late in arming and equipping a number of vessels best suited for resistance, apparently in concert with the French commissary and consul. The total impossibility of knowing how events might turn out after the King's landing in Sardinia, has induced H. M. to negotiate with me for the security of his person, and the protection of the only state which now remains to him. I cannot sufficiently commend Captain Louis for his generous zeal and kind concurrence in this affair."

The King of Sardinia was not able to sail from Leghorn until the 23d of February. On his arrival at Cagliari his Majesty published a protest against the conduct of the French, dated March 3, 1799, in which he declared, "Upon the faith and word of a King, that he not only had never infringed, even in the slightest degree, the treaties that had been made with the French republic; but, on the contrary, had observed them with such scrupulous exactness, and with such demonstrations of amity and condescension, as far exceeded the obligations he had contracted."

The arrival of the expected convoy, March 14, only served to encrease the alarm of the Tuscan government. Upwards of 1,000 French had already arrived at Pistoia, and other detachments were on their march to that place. A large body of horse and foot, with artillery, had set out from Bologna for Florence; and two frigates were cruising off Genoa, for the purpose of co-operating in an attack on Leghorn.

In the midst of this consternation, intelligence was re-

ceived of the rapid advance of General Scherer, ex-minister at war, who had succeeded Championet as commander-in-chief of the army of Lombardy, and whose first military movement was the invasion of Tuscany. On the 25th of March, Florence fell into his possession, and Leghorn was occupied the same day by a division under General Miollis. The Grand Duke, instead of making any resistance, published a declaration, requesting, as a proof of "*the attachment and affection of his faithful subjects, that they would respect the French Army**." All the property found at Leghorn belonging to Great Britain, Portugal, Austria, Russia, Turkey, and the States of Barbary, was subjected to sequestration by the enemy, whose mortification was very great when they discovered that not only the English merchandize recently arrived, but also much more of their expected booty had been placed beyond their reach through the active exertions of Captain Louis, and the officers under his orders,

The Minotaur returned to Palermo at the latter end of March, and Nelson immediately laid before her commander a plan he had formed for the effectual blockade of Naples, and recovery of the islands in that neighbourhood. This plan had been sanctioned by His Sicilian Majesty on the 18th of that month, and had been received with much gratitude by the King and his Ministers, who could not but contrast the generous solicitude of the British Admiral with the cold and selfish apprehensions of his natural ally, the Emperor of Austria.

On the 31st of March, the Culloden, Zealous, Minotaur, Swiftsure, and some other ships of war, proceeded to execute their Admiral's instructions; and on the seventh day after their departure, Nelson had the pleasure of hearing that they were in complete possession of Procida and Ischia, the inha-

* The King of Sardinia was constrained to perform an act of still greater degradation when he signed an act of abdication, dictated by the republican General Joubert, Dec. 9, 1798. Stipulating only for the exercise of the Catholic religion for his subjects, the security of his own person, and the enjoyment of liberty and property for the Prince de Carignan; the ill-fated monarch was obliged to renounce the exercise of all his power and authority on the continent, to order the Piedmontese troops to consider themselves as belonging to the French army, and to surrender the citadel of Turin, as a pledge that no resistance whatever should be attempted against an act "*which emanated purely from his own will.*"

bitants of which islands had joyfully hoisted the royal colours; cut down the trees of liberty, and delivered up the municipalities, composed of detestable jacobins, all of whom were either confined on board the squadron, or in the chateau of Ischia, to await the punishment due to their crimes.

Captain Troubridge, the senior officer, lost no time in sending to Palermo for a judge to try the offenders, but it seemed to be the wish of the imbecile Ministry to cast the odium of every execution upon the British, as was but too successfully done in the case of Prince Caraccioli, to which we have alluded in a preceding part of this work *. Captain Troubridge, however, "out-manceuvred" them, although some time elapsed before he could obtain the object of his desires. Writing to Nelson on this subject, he says :—

(April 4, 1799.) "I pray your Lordship to send an honest Judge here to try these miscreants on the spot, that some proper examples may be made : it will be impossible to go on else, the villains encrease so fast on my hands, and the people are calling for justice. Eight or ten of them must be hung."

(April 13.) "The Judge is arranging his papers ; to-morrow he begins. I have given him good advice ; he appears to me to be the poorest creature I ever saw, and to be frightened out of his senses. He declares that seventy families are concerned, and talks of its being necessary to have a Bishop to degrade the Priests before he can execute them. I told him to hang them first, and if he did not think that degradation sufficient, to send them afterwards to me."

(April 18.) "The Judge made an offer two days since, if I wished it, to pass sentence ; but hinted that it would not be regular on some. I declined having any thing to do with it. By his conversation, I found his instructions were to go through it in a summary manner, and *under me*. I told him the latter must be a mistake, as they were not British subjects."

(May 7.) "My Lord :—I have just had a long conversation with the Judge. He tells me he shall finish his business next week ; and that the custom with his profession is to return home the moment they have condemned. He says, he must be embarked immediately, and hinted at a *man of war*. I found also from his conversation, that the Priests must be sent to Palermo to be disgraced, by the King's order, and then to be returned for execution to this place. *An English man of war to perform all this : at the same time making application to me for a hangman, which I positively refused. If none could be found here, I desired he would send for one from Palermo. I see their drift : they want to make us the principals, and to throw all the odium upon us. I cannot form the least idea of their law pro-*

* See Vol. I. p. 565.

cess as carried on against the prisoners; for the culprits are seldom present while the trial is proceeding. By the Judge's account, he is making a rapid progress: several of the villains are very rich."

Some of the loyalists, with the characteristic impetuosity of Italians, did not wait for the decision of a Judge, as appears by the following extraordinary letter which Captain Troubridge received early one morning, with his usual basket of grapes for breakfast, from the shore:—

Salerno, April 26, 1799. Sir,—As a faithful subject of my King, Ferdinand IV., whom God preserve, I have the glory of presenting to your Excellency, the head of D. Charles Granozio di Giffoni, who was employed in the administration directed by the infamous Commissary Ferdinand Ruggi. The said Granozio was killed by me in a place called li Puggi, district of Ponte Cagnaro, as he was running away. I beg your Excellency to accept the said head, and consider this operation as a proof of my attachment to the Royal Crown. I am with due respect, the faithful subject of the King, J. M. V."

So wretchedly were the affairs of the Sicilian government administered, that although the number of loyalists in Procida and Ischia, including emigrants from the main, amounted to at least 50,000 persons, a considerable period was allowed to elapse before any attention was paid to their wants, and had it not been for the flour with which they were supplied from the squadron, and the private stores, which the officers humanely distributed amongst them, many of those poor suffering creatures must actually have perished through hunger; all supplies from Naples and Castel-à-mare having been suspended immediately after the arrival of the British.

"The distress for bread is so great," says Captain Troubridge, "that it would move even a Frenchman to pity. I am fairly worn out with fretting for the breach of my word given to the inhabitants, in consequence of her Majesty's promise to me. Cannot a subscription be opened? I beg to put my name down for twenty ducats; I cannot afford more, or I would give more. I feed all I can from a large private stock I had, but that will not last long. No fault shall attach to us. Palermo is full of grain, as is the neighbourhood: the French, I fear, have more interest there than the King." * * * "I know Strabia, and feel much hurt that I am made the tool of his deception. In short, my Lord, these islands must return under the French yoke, as I see the King's Ministers are not to be relied on for supplies. I trust your Lordship will pardon my stating the case so plainly; but I think I should be highly culpable, if from delicacy I were to sacrifice the lives of 50,000 inhabitants."

Even *Nelson's* remonstrances on this occasion proved

unavailing—the love of country was never yet cherished by a sordid courtier. Writing to Earl St. Vincent, the hero expressed himself as follows:—“This day brought me letters from dear Troubridge. He has been obliged to give all his flour to keep the inhabitants of the islands from starving. I have eternally been pressing for supplies, and have represented that 100,000*l.* given away just now in provisions might purchase a kingdom.”

Troubridge was in reality what he described a certain foreign Governor to be, whom he met with in the course of service; but whose name does not appear in the correspondence we are now making so free with:—“an honest man, who studied his Sovereign’s interest in every thing; without the little dirty policy of making money himself.” Not so the Sicilian grandee, whom we have just seen him charge with deception. That Strabia also deserved to be stigmatised as a speculator of the basest description, is very evident, at least to us; and the Rev. Cooper Willyams must have entertained a similar opinion, for at p. 184 of his publication respecting the battle of the Nile, &c.*, we find a passage to this effect:—

“The people at Procida being now in the utmost distress for bread, some provisions were sent to them from the British squadron. On the 13th, however, several vessels arrived from Sicily with corn for the islands of Procida and Ischia; but instead of a free competition to supply them with it, a particular grant was issued from the Crown for Prince Strabia to issue it solely: the consequence was, that it came in too small quantities to be of essential service, and the Prince was so exorbitant in his demands, that the poor were literally starving.”

Whilst Captain Troubridge was thus venting his just complaints against a corrupt administration, the ships under his orders were employed paving the way for a counter-revolution at Naples, by maintaining a close blockade, and thereby preventing corn or any other supplies from reaching that city by sea. The towns of Castel-à-mare and Salerno were occupied by detachments landed from the *Minotaur*, *Swiftsure*, and *Zealous*, but found untenable, on account of the enemy’s superior numbers. In retiring from the latter place, the British had several men killed, wounded, and taken prisoners.

* See Vol. I. note † at p. 483.

In the evening of May 5, 1799, a powerful fleet from Brest entered the Mediterranean and proceeded towards Carthage, for the purpose of forming a junction with the Spanish ships in that port, after which it was the enemy's intention to embark a large body of troops at Toulon, to wrest Minorca from the English, raise the blockade of Naples, and make a joint attack upon Sicily. All those objects, however, were frustrated through the supineness of the Spaniards, and the vigilance of the British Admirals to the westward.

The enemy's arrival within the Straits of Gibraltar was no sooner made known to Nelson, than he resolved to collect his line-of-battle ships, and cruise with them off Maritimo, in order to protect Sicily from the threatened invasion, and at the same time to cover the frigates and sloops left off Naples, under the command of Captain (now Vice-Admiral) Foote, to whose memoir we must refer our readers for a sketch of the occurrences on that station, from the period of his predecessor's departure for Palermo, until the return of Ferdinand IV. to his capital, in the month of July following*.

Although Ferdinand IV. had abandoned his capital, he was not wholly forsaken by his subjects; the inhabitants of the provinces, in particular, still retained an affection for their absent King, and were ready to sacrifice their lives in his cause.

Cardinal F. Ruffo was very assiduous in cherishing these loyal sentiments. This ecclesiastic, one of the most extraordinary characters of the age, had, in consequence of some disputes with the Pope, taken refuge at Naples, and been appointed Intendant of Caserta, an appointment by no means suitable to the dignity of the Roman purple. Having accompanied the King to Palermo, at a period when all the courtiers despaired of the restoration of the monarchy, he obtained leave to repair to Calabria, on purpose to erect the standard of royalty there. Although accompanied by five persons only when he landed at Scylla, this fortunate adventurer was soon joined by a number of inhabitants, headed by Don Reggio Renaldi, rector of Scalca, who had already organized an insurrection, and waited only the arrival of a chief, to direct the movements of his colleagues.

* See Vol. I. pp. 560—566.

The warlike Cardinal, after collecting a number of new levies, in the capacity of *General*, recurred to his sacred functions as a priest, on purpose to arouse the fanaticism of a people whom he knew to be both superstitious and barbarous in the extreme. In virtue of his spiritual authority, he excommunicated all those who would not take up arms, while he enjoined every true catholic to wear a red cross in his hat, as a signal of faith, and promised such as might die in battle the immediate enjoyment of paradise. In addition to many of the peasantry, his Eminence was soon joined by a multitude of galley-slaves, criminals from the different gaols, and robbers who had infested the highway: these were immediately formed into divisions, under three chiefs; the first of whom was called Francisco Diabolo, a monk, who, after being expelled from his convent, became the leader of a desperate band of freebooters; the second was the gaoler of Salerno, who marched at the head of his prisoners; and the third, Pauzanera, who, as reported, had committed fourteen acts of homicide. Such were the troops on whom Cardinal Ruffo bestowed the appellation of "*The Christian Army*;" himself assuming, at the same time, the designation of "*His Sicilian Majesty's Vicar-General and Vicegerent*." With this rabble he attacked and obtained possession of the towns of Avigliano, Cotrona, and Cantanzaro; after which he proceeded against Naples, and there acted in the reprehensible manner described by Captain Foote, when vindicating his conduct as senior officer on that station, during the absence of Captain Troubridge, in May and June, 1799. The subsequent operations against fort St. Elmo, Capua, Gaieta*, Civita Vecchia, and Rome, are recorded at pp. 475 and 476 of our first volume.

In announcing to Nelson the surrender of Rome, the once celebrated capital of the world, Commodore Troubridge says:—

"The stuff the French proposed made me sick, the Ambassador was the cause of it; the thief is afraid to go to France; he would sooner stay where

* Gaieta surrendered to Captain Louis, Aug. 2, 1799; and the French garrison, consisting of 5,000 men, were embarked under the superintendance of Lieutenant Schomberg, during the night of the 3d. In that fortress were taken 70 battering guns, mostly brass, 19 mortars, and 2 field-pieces of the same metal.

he is not wanted. He called the Roman territory the property of the French Republic by right of conquest; I settled that by saying, *It's mine by re-conquest*, and he was silenced. I have sent Louis up to Bouchard to secure the tranquillity of Rome. The Austrians offered any terms, but I out-mancœuvred them, brought General Garnier on board the *Culloden*, and settled all, as your Lordship will see. *I have received the greatest assistance from Captain Louis and Lieutenant Schomberg*.*"

In a letter dated Oct. 30, 1799, the Commodore informs Nelson, that a large quantity of artillery belonging to the King of the Two Sicilies, with his valuable geographical and marine plates, those of Herculaneum, and a variety of other articles of great value, were found at Civita Vecchia, to which port the *Army of Naples* had sent the plunder of that kingdom, on its way to France.

We next find the *Minotaur* bearing the flag of Lord Keith, off Genoa; where she continued until the surrender of that city to the combined forces of Great Britain and Austria, June 5, 1800 †.

On the 3d Sept. following, Lieutenant Schomberg commanded the *Minotaur's* boats in a gallant and successful attack made upon two Spanish corvettes, off Barcelona, the particulars of which are given under the head of Capt. James Hillyar, C. B., the officer who conducted that enterprise ‡.

Lieutenant Schomberg subsequently accompanied Lord Keith to the coast of Egypt, in the *Foudroyant* of 80 guns, to which ship he had been removed, on promotion, soon after the brilliant affair off Barcelona. During the Egyptian campaign he was appointed Flag Lieutenant to that officer, and sent to Grand Cairo for the purpose of keeping up a communication between his Lordship and the Turkish army. Whilst employed on that service, he received a notification of his advancement to the rank of Commander, and appointment

* Captain Louis was the first Englishman who ever governed Rome. During his absence the *Minotaur* remained off Civita Vecchia, under the command of Lieutenant Schomberg, who likewise arranged the embarkation of the French troops.

† See Vol. I. p. 53. N.B. Lieutenant Schomberg was the bearer of all the flags of truce sent by Lord Keith to General Massena, whilst negotiating for the evacuation of Genoa.

‡ See p. 850, of this Volume.

to the Termagant sloop of war, notwithstanding which, he continued with the Capitan Pacha until the termination of hostilities *, when he joined the Charon, a 44-gun ship armed *en flûte*, and assisted in conveying the French troops from Alexandria to Malta, on which service he was employed during the greater part of the peace of Amiens. We should here state that Captain Schomberg is one of the officers who received the gold medal of the Imperial Ottoman Order of the Crescent.

The evacuation of Egypt being at length completely effected, Captain Schomberg was next sent to Tunis, on a peculiarly delicate mission, the successful result of which induced Sir Alexander I. Ball, Governor of Malta, to present him with a handsome piece of plate, for his able conduct on that occasion. His post commission bears date Aug. 6, 1803.

From this period, Captain Schomberg commanded the Madras 54, stationed at Malta, till the spring of 1807. Lord Collingwood's intention of removing him into l'Atheniense of 64 guns, having been frustrated by the melancholy disaster which happened to that ship on the 27 Oct. 1806 †.

The Madras being dismantled and laid up in Valette harbour, Captain Schomberg returned to England as a passenger on board some other ship, the name of which has escaped our memory. On his arrival, after an absence of more than ten years, he was appointed to the Hibernia, a first rate, destined for the flag of Sir W. Sidney Smith, and immediately despatched from Torbay, by Lord Gardner, to open a communication with the British Minister at Lisbon, and announce the approach of a squadron, sent to protect the royal House of Braganza from the insidious designs of Napoleon, whose myrmidons were then about to pass the Portuguese frontier. Tempestuous weather and baffling winds, however prevented Captain Schomberg from reaching his destination until the arrival of the other ships off the Tagus, and the negotiations which ensued were consequently conducted under the immediate directions of Sir W. Sidney Smith, with whom he after-

* The proceedings of the Anglo-Turkish flotilla are described at pp. 462, *et seq.*

† See note at p. 849.

wards proceeded to Rio Janeiro, in his former ship, the *Foudroyant*.

The following extract from the *Naval Chronicle* throws considerable light on a subject that gave rise to many counter statements, and much diversity of opinion at the period we are now speaking of:—

“Sometime in June last (1808) at Rio de Janeiro, the Prince of Brazil, talking over European news, in a circle of which two Captains and a Lieutenant of our Navy formed part, expressed himself somewhat indigantly at the London Gazette making him appear under the tuition of the English *Chargé-d'affaires*, explaining that he had taken his decision to evacuate Portugal on the 25th November (1807), in consequence of a letter from the Admiral on the 22d: that he embarked on the 27th, and tried to sail on the 28th, but the wind was adverse, and would not let him leave the Tagus till the 29th. In point of fact, concluded the Prince, emphatically, ‘*Je n’ai vu Milord S. qu’après le passage de la barre, J’ai sçu qu’il étoit abord la Méduse, avec M. D’Aranjo; et je me suis levé à 4 heures pour le recevoir; mais il n’est pas venu. Et le vent étant bon, je faisois lever l’ancre comme j’avois déjà donné l’ordre; le premier Anglais que j’ai vu à cette époque étoit le Capitaine Schomberg, envoyé de la part de l’Amiral.**”

The period alluded to by the Prince, when speaking of Captain Schomberg, was the morning of the 29th, just after H. R. H. had passed the bar of Lisbon. Sir W. Sidney Smith had formed a line of battle, ordered his ships to be prepared for action, and sent Captain Schomberg to ascertain in what light the Portuguese were to be considered—whether as friends or as enemies. If coming out with pacific intentions, he was directed to congratulate the Prince Regent, in the name of Sir W. Sidney Smith, on the wise measure he had adopted, and to assure H. R. H. that the British squadron was ready to afford him protection. The interview proved most gratifying to both parties; and the Prince, at a subsequent date, decorated Captain Schomberg with the insignia of a K. T. S., on account of his having been the first Englishman whom he saw on that memorable occasion †.

* See *Nav. Chron.* v. 21, note * at p. 380.

† The closing of the Portuguese ports against British vessels, the departure of our *Chargé-d'affaires* from Lisbon, the emigration of the House of Braganza, and the revival of the ancient Military Order of the Tower and Sword, by the Prince Regent in compliment to his allies, are subjects already noticed at pp. 319, 321, 537, and 852, of our first volume.

About the commencement of 1809, several changes took place in the squadron at Rio Janeiro, which do not appear to have been sanctioned by the Admiralty. Amongst others was the removal of Captain Schomberg from the *Foudroyant* to the *President*; Captain Adam Mackenzie of that frigate having been appointed to succeed Captain James Walker, in the *Bedford* 74. At the expiration of several months, the latter officer returned to Brazil by order of the Board, and Captain Mackenzie being likewise directed to rejoin his proper ship, Captain Schomberg had the mortification to find himself unexpectedly deprived of command; his friend, Sir W. Sidney Smith, having previously been relieved by Rear-Admiral De Courcy. He was consequently obliged to return home, as a passenger, in the *Elizabeth*, of 74 guns, commanded by the Hon. Henry Curzon, with whom he arrived at Spithead, in April 1810.

Captain Schomberg's next appointment was, about July, 1810, to the *Astræa*, a contract-built frigate, rated at 36 guns, and fitting for the Cape of Good Hope, to which station he proceeded in company with the *Scipion* 74, bearing the flag of Rear-Admiral Stopford, by whom he was detached, with the *Phœbe* frigate under his orders, to reinforce the squadron employed off Mauritius, where he continued for some time as senior officer during the absence of Captain Philip Beaver, who had gone to India, for the purpose of collecting treasure. Captain Schomberg's hard fought action with a French squadron, near Madagascar, is thus described in his official letter, dated May 21, 1811 :—

“Sir,—I had the honor of communicating to you, from off Round Island, my determination to quit that station, in order to follow the three enemy's frigates with troops on board, which had appeared off Mauritius on the 7th instant, and also my reasons for supposing they would push for a near point, perhaps Tamatave.

“I have now the satisfaction to report to you, that the enemy were discovered on the morning of the 20th instant, far to windward, and well in with the land, near Foul Point, Madagascar. The signal to chase was promptly obeyed by H. M. ships *Phœbe*, *Galatea*, and *Racehorse* sloop. The weather was most vexatiously variable during the whole of the day, which, combined with the efforts of the enemy to keep to windward, rendered it impossible to close them till nearly 4 o'clock, when the *Astræa* being about a mile a-head and to windward, they wore together, kept away, and evinced a disposition to bring us to action. The enemy then com-

menced firing; I regret to say at a long range, which soon so effectually produced a calm to leeward, as to render our squadron unmanageable for three hours. No exertion was omitted to bring his Majesty's ships into close action, during this very critical and trying period, but all was ineffectual. The enemy's rear frigate neared the *Astræa* a little, while she lay on the water, almost immoveable; only occasionally bringing guns to bear. His van and centre ships, preserving a light air, succeeded in rounding the quarters of the *Phœbe* and *Galatea*, raking them, with considerable effect, for a long time.

"At this, his favourite distance, the enemy remained until nearly dark, when a light breeze enabled the *Phœbe* to close the nearest frigate, in a good position to bring her to a decisive action. In half an hour she was beaten. Her night signals drew the other two frigates to her assistance; the *Phœbe* was, in consequence, obliged to follow the *Galatea*, which ship brought up the breeze to me. At this time I was hailed by Captain Losack, who informed me, that the *Galatea* had suffered very considerably, and, as she was passing under my lee, I had the mortification to see her mizen, and, soon after, her fore-top-masts fall. Having shot a-head, she made the night signal of distress, and being in want of immediate assistance; I closed to ascertain the cause, when I was again hailed by Captain Losack, and informed, that the *Galatea* was so totally disabled as to prevent her head being put towards the enemy to renew the action, as I before had directed.

"My determination was immediately communicated to Captain Hillyar, to recommence action when the *Phœbe* was in a state to support me. She was promptly reported ready, although much disabled. The *Astræa* then wore, and led towards the enemy, followed by the *Racehorse* and *Phœbe*; the conduct of which ship, as a British man of war, did honor to all on board. The enemy was soon discovered a little a-head, and his leading ship, the *Commodore*, was brought to close action by the *Astræa*. In 25 minutes she struck, and made the signal to that effect, having previously attempted to lay us athwart hawse, under a heavy fire of grape and musketry from all parts of the ship. Another frigate, on closing, struck, and made the signal also; but, on a shot being fired at her, from her late *Commodore*, she was observed trying to escape. Chase was instantly given, and continued till 2 A. M., with all the sail both ships were enabled, from their disabled state, to carry; when I judged it advisable, as she gained on us, to wear for the purpose of covering the captured ship, and forming a junction, if possible, with the *Galatea*. At this moment, the *Phœbe's* fore-top-mast fell; sight of the *Galatea* or captured ship was not regained until day light, when, to the credit of Lieutenants Royer (second of the *Astræa*) and Drury (R. M.), who, with five men, were all that could be put on board the latter in a sinking boat, she was observed making an effort to join us, a perfect wreck.

"The captured frigate proves to be la *Renommée*, of the first class (as are the other two), of 44 guns, and 470 men, (200 of whom were picked troops,) commanded by Capitaine de Vaisseau Roquelvert, officier de la

Legion d'Honneur, holding the rank of Commodore, who fell while gallantly fighting his ship. The senior officer of the troops, Colonel Barrois, membre de la Legion d'Honneur, is dangerously wounded. The ship that struck and escaped, was la Clorinde * ; the one disabled by the Phœbe, la Nereide ; having each 200 troops on board, besides their crews.

"This squadron escaped from Brest in the night of the 2d Feb., and was destined to reinforce Mauritius, having arms and various other warlike stores on board.

"I beg to apologize for so lengthened a detail ; but few actions have been fought under such a variety of peculiarly trying and vexatious difficulties. I am, however, called upon by my feelings, and a sense of my duty, to bear testimony to the meritorious conduct of the officers and ships' companies of H. M. ships Phœbe and Astræa. To the discipline of the former I attribute much ; but as Captain Hillyar's merit as an officer is so generally, and, by you, so particularly appreciated, it is needless for me to comment on it, further than to observe, that the separation of the Galatea was amply compensated by the exertion manifested in the conduct of the ship he had the honour to command.

"To the officers, seamen, and marines of the Astræa, I am for ever indebted ; their cool and steady conduct, when in close action with the enemy, and on fire in several places from his wadding, merit my admiration (particularly as the ship's company have been so recently formed). A difference in the personal exertion of each officer was not distinguishable ; but I cannot allow the efforts and judgment of Lieutenant John Baldwin, first of this ship, to pass without particular encomium ; I received the greatest assistance from him, and also from Mr. Nellson, the master.

"The moment the Phœbe and Astræa are in a state to get to windward, the prisoners exchanged, and la Renommée rendered sea-worthy, I shall proceed off Tamatave for further information, as I have reason to think it in possession of the enemy.

"I have the honour to transmit returns of the killed and wounded on

* La Clorinde returned to Brest, Sept. 24, 1811 ; and in March following, her Commander, Mons. St. Cricq was dismissed from the French service, and the Legion of Honor ; and sentenced to three years' imprisonment, for misconduct in the action, and subsequent disobedience of orders. Napoleon Buonaparte, when on his way to Elba in the Undaunted, said to Captain Ussher, "I did all I could to have St. Cricq shot, but he was tried by French naval officers ! Had he done his duty, the English squadron would have fallen into our hands.—Roquebert was a brave man ;—so was le Maresquier" (the Captain of la Nereide).

Finding on his return to France that M. St. Cricq had been restored to his rank by Louis XVIII. Napoleon ordered him to be again confined, and he continued in prison during the short reign of that usurper. His account of la Clorinde's proceedings will be found in the *Naval Chronicle*, vol. 26, pp. 388—394.

board H. M. ships *. The loss on board *la Renommée* is excessive—145 killed and wounded. *Galatea* having parted company, no return †. I have the honor to be, &c.

(Signed)

“C. M. SCHOMBERG.”

“*To Captain Beaver, H. M. S. Nisus,
Senior Officer at the Isle of France.*”

The subsequent recovery of *Tamatave*, a small settlement in Madagascar, and the capture of the *Phœbe*'s late opponent *la Nereide*, is reported by the subject of this memoir to the same officer in the following terms :

H. M. S. Astræa, Tamatave, May 28, 1811.

“Sir,—In my letter of the 20th instant, detailing the action between his Majesty's ships under my orders and those of the enemy, I had the honor to inform you, that it was my intention to reconnoitre this port, as I had received information that the enemy had landed and surprised the garrison on his first arrival on the coast.

“The state of H. M. ships *Astræa* and *Phœbe* did not admit of their beating up quickly against the currents and very variable winds; the *Racehorse* sloop was therefore despatched in advance, to summon the garrison of *Tamatave* to surrender immediately.

“On the evening of the 24th, Captain De Rippe rejoined me, reporting his having seen a large frigate anchored in that port; a strong gale prevented H. M. ships from getting in sight of her until the afternoon of the 25th, when every thing being ready to force the anchorage, I stood in, and observed an enemy's frigate, placed in a most judicious position within the reefs of the port, for the purpose of enfilading the narrow passage between them, supported by a strong fort in her van, within half musket-shot, full of troops; there were also new works in forwardness, to flank the anchorage.

“Not having any body of local knowledge in either of H. M. ships, and it being almost impracticable to sound the passage between the reefs, which was intricate, and completely exposed to the whole concentrated fire of the enemy within grape distance, I judged it expedient, under existing circumstances, (both ships being full of prisoners, and having a proportion of men absent in *la Renommée*, besides sick and wounded,) to defer, until necessary, risking his Majesty's ships. I therefore summoned the garrison and frigate to surrender immediately; when, after the usual intercourse of flag of truce, I have the honor to inform you, that the port of *Tamatave*, its dependencies, the frigate and vessels in the port, together with the late garrison (a detachment of the 22d regiment), were surrendered to, and taken possession of, by H. M. ships under my orders. I was

* *Astræa* and *Phœbe*'s joint loss—9 killed, 40 wounded, one man died soon after the action, and two others were in a very dangerous state when Captain Schomberg closed his report.

† See Captain WOODLEY LOSACK.

induced to grant the terms, a copy of which I have the honor to enclose, in order to prevent the destruction of the fort of Tamatave, the frigate and the vessels—a measure they intended to adopt.

“The enemy’s frigate proves to be la Nereide, of 44 guns, and 470 men, lately commanded by Capitaine le Maresquier, Membre de la Legion d’Honneur, who fell in the action of the 20th instant, in which she suffered very considerably, having had 130 men killed and wounded. She was much engaged by the Phoebe.

“The crew of la Nereide, together with the French garrison of Tamatave, I intend sending to Mauritius as soon as possible, 50 excepted, who are too severely wounded to survive removal. The whole detachment of H. M. 22d regiment retaken, being ill of the endemic fever of this country, I mean to embark on board la Nereide, so soon as she is in a state to receive them; when, after having dismantled the fort, and embarked the guns, &c. I shall proceed with her, under convoy, to Mauritius, in company with the Phoebe. I have the honor to be, &c.

(Signed)

“C. M. SCHOMBERG.”

“To Captain Beaver, &c. &c. &c.

Articles of Capitulation.

I. “La Nereide frigate, together with all the vessels and property at Tamatave, the fort, &c. of the said place, shall be surrendered without injury to his Britannic Majesty’s ships under my command.

II. “The officers, crews, and troops, now actually at Tamatave, or on board la Nereide, shall be sent, as soon as possible, to Mauritius, and from thence be conveyed to France, without being considered as prisoners of war; the officers and petty officers only shall keep their swords.

III. “The wounded shall remain at Tamatave, under the care of a French Surgeon, until they are recovered, when they shall be sent to France by the first opportunity*.”

On the demise of Captain Beaver, which took place in April, 1813 †, Captain Schomberg was appointed to the Nisus, a 38-gun frigate; and shortly afterwards sent from the Cape station to Brazil, from whence he convoyed home a large fleet of merchantmen, collected by him at Rio Janeiro, St. Salvador, and Pernambuco. This service, although it afforded him no opportunity of enhancing his reputation in a military point of view, must still be considered as one of great importance, the French Emperor having at that moment made his final effort to cripple English commerce, by sending 13 frigates of the largest class, from different ports in the

* The above Articles were signed by Captain Schomberg and the senior surviving officers of la Nereide.

† See *Nav. Chron.* Vol. 36, p. 42.

channel to cruise in the tracks of our homeward bound convoys. The immense value of the fleet under Captain Schomberg's protection may be inferred from the circumstance of 2 frigates and 2 sloops being ordered by Sir Manley Dixon, commander-in-chief at Brazil, to accompany him to the northward as far as the equator; from Captain Schomberg having deemed it expedient, in consequence of the numerous American armed vessels then at sea, to exceed his instructions by withdrawing the brigs from their station and bringing them with him to England; and from the Board of Admiralty fully approving of a measure which nothing but the most pressing necessity can ever justify.

The *Nisus* arrived at Portsmouth in Mar. 1814, and after being docked, was preparing to join the fleet on the coast of North America, when orders suddenly arrived to put her out of commission, and to shift her masts into the *Menelaus* frigate, commanded by Sir Peter Parker, Bart. who was subsequently employed on the very service which Captain Schomberg had considered as marked out for himself: Sir Peter, it will be remembered, was killed near Baltimore, in Sept. 1814.

Captain Schomberg obtained the insignia of a C. B. in 1815; and was appointed to the *Rochfort* 80, fitting for the flag of Sir Graham Moore, April 15, 1820. He returned from the Mediterranean with that officer in Mar. 1824, and was paid off at Chatham on the 20th of the following month.

FRANCIS WILLIAM FANE, Esq.

This officer is a son of John Fane, Esq. M. P. for Oxfordshire, cousin to John, tenth Earl of Westmoreland, by Lady Elizabeth Parker, daughter of Thomas, third Earl of Macclesfield.

In 1796, we find him serving as a Midshipman on board the *Terpsichore*, of 32 guns, commanded by Captain Richard Bowen, whose gallant action with the *Mahonesa*, a Spanish frigate of superior force, has been recorded in the preceding part of this work*.

* See Vol. II. Part I. p. 411, *et seq.*

On the 12th Dec., in the same year, while cruising to the westward of Cadiz, the *Terpsichore* discovered an enemy's ship about four miles on the weather quarter. Chase was immediately given, and continued, with much manœuvring on both sides, for nearly 40 hours; during which, from the weather being extremely squally, the *Terpsichore* sprung her top-masts. At length, however, the stranger, finding it impossible to avoid an action, brought to; and about 10 P. M. on the 13th, Captain Bowen had the satisfaction of getting alongside. A most spirited battle immediately commenced, yard-arm and yard-arm; and, after a hard contest of nearly two hours, the enemy was obliged to surrender. She proved to be *la Vestale*, French frigate, of 36 guns, and 270 men, 30 of whom, including her commander, were killed, and 37 wounded. The *Terpsichore*, whose complement, from various causes, had previously been reduced to 166, officers, men, and boys, sustained a loss of 4 killed and 19 wounded; among the latter were Mr. Fane and Captain Bowen's brother, who was the only Lieutenant then on board.

Both ships had by this time drifted near the rocks of St. Sebastian, and it was with great difficulty that the *Terpsichore* could gain an offing, after putting the Master and a boat's crew on board *la Vestale*. On the following morning, Captain Bowen stood in and anchored a-head of his prize, then totally dismasted, riding in shallow water, between Cadiz and Conil. In the evening, a favorable slant of wind gave him an opportunity of getting under weigh, with *la Vestale* in tow; but the hawser getting foul of a rock, he was obliged to abandon her, and stand off again for the night. During his absence the prisoners rose upon the small party of Englishmen, and the next morning he had the mortification to see a number of Spanish boats towing her towards the harbour, which she reached in safety, notwithstanding all his efforts to prevent her. Captain Bowen, after a painful detail of the unfortunate sequel to the exertions of himself and his brave followers, adds—"As we feel conscious of having done our duty to the utmost of our power, we endeavour to console ourselves with the expectation of our conduct being approved." How well this expectation was answered, the

following honorable testimony, from the pen of his commander-in-chief, will shew :—

“ Victory, in the Tagus, Jan. 15, 1797.”

“ Dear Bowen,—The intelligence we received from the patrons of two pilot boats, when off Cadiz, on the 17th Dec., that the French frigate then lying between the Diamond and Porques rocks, had been dismasted and captured by an English frigate, impressed us all with an opinion that the *Terpsichore* had achieved this gallant action. I lament exceedingly that you and your brave crew were deprived of the substantial reward of your exertions: but you cannot fail to receive the tribute due to you from the government and country at large. I was very much agitated with the danger you apprehended your brother was in, when you wrote: I have, however, derived great consolation from the report of Captain Mansfield, that he was much recovered, and able to walk down to the Mole, before he sailed from Gibraltar*. The account you gave of Francis Fane is very grateful to my feelings, and I have sent your postscript to Lady Elizabeth, as the greatest treat I could give to a fond mother, and a high-minded woman. * * * I desire you will remember me kindly to your brother, and to all the good fellows in the *Terpsichore*, and believe me to be, most truly your’s,

(Signed)

“ JOHN JERVIS.”

Mr. Fane subsequently joined the *Emerald* frigate, commanded by Captain Jacob Waller †; under whose eye he performed a philanthropic action highly deserving of notice. The circumstance is thus described by the Rev. Cooper Willyams, in his account of the *Swiftsure*’s “ Voyage up the Mediterranean,” at p. 93, *et seq.*

“ The next day (Sept. 2, 1798) the *Emerald* made a signal for a sail bearing E. by S. We accordingly gave chase, and off the Arab’s Tower saw a cutter standing towards the shore. The *Emerald* fired several shot to bring her to, but she persisted, and at length ran aground a little to the west of the tower of Marabou ‡. Our boats, and those of the *Emerald*, were sent to bring her off: the French, in the mean time, made good their landing; but a high surf soon destroyed the cutter. At this moment nothing was to be seen but barren and uncultivated sands as far as the eye could reach; but in a short time we descried several Arabs advance, some on horseback, others on foot. The French now perceived their error, but

* Lieutenant George Bowen was severely wounded in the shoulder by a shot fired after the *Vestale* had actually struck. He also received several bad contusions in different parts of his body.

† See Vol. II. Part I. note * at p. 327.

‡ The *Emerald* was at this time attached to the squadron left by Lord Nelson, after his glorious victory in Aboukir bay, to watch the coast of Egypt, and cut off the supplies sent from France for the Republican army in that country.

it was too late ; some of them, indeed, were so fortunate as to get on board our boats, which pulled towards the shore in hopes of saving their unfortunate enemy, and a Midshipman from the Emerald [Mr. Fane], with a noble spirit of humanity, threw himself into the water, and swam through a high surf to the shore, having a rope in his hand, by which the French Captain and 4 seamen were saved. From him we learned, that the cutter was called l'Anemone, of 4 guns and 60 men, Citizen Gardon commander ; having on board General Carmin and Captain Valette, aid-de-camp to General Buonaparte ; also a courier with despatches, and a party of soldiers. Perceiving there was no possibility of escape from us, the General ordered Captain Gardon to run the cutter ashore, who urged the dangers of a high surf, and the numerous hordes of wild Arabs that infested the coast. The General said he would cut his way through them to Alexandria, which was not more than 2 or 3 leagues off, the towers and minarets being plainly to be seen. No sooner had he landed, however, and perceived the Bedouins, who till this time were hid behind the sand-hills, but now began to show themselves, than dismay and terror seized on all ; nor could we behold their distress without commiseration, although they had so entirely brought it on themselves by refusing to surrender to us, and had fired on our boats when escape was no longer in their power. We perceived that the officers and men suffered themselves to be stripped without resistance. Many were murdered in cold blood, apparently without any cause, and among them the unfortunate General and Aid-de-camp, who, on their knees, entreated for mercy. An Arab, on horseback, unslung his carbine and drew the trigger, but the piece did not go off ; he renewed the priming, and again presented at the General, but the shot killed the Aid-de-camp, who was on his knees a little behind him ; he then with a pistol fired at the General, who instantly fell. The courier also, who endeavoured to escape, was pursued and murdered. An Arab who got possession of his despatches, instantly rode away with them ; and we have since learned that they were afterwards recovered by the French for a sum of money. We now perceived a troop of horse from Alexandria marching along the strand, and the Arabs retired into the desert with their surviving prisoners. The French troops, proceeding towards the scene of action, at length arrived on the spot where lay the remains of their murdered countrymen ; but, probably, fearing that they should be surrounded with superior numbers, they wheeled about and retreated to the city. The commander of the vessel most gratefully acknowledged the humane treatment he met with from our people, and extolled the gallantry of the young Midshipman who had thus saved him at the risk of his own life."

The above account is confirmed in all its particulars, in a letter from the late Sir Samuel Hood to Lord Nelson, published in the London Gazette, and dated " Admiralty Office, Nov. 23, 1798," which closes with this passage :—

" On the approach of our boats, the French cutter fired on them, cut her cable, and ran among the breakers. General Carmin, and Aid-de-camp

Valette, having landed with the despatches and the whole of the crew, were immediately attacked by the Arabs. The two former and some others were killed, and all the rest stripped of their clothes. Her commander and a few of the men made their escape, naked, to the beach; where our boats had by this time arrived, and begged, on their knees, to be saved. I am happy in saying, the humanity of our people extended so far as to induce them to swim on shore with lines and small casks to save them, which they fortunately effected. Amongst these was particularly distinguished a young gentleman, Midshipman of the Emerald, who brought off the French commander, at the hazard of his own life, through the surf."

Captain Fane obtained post rank, Aug. 30, 1803; and subsequently commanded the Lapwing, Hind, and Cambrian frigates, the latter employed on the Coast of Catalonia in co-operation with the patriot General O'Donnell, whom he conveyed to Tarragona, in a wounded state, after recovering several towns from the enemy, and taking about 1400 Frenchmen prisoners*.

On the 12th Dec. 1810, the Cambrian joined a squadron under the orders of Captain (afterwards Rear-Admiral) Thomas Rogers, who had been sent by Sir Charles Cotton, to cut off the supplies intended for Barcelona, where the enemy had assembled in great numbers, with but little means of subsistence. A French ketch of 14 guns and 60 men, two xebecs of 3 guns and 30 men each, and eight merchant vessels laden with provisions, were then lying in the mole at Palamos, and the senior officer, relying on Captain Fane's knowledge of the place, immediately determined to attempt their destruction. The unfortunate result of this enterprise is thus described by Captain Rogers in his report to the commander-in-chief:

"I therefore formed my plan, and Captain Fane did me the favor to volunteer the command of 350 seamen, 250 marines, and 2 field-pieces, selected from the ships under my orders†, and well appointed for this desirable service. The enemy's vessels lay in the mole, protected by two 24-pounders, one in a battery which stood high over the mole, and the other with a 13-inch mortar on a very commanding height; there were also, from the information I received, about 250 soldiers in the town.

* See p. 597.

† Kent 74, Captain Thomas Rogers; Ajax 74, Captain Robert Waller Otway; Cambrian 38, Captain Fane; Minstrel 18, Captain Colin Campbell; and Sparrowhawk 18, Captain James Pringle.

"It was near one o'clock in the afternoon of the 13th, before we could get far enough into the bay to put the men on shore; and they were soon after landed on the beach in the finest order under cover of the Sparrowhawk and Minstrel sloops, without harm, the enemy having posted themselves in the town, supposing we should be injudicious enough to go into the mole without dislodging them; soon after our men moved forward to take the town and batteries in the rear, and the enemy withdrew to a windmill on a hill, where they remained almost quiet spectators of the detachment taking possession of the batteries and the vessels. The mortar was spiked and the cannon thrown down the heights into the sea; the magazine blown up, the whole of the vessels burnt and totally destroyed, save two which were brought out; in short, the object had succeeded to admiration: and at this time with the loss of no more than 4 or 5 men from occasional skirmishing; but I am sorry to relate, that in withdrawing our post from a hill which we occupied to keep the enemy in check until the batteries and vessels were destroyed, I fear that our people retired with some disorder, which encouraged the enemy, who had received a reinforcement from St. Felice, to advance upon them, and by some unhappy fatality, instead of directing their retreat to the beach where the Cambrian, Sparrowhawk, and Minstrel lay to cover their embarkation, the brave but thoughtless unfortunate men came through the town down to the mole: the enemy immediately occupied the walls and houses, from which they kept up a severe fire upon the boats crowded with men, and dastardly fired upon and killed several who had been left on the mole, and were endeavouring to swim to the boats. Nothing could exceed the good conduct of Captains Pringle and Campbell, and Lieutenant Conolly of the Cambrian, (who commanded that ship in the absence of Captain Fane) both in the landing and withdrawing the men, and the officers in the launches with carronades, and the 2 mortar-boats of the Cambrian: indeed the officers and men of all the boats distinguished themselves beyond all praise in going to the mole to bring off the men who had been left behind. In performing this arduous service they suffered much, but I had the satisfaction to perceive the fire of their carronades and mortars upon the enemy was very destructive.

"Unfortunately Captain Fane, as I am informed, was at the mole giving directions to destroy the vessels, when our men were withdrawn from the hill; he remained there with firmness to the last, and is among the missing, but I have received a satisfactory account that he is well.

"I feel, Sir, with unfeigned grief, that our loss has been severe, but had it not been for the indiscretion of the people straggling from their post and coming into the town, contrary to my caution, the enemy would not have dared to approach them, and the loss would have been very inconsiderable, compared with the importance of the service performed. The French had entered Catalonia with an army of 10,000 men, and as I was ordered to this coast for the express purpose of depriving them of their expected supplies, I considered that some energy and enterprise were necessary to accomplish it; the force I employed was fully adequate to

this service ; and I confided the execution of it to an officer of reputation."

The total loss sustained by the British on this disastrous occasion was 2 officers, 19 seamen, and 12 marines, killed ; 15 officers, 42 seamen, and 32 marines, wounded ; and 2 officers, 42 seamen (including one deserter from the Kent), and 43 marines, missing.

Captain Fane subsequently commanded the Pomone frigate. He married, July 20, 1824, the youngest sister of Sir Charles William Flint, Knt. Resident Under Secretary of State for the affairs of Ireland.

Agent.—Thomas Stilwell, Esq.

PETER HUNT, Esq.

THIS officer served as a Midshipman on board the Alcide 74, at the occupation of Toulon by the fleet under Lord Hood ; and was promoted into the Courageux a ship of similar force immediately after the attack made upon Fornelli on the 30th Sept. 1793 *. He received the Turkish gold medal for his subsequent services in Egypt ; obtained the rank of Commander in 1802 ; and was posted on his arrival in England with Sir Samuel Hood's despatches announcing the surrender of Demerara in 1803. His last appointment was, about May 1805, to the Reasonable of 64 guns. He died at Cheltenham, much esteemed and regretted, Dec. 4, 1824.

HON. GEORGE ELLIOT.

THIS officer is the second son of Gilbert, first Earl of Minto, by Anna Maria, eldest daughter of Sir George Amyand, and sister to the present Sir George Cornwall, Bart.

He was born Aug. 1, 1784 ; made a Lieutenant in 1800 ; Commander in 1802 ; and Post-Captain, Jan. 2, 1804. The ships commanded by him at different periods were the Termagant, sloop of war ; and Maidstone, Aurora, Modeste, and Hussar, frigates ; the two former employed in the Mediterranean, the three latter on the East India station.

In Oct. 1808, Captain Elliot captured la Jena, French na-

* See p. 659 and note † at p. 189.

lional corvette, of 18 guns (pierced for 24) and 150 men, after a running action of nearly an hour, in which the *Moderate* had her master killed and one seaman wounded. On the 15th July, 1809, his boats, under the direction of Lieutenant William Payne, cut a Dutch schooner of 8 guns and 22 men, out of a bay in the Straits of Sunda, from under the protection of two batteries and five other armed vessels.

We next find Captain Elliot assisting at the reduction of Java; and in 1813, accompanying an expedition sent against Sambas, a piratical town in Borneo, the result of which has already been stated in our memoir of Captain George Sayer, C. B. He subsequently assisted Colonel Macgregor in reinstating the Sultan of Palambang, and received the thanks of his commander-in-chief for the "judicious and excellent arrangements" made by him on that occasion*.

Captain Elliot married in 1810, Eliza Cecilia Ness, a lady residing at Calcutta, by whom he has several children. His father was at that period Governor-General of Bengal, in which high office he was succeeded by the Marquis of Hastings, Nov. 18, 1812 †.

Agents.—Messrs. Maude.

WILLIAM D'URBAN, Esq.

Doctor of the Civil Law.

THE proper orthography of this officer's name is *D'Urban*, but from a mistake in his passing certificate, it has always been spelt *Durban* in the Admiralty lists and other official documents.

He is the son of a military officer, and descended from a very ancient and noble family who early settled in the Duchy

* See Captain SAMUEL LESLIE.

† On the 10th Jan. 1812, the unanimous thanks of both houses of Parliament were voted to Lord Minto, for the wisdom and ability with which the military resources of the British empire in India, under his Lordship's government, had been applied in the reduction of the power of the enemy, in the eastern seas. In remuneration of his distinguished services the dignity of an Earl was conferred upon him Feb. 2, 1813. He died June 21, 1814. It was this nobleman who governed Corsica from the time of its subjugation, until evacuated by the British in 1796. See Vol. I. note * at p. 255.

of Milan, and were engaged under Goffredo di Bouglion in the holy wars.

Mr. D'Urban served the first three years of his naval life as a Midshipman on board the *Sphinx* of 24 guns, commanded by Captain, now Admiral Markham, on the Mediterranean station; and completed his time under the late Admiral John Elliot, who was, we believe, one of the first officers by whom lunar observations were brought into practice at sea. Mr. D'Urban having been educated under the well known mathematician Mr. I. Dalby, who was employed with Colonel Mudge in the great trigonometrical survey, became particularly useful to Admiral Elliot, both in making and calculating his observations, which induced that officer to request, as a personal favor, that Earl Howe would promote him to the rank of Lieutenant—a request which his Lordship immediately complied with*.

At the commencement of the French revolutionary war, Lieutenant D'Urban embarked with his friend Captain Markham, in the *Blonde* frigate, and soon after accompanied an armament sent under Sir John Jervis to the West Indies, where he was engaged in a variety of active services, particularly during the siege of Martinique.

Soon after his return to Europe he joined the *Monarch* of 74 guns, bearing the flag of Sir George Keith Elphinstone, by whom he was attached to the advanced guard of the army at the reduction of the Cape of Good Hope, in 1795. He also assisted at the capture of a Dutch squadron in Saldanha bay, Aug. 18, 1796 †.

Amongst the promotions which took place on this latter occasion, was that of Lieutenant D'Urban, who received a commission from Sir George appointing him Captain of the *Castor* frigate. The Admiralty, however, only confirming him in the rank of Commander, he was subsequently removed into the *Rattlesnake* sloop of war.

His next appointment was to the *Weazle* of 16 guns, employed on the Jersey station, where he performed an essential service by establishing marks for the inner channels along the French coast, between St. Maloes and Brest; by which

* In 1790.

† See Vol. I., pp. 47—51.

the convoys bound to the last named port might be intercepted. For this service, which, from the nature of the coast, was attended with many difficulties and much risk, and which he undertook without orders to do so, he received the thanks of the Admiralty Board, as also those of Earl Spencer, who then presided over that department.

On the 22d Jan. 1802, Captain D'Urban sailed from Plymouth, for the Mediterranean, with despatches relative to the peace of Amiens*; and during the agitation of the question respecting the surrender of Malta, he was employed by the Governor to ascertain the capability of Lampadosa, as a naval station.

It was likewise through his negotiation with the Grand Master and Knights of Malta, assembled at Messina (to whom he was sent by Sir Alexander J. Ball, on account of his diplomatic skill and knowledge of the Italian language) that the island was not surrendered to the Order, agreeably to the treaty with France. The importance of this service induced his friend, the Governor, to represent the ability which he had displayed, and recommend him to the notice of his Majesty's ministers. He was subsequently sent on several delicate missions to Tripoli, Tunis, and Algiers, the whole of which he executed in a manner highly creditable to his talents, and beneficial to the commerce of his country.

Captain D'Urban's services having gained him the esteem of Nelson, his Lordship gave him a post-commission for the Ambuscade of 32 guns, which he received but a few hours previous to the arrival of an official despatch from England announcing his promotion, and appointment to the very same frigate by Earl St. Vincent, on the 17th Jan. 1804.

A renewal of hostilities with Spain being some time after expected by our great hero, he sent Captain D'Urban to Barcelona, for the purpose of obtaining information as to the general state of Europe, giving him authority to open any public despatches that might be forwarded from the British Ambassador at Madrid for his Lordship. This service he managed with such address, as not only to avoid giving rise to any suspicions on the part of the Spanish authorities, but also

* The Weazle touched at Gibraltar and reached Malta after a passage of only fourteen days.

to induce them to allow him to sail in company with a convoy having on board troops, stores, &c. for placing Minorca in a state of defence, the whole of which he captured, with the assistance of Nelson's look-out ships, which he got within signal distance of the day after leaving that place with despatches confirming his Lordship's apprehensions.

Captain D'Urban returned to England with the flag of Rear-Admiral George Campbell, in Jan. 1805; but sailed again for the Mediterranean, conveying thither the late Sir Thomas Louis, in the month of March following.

During the defence of Naples by the Anglo-Russian army, to which Captain D'Urban was attached, we find him employed at the request of the Russian commander-in-chief to examine the passes, &c. between that city and Rome. On the evacuation of Naples he was sent up the Adriatic to cooperate with the Russian fleet, under Vice-Admiral Siniavin, in checking the progress of the French forces on the coast of Dalmatia and the adjacent isles. From thence he proceeded to the Spanish coast, where he continued till the defects of his frigate required her to be sent home and put out of commission.

Having thus given an outline of Captain D'Urban's valuable services, it remains only for us to state that there is perhaps no individual who possesses so much local knowledge of the Mediterranean as he obtained during upwards of twelve years spent on that station, or who is so intimately acquainted with the manners, customs, and prejudices of the different nations on both its shores as himself. It was on this account that Nelson and his successor, Collingwood, as also other superior officers employed him frequently as a negotiator on matters of so secret a nature that it would be impolitic even now to make them public, particularly one mission relating to the Venetian Government. Although his services have not been of that brilliant cast with those of many whose exploits we have recorded, yet they have nevertheless proved in many instances highly beneficial to his country, and as such gained him the thanks and esteem of all the Admirals he ever served under, although, at the same time they deprived him of cruises, the advantages of which were reaped by the mere sailor, who is now enjoying his golden harvest,

while the labours of his more scientific cotemporary, are in a great measure forgotten.

In 1810, the late Mr. Arrowsmith published "*a Chart of the Dangers in the Channel between Sardinia, Sicily and Africa*" formed from the original surveys of Captain D'Urban, viz. 1st. Of the Esquirques, two reefs of very large rocks, lying about two miles north and south of each other, surrounded by a bank of sand, the surface of which is chequered by patches of coral and large round stones of a bright red colour. 2d. Some dangers never before noticed, of a volcanic production, which he named Keith's reef and shoal in compliment to his friend the late Viscount*. 3d. A Survey of all the dangers on the N. W. coast of Sicily, between Trapani and Marsala, with the adjacent islands and channels of Favigana, Lavanso, Formiche, the rocks of Porcelli, &c.

The positions of the dangers here enumerated were determined by Captain D'Urban from the mean result of six chronometers; their rates having been carefully examined both previous to, and after the survey was finished. The soundings were taken in boats, and laid down from angles taken from vessels anchored on the shoals.

Agent.—Thomas Stilwell, Esq.

JAMES HILLYAR, Esq.

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

THIS officer was made a Lieutenant in 1794; and on the 3d Sept., 1800, we find him commanding the Niger troop-ship, and leading her boats in conjunction with those of the Minotaur 74, to the attack of two Spanish corvettes, lying in the road of Barcelona, and reported to be destined for the relief of Maita, then blockaded by a British squadron.

The following is a copy of the official letter written by the late Sir Thomas Louis to Vice-Admiral Lord Keith, giving

* H. M. S. ship *P'Atheniense* of 64 guns was wrecked on Keith's reef Oct. 27, 1806, when 397 persons perished, amongst whom was her commander, Captain Raynsford, who was then on his way to Malta for the purpose of exchanging ships with Captain Schomberg of the *Madras*. See p. 831.

an account of the enterprise, and of Captain Hillyar's dashing conduct on that occasion :—

“ *Minotaur*, Sept. 6, 1800.

“ My Lord,—Knowing how anxious and desirous your Lordship was, as well as the service I should render to my country, by cutting out or destroying the two corvettes, lying in Barcelona road, mentioned in your Lordship's letter to Captain Oliver; and, in order to check the two ships sailing upon this intended secret expedition, induced me to persevere in the following attempt.

“ On the evening of the 3d instant, after having delivered Captain Hillyar his orders to join your Lordship, a breeze sprung up from the westward, with every appearance of a close night. I again called him on board, with the signal at the same time to prepare boats. Captain Hillyar and Lieutenant Schomberg* volunteered their services, assisted by Lieutenants Warrant, Lowry, and Healy; Mr. Reid, Master; and Lieutenant Jewell, of the marines. The boats left the *Minotaur* about 8 P. M., and the firing began from all quarters before nine o'clock. About ten, I had the pleasing satisfaction to see two ships dropping out of the road under a heavy fire from four strong batteries, ten gun-boats, and two schooners, each mounting two 42-pounders—:Le fort of Montjoui at the same time throwing shells. The *Minotaur* and *Niger* were well placed in good season to cover the party, and the service was performed throughout with an enterprising spirit, good conduct, and in a gallant style. The loss in killed and wounded fell principally upon two boats, but is not great when compared to the situation so many men were placed in for a considerable time †. The ships, about eleven o'clock, were perfectly free from the fire of the enemy's batteries and gun-boats; the men of war checking the movements of the latter. The prizes, named *El Esmeralda* and *la Paz*, are about 400 tons each, mounting 22 brass guns, 12 and 9-pounders, laden with provisions, stores, &c. supposed for *Batavia*, and on Dutch account: they were to have taken 300 troops of the regiment of *Batavian Swiss* on board from the island of *Majorca*. I found several Dutch officers on board *El Esmeralda*. The officers and several men of *la Paz* quitted her in boats during the action. She is a very fine ship, quite new, sails remarkably well, and I make no doubt your Lordship will find her in all respects calculated for his Majesty's service: *El Esmeralda* is also a very fine ship. I beg leave strongly to recommend to your Lordship's notice, Captain Hillyar and Lieutenant Schomberg: their services upon this occasion deserve the first attention and highest

* Lieutenant, now Captain, CHARLES MARSH SCHOMBERG, see p. 830.

† Two seamen killed; one officer, four seamen, and one marine, wounded; the latter mortally. The enemy had 3 men killed and 21 wounded.

praise ; at the same time I cannot pass without notice the general good conduct of every officer and man serving under my command. I have the honor to be, &c.

(Signed)

" THOMAS LOUIS."

This daring act was nobly accomplished by Captain Hillyar and Lieutenant Schomberg, with the officers and men under their directions, but has been greatly misrepresented ; it having been stated that Captain Hillyar availed himself of the neutrality of a Swedish galliot to get alongside of the enemy unperceived or unsuspected. The fact is, that one of the eight boats placed under his orders by Captain Louis was employed overhauling the Swede at the moment when the others shoved off from the Minotaur, and it was for the purpose of giving instructions to the officer commanding her that he went along side the galliot, where he continued while that vessel stood in towards the mole of Barcelona, *the place of her original destination*. When within long-gun shot the boats quitted the galliot, and pulled in with such alacrity and resolution, that the crew of the enemy's outer ship had neither time nor inclination to reload their guns which had been discharged when the boats were first discovered. As the British boarded, the enemy retreated into the cabin, where they barricadoed themselves, and made an obstinate defence, but were at length obliged to surrender. Three cheers from the assailants announced this conquest, upon which the other corvette commenced firing round and grape. Her fore-top-sail had been loosed in order to cast her towards the mole-head, where the Spaniards intended to seek refuge ; unfortunately for them, the sail took the wrong way, and she was boarded with complete success, her crew making but little resistance. Her cable was then cut, and both vessels were towed out in triumph, under the heavy fire described in the foregoing letter.

Such was the result of this gallant enterprise, which, the enemy, ashamed of their defeat, attempted to prove was done under the disguise of a neutral flag ; forgetting that the exploit was achieved after dark, when no flag could be distinguished. It is however, to be regretted that the galliot was in company ; for, although her presence neither contributed to the success of the attempt, nor the safety of the boats,

the representations of the Swedish and Spanish governments are said to have made an impression to the disadvantage of Captain Hillyar and his gallant companions. The Admiralty, however, after much explanation, saw it in its true light, and through Lord Nelson's kind interference he was at length advanced to post rank, though not until he had given fresh proofs of his zeal and bravery, as will be seen by Sir W. Sidney Smith's public letter relative to the debarkation of our army in Aboukir bay, and the celebrated battles of Mar. 8 and 13, 1801.

*" British Camp, on the heights, three miles
from Alexandria, Mar. 14, 1801.*

" My Lord,—It would be superfluous for me to relate to your Lordship the admirable manner in which the officers and men you appointed me to command went into action with me, on the day of the disembarkation, as you were yourself a witness of the gallant and judicious conduct of Captains Maitland and Stewart, in covering the flanks of the line with the armed launches; and must, as well as myself, have admired the bravery, activity, and perseverance, of Captains Ribouveau, Guion, Saville, Burn, and Hillyar, together with that of the officers and seamen under their orders; by whose unparalleled exertions the cannon were disembarked at the same moment with the troops, and moved forward with them in action. If I were to say any thing particular in praise of Lieutenants Prevost, Hillier, Campbell, and Fisher, who were nearest me, and conducted themselves to my entire satisfaction, it would be injustice to Lieutenants Cameron, Davies, and Stoddart, who, though hidden from my view by the intervening sand-hills, must have been equally well, and as successfully employed in other parts of the line, the result having been so completely satisfactory to Sir Ralph Abercromby, as to induce him to extend the most unequivocal praise to the whole of the naval officers and men, as well afloat as on shore; saying, that without our exertions he could not have brought his brave troops into action as he did. The determined courage of this gallant army in the close contest they had to maintain on the beach, at the critical time of forming, secured the victory to us on that day; and it is with heartfelt satisfaction that I have now to congratulate your Lordship on the brilliant success of the army yesterday. If we admired their cool orderly conduct, and determined bravery on the 8th., how much must we be struck with those characteristic qualities in the superior degree wherein they were displayed on this occasion; the troops marched into battle, and forced the enemy's strong position on the heights, between the head of lake Mahadic and the sea, with the same regularity and ease that exercise, on an ordinary field day, is performed, in spite of an opposition, which is reckoned more strenuous than any the troops have met with before from the enemy in other countries. It would not become me to attempt describing the manœuvres by which this victory

was obtained; it is incumbent on me, however, to make known to your Lordship that the commander-in-chief has again been pleased to express his approbation of the exertions of the seamen and their officers; and I am happy in being able to testify that their conduct was, if possible, more praise-worthy than on the day of disembarkation, the labour they had to go through was considerably greater, and the fire they had to undergo in the passive employment of dragging up cannon for more able gunners to fire, was much more heavy, and of longer duration. It is impossible to distinguish any particular officer, where all behaved equally well, each doing his utmost to keep the guns up with the line: which was, of course, difficult in sandy uneven ground, when the troops pressed forward in their eager approach to, and ardent pursuit of the enemy. The great and laudable efforts of Lieutenants Fisher and Davies, with the petty officers and men, at the Swifsure's and Northumberland's field-pieces, at a most trying moment, enabled them to recover their station in the line, which they had lost only by the impossibility of keeping up with the troops: such service, under a heavy fire of grape and musketry, could not be performed without loss; that of the Tigre's men has been the greatest; but Lieutenant Hillier informs me, the remainder redoubled their exertions, and brought the guns on most opportunely, at the moment the 90th repulsed a charge of cavalry. Captain Ribouleau, the senior Commander, exerted himself in the most praiseworthy manner, along the whole line on shore, together with Captains Guion, Saville, and Burn, each in his division: Captain Hillyar kept the enemy in check, on the left, by the occasional fire of the armed flat-boats on the lake, and the troops on that flank seem sensible of their utility, in preventing the enemy's numerous cavalry from attempting to turn them where the isthmus widens into a plain. Lieutenant Woodhouse, of the Foudroyant, (a volunteer on the ground) very handsomely offered his services to supply the place of Lieutenant Wright, who was actively employed near Sir Ralph Abercromby, and undertook to convey my orders along the line on foot, which was particularly acceptable and useful, at a time when my orderly dragoon was wounded, and both our horses disabled by a discharge of grape; I have to request your Lordship, to excuse his delay in returning to his duty on board, as I undertook to justify his stay in the field. We are now on the heights at the head of the lake Mahadic, with our left to the canal of Alexandria, and our right to the sea; the enemy occupy a very strong position on the ridge immediately between us and the Rosetta gate of Alexandria. I have made an excursion, with a few dragoons, on the road to Damanhour, to open an intercourse with the Arabs; I find them friendly, and the markets begin to be supplied. We are all much indebted to Captain Cochrane, and the officers under him, for the ample supplies of ammunition and provisions which he has forwarded to the army by the lake; the boats' crews of the whole fleet have been indefatigable in this important service. Eleven French boats, seized on the enemy's right by Lieutenant Wright, have been likewise employed therein, under Captain Hillyar, and also in conveying the wounded, both English and French, to the hospital, so that

none remained the night on the field of battle. The commander-in-chief expresses himself very grateful to the navy for their humane exertions on this occasion, and I am happy in observing, that both services seem sensible of the support they mutually give each other in the operations, so that the utmost harmony prevails. I have the honor to be, &c.

(Signed) "W. SIDNEY SMITH."

"Admiral Lord Keith,
&c. &c. &c."

The castle of Aboukir capitulated on the 18th. Mar. and three days afterwards the British obtained another splendid victory on the spot where they had halted after the battle of the 13th *. On the 25th a Turkish squadron formed a junction with the English fleet in Aboukir bay, and landed a body of troops, with whose assistance Colonel Spencer, at the head of a detachment from the army before Alexandria, succeeded in obtaining possession of Rosetta a place of considerable importance, situated near the western mouth of the Nile. The reduction of fort St. Julian by the allied forces, and the progress of the combined flotilla from that place towards Grand Cairo, have already been noticed in our memoir of Captain Richard Curry †.

The subject of this memoir was employed in a gun-boat during the whole of that fatiguing campaign; and, after the surrender of the Egyptian capital we find him succeeding Captain Curry in the command of the Betsy, an armed djerm, the latter officer having been charged with despatches to Lord Keith immediately after the capitulation had been agreed to.

The following is an extract from Lieutenant-General, now Lord, Hutchinson's letter to government announcing the result of the expedition :

"The exertions of Captain Stevenson and the navy have been extremely laborious and constant during this long march; they have done every thing that was possible to forward our supplies: and indeed, without their powerful aid, it would have been impossible to have proceeded. Your Lordship will recollect, that the river is extremely low at this season of the year, the mouth of the Nile impassable for days together, and the distance from Rosetta to Cairo between 160 and 170 miles. Captain Stevenson has been ably supported by Captains Morrison, Curry, and Hillyar, who were employed under him.—The service in which they have

* For Sir W. Sidney Smith's official letter, see Vol. II. Part I. p. 385.

† See Id. pp. 462—468.

been engaged has not been a brilliant one, but I hope it will be recollected that it has been most useful, and has required constant vigilance and attention; it has lasted now for many weeks; the labour has been excessive, and the fatigue greater than I can express *."

The attention of the allies was next directed to Alexandria, which place now contained within its walls, and its harbour, all that remained of the mighty force which had arrived from Toulon, under Buonaparte, in 1798, and no time was lost in completing the circumvallation of that town. The tower of Marabout, standing on a small island at the western side of the port, commanding one of the channels, surrendered on the 21st July, and Captain, now Sir Alexander, Cochrane immediately entered the harbour with 4 British and 3 Turkish corvettes, whilst the flotilla, under Captain Stevenson, rendered important services on Lake Mareotis. Thus pressed and hemmed in on every side, General Menou began to feel that his power was at an end; as the probability of relief from France was too distant to afford a ray of hope. He con-

* On the 6th July, 1801, ten days after the surrender of Grand Cairo, the French disinterred the body of General Kleber for the purpose of conveying it with them to France. The following day, Captain Hillyar rode to Heliopolis a place where formerly stood a famous temple of the Sun. On the 12th he went by invitation to dine with the Colonel of the Mamelukes attached to the republican army. The repast was served up in the tower of Mekias, which proved to be the handsomest building he had seen in Egypt. The pillar on which the rise of the Nile is measured is the centre of the edifice and stands in a large octagon well which communicates by a subterranean passage with the river. The pillar is graduated in Arabic coundées, a measure nearly equal to the ancient cubit. Over the well stands a handsome dome, ornamented profusely with painted glass, &c. The Colonel's wife, a fair Syrian, was dressed as a Frenchwoman, though her usual habit was that of an officer in her husband's corps. She had been with him in several battles with the Bedouin Arabs, and in consequence obtained the appellation of his fighting wife.

At daylight on the 15th July, the whole of the British, Turkish, and French vessels weighed and sailed down the Nile. The number of djermes, &c. employed in conveying the effects of the three armies amounted to 269. We cannot take our leave of Grand Cairo without relating an instance of the depravity of the captives: among other articles of what they called their private property, they brought some Grecian women whom the fortune of war had transferred to them; and these unfortunate victims of their rapacity and their lust, they sold, without reserve or remorse, as in a public market, to the Turks.

sequently demanded an armistice, which very soon led to a final capitulation; hastened no doubt by the intelligence that the British army was in daily expectation of receiving considerable reinforcements from India. The capitulation was ratified by the British commanders-in-chief on the 2d Sept. General Menou and his followers were allowed to return home upon the same terms as had been granted to the garrison of Grand Cairo, 312 pieces of cannon, 14,000 filled cartridges, 195,000lbs. of gunpowder, 1 ship of the line, 3 frigates, several corvettes, and numerous merchant vessels, fell into the hands of the allies, and Egypt was at length freed from the tyranny of those who had invaded that country as a preparatory step to the subversion of the British empire in India.

“The nature of this service,” says Lord Keith in his letter to the Admiralty, “has demanded from most of the officers and seamen of the fleet, and particularly from those of the troop-ships, bombs, and transports, the endurance of labour, fatigue, and privation, far beyond what I have witnessed before, and which I verily believe to have exceeded all former example; and it has been encountered and surmounted with a degree of resolution and perseverance, which merits my highest praise, and gives both officers and men a just claim to the approbation of their Lordships, and of the Country. The number of officers to whom I owe this tribute does not admit of my mentioning them by name; but most of the Captains of the *troop-ships* have been employed in the superintendence of these duties, and I have had repeated and urgent offers of voluntary service from all.”

During the ensuing peace we find Captain Hillyar conveying General Oakes and a number of recruits for the garrison of Gibraltar, from England to that fortress. On the 20th Jan. 1804, his staunch friend, the immortal Nelson, addressed the following letter in his favor to Earl St. Vincent who at that period presided over our naval affairs:

“Captain Hillyar is most truly deserving of all your Lordship can do for him, and in addition to his public merits has a claim upon us. At twenty-four years of age, when I made him a Lieutenant for his bravery, he maintained his mother, sisters, and a brother. For these reasons he declined the Ambuscade which was offered him; because, although he

might thus get his rank, yet, if he were put upon half-pay, his family would be the sufferers. From all these circumstances, so honorable to Captain Hillyar, independent of his services, which every one thought would have obtained him promotion in the late war, I beg leave to submit, as an act of the greatest kindness, that as the *Niger* is a very fine fast sailing frigate, well manned, and in most excellent condition, she may be fitted with the Madras's 32 carronades, which are not so heavy as her present 9-pounders, and that your Lordship would recommend her being considered as a post-ship. Captain Hillyar's activity would soon complete the additional number of men, and she would be an efficient frigate. I will not venture to say more, I am sensible of your attention to merit."

In consequence of this recommendation the *Niger's* establishment was altered, and Captain Hillyar appointed to command her as a 32-gun frigate by commission dated Feb. 29, 1804. In the following autumn he discovered a very fine watering place about five miles to the westward of Porto Torres, in Sardinia, which proved essentially advantageous to the British ships employed in watching the motions of the Toulon fleet. Lord Nelson in his diary mentions, that "at the springs, about 200 yards from the beach, forty casks may be filled at the same time," and in a letter written by him to one of the British Consuls he says "I can assure you, that we have found Pulla (the place of anchorage) the most healthy spot the fleet has ever been at. So far from a man being ill from the thousands who went on shore, they have all derived the greatest benefit from the salubrity of the air brought down by that fine river."

On the 11th Dec. in the same year, Captain Hillyar arrived at the Admiralty with despatches from his patron, with whom we again find him serving, off Cadiz, a few days previous to the glorious battle which deprived us of our greatest hero. On the 2d May, 1806, he captured a Spanish schooner bound to la Guira with despatches; and at the latter end of 1807, assisted in escorting Sir John Moore's army from Gibraltar to England*. He subsequently commanded the *St. George* a second rate bearing the flag of Rear-Admiral Eliab Harvey on Channel service.

Captain Hillyar's next appointment was to the *Phœbe* a 36-gun frigate, with a complement of 295 men and boys, which ship formed part of the naval force employed at the

* See Vol. II. Part I. p. 422.

reduction of the *Mauritius* in Dec. 1810* ; and sustained a loss of 7 men killed, and 24 wounded, in an action with a French squadron, near Madagascar ; the particulars of which will be found under the head of Captain Charles Marsh Schomberg, who in his official letter bears the most ample testimony to Captain Hillyar's gallant conduct on that occasion. The *Phœbe* likewise assisted in recovering possession of Tamatavé, and capturing her late opponent *la Nereide* of 44 guns and 470 men †.

On the 20th Aug. 1811, Captain Hillyar arrived at Batavia, in company with the *Nisus* and *President* frigates, forming part of the squadron under Rear-Admiral Stopford, who, in the *Scipion* 74, had previously proceeded from the Cape station to assist in the reduction of Java. The marines of the *Phœbe* and her consorts were immediately landed, and thankfully received by Sir Samuel Auchmuty, whose army was already much diminished by sickness : the arrival of those frigates from the Isle of France may indeed be considered as a most fortunate circumstance, as they very materially contributed to ease the press of duty so severely felt in that pestilential climate, and in no trifling degree accelerated the successful termination of the expedition ‡.

On the 31st day of the same month, the *Nisus*, *President*, and *Phœbe*, accompanied by the *Hesper* sloop of war proceeded to Cheribon for the purpose of intercepting the enemy's troops in their retreat from Meister Cornelius towards Samarang, Rear-Admiral Stopford relying upon those ships for the performance of that service, and, as he says, they fully answered his expectations. Their proceedings are thus detailed by Captain Beaver, senior officer of the squadron :—

“ *H. M. S. Nisus, off Cheribon, Sept. 4, 1811.*

“ Sir,—I have the honor to inform you, that, with the *Nisus*, *President*, and *Phœbe*, I got within 7 or 8 miles of this place last night at dark, when I anchored.

“ At day-light this morning, I despatched Captain Warren, of the *President*, in a boat, under a flag of truce, with the accompanying summons

* See Vol. I. p. 631 *et seq.*

† See pp. 833—837 of this Volume.

‡ See Vol. I. p. 357.

to the commandant of Cheribon, and immediately after weighed with the three frigates, stood towards the fort, and anchored them as near as we could get to it, in three and a quarter fathoms; when the French colours were hauled down, and English hoisted in their place. The marines, amounting to 180, were immediately landed, and took possession of the fort; and I have the satisfaction to inform you, that just at that moment, the French General Jamelle, arrived at the Landroost's, from Buitenzory, and was made our prisoner, together with an aide-de-camp of General Janssen's, and a Lieutenant of infantry*.

"From the French General I learned that he left Buitenzory the night before our troops arrived there, and that detachments of the enemy were on their march from that place to this—about three hundred infantry, and 250 cavalry of which were hourly expected to arrive here—I therefore immediately landed 150 seamen, to garrison and defend the fort of Cheribon; leaving all the marines to act offensively against the enemy in the field, if occasion should require it, and placed 3 launches with carronades in the river, to enfilade the two chief approaches to the fort. * * *

"The Hesper sailed so ill, that I was obliged to proceed without her, but expect her appearance every hour, as well as the Sepoys, who are to act under Colonel Wood, on whose arrival I shall immediately re-embark the marines, and proceed to Taggall and Samarang; without whose assistance we should be too weak to make any impression on the latter place."

Sept. 5, 1811.

"In consequence of a summons having been despatched yesterday to the government storekeeper of Karang Sambang, about 35 miles distant on the road to Buitenzory, to deliver up some very valuable stores of coffee under his charge, a despatch was early this morning received from him, in which he says he is ready to deliver over the above property to any person sent for that purpose; but, he is very fearful if we do not send troops there immediately, the French, who are arriving in small parties, will, when they hear of our being in possession of Cheribon, destroy the stores, and disperse; and it having been represented to me in consequence, that a quick movement to Karang Sambang, with the marines and a party of seamen, might not only preserve those stores, but either make prisoners of, or disperse the enemy there collected. I placed, at the written request of Colonel Wood, who is at present without any troops of the line, all the marines, and 50 seamen, under his immediate command, and they will march this evening at 5 o'clock. They are all mounted, seamen as well as marines, and a relay of horses is prepared for their half way. The Hesper arrived this morning, and I have appointed Captain Reynolds *pro tempore*, commandant of Cheribon."

* General Jamelle and his companions were taken prisoners by Captain Warren at the head of a few marines; See p. 572.

Sept. 7, 1811.

"A party, detached from the seamen and marines under Colonel Wood, arrived last night, with nine waggons laden with money, and 30 prisoners, from the Bongas, a place half way between this and Karang Sambang, which they left in the morning at 6 o'clock, when our men were about to advance; and this morning the Brigade Major returned with intelligence that all the stores at the latter place, to a great amount*, are given up to us, and that all the troops there are made prisoners of war: thus, every object for which the seamen and marines were advanced into the country, has been happily attained, and no one left in arms against us for a space of 35 miles.

Sept. 11, 1811.

"The last party of marines returned from Karang Sambang late last night, and were embarked on board the Nisus at one this morning. I have thus re-embarked every seaman and marine of the 330 whom I landed on the 4th instant, after having made about 700 prisoners, including 1 General, 2 Lieutenant-Colonels, 1 Major, 11 Captains, 42 Lieutenants, and about 180 Non-commissioned officers and European privates, the rest being Creoles and Malays, without having had a single man either killed or wounded, and, I am happy to say, with very few sick indeed, and those chiefly from great fatigue, whom, I trust, a few days will restore to their wonted vigour. Although it has not been our good fortune to have had it in our power to do any thing brilliant, yet, I hope, that having been able to secure so great a proportion of the enemy's officers, and European troops, may contribute in some degree, to the speedy reduction of this important colony."

Captain Hillyar sailed from Cheribon on the 11th Sept. and the next day took possession of the fort at Taggall, together with the government stores about five miles distant from thence, which he found were capacious, and well filled with coffee, rice, and pepper. He then re-joined Rear-Admiral Stopford at Samarang, and proceeded with him to Sourabaya, where intelligence was received of the capitulation for the surrender of Java and its dependencies having been concluded on the 18th of the same month.

From this period we lose sight of Captain Hillyar till Mar. 1813, when he sailed from England for the purpose of destroying the Americans' fur-establishment upon the banks of Columbia river, the execution of which service he found it necessary to entrust to another officer, in consequence of his receiving certain intelligence, at the island of Juan Fernandez, that the United States' frigate Essex of 46 guns and 328 men

* The coffee alone, taken at Karang, Sambang, was valued at 250,000 Spanish dollars.

had been for some time committing great depredations upon British commerce in the South Seas, and that several of her prizes had been armed in order to assist in doing still further mischief.

The *Racoon* and *Cherub*, sloops of war, having joined the *Phoebe* at Rio Janeiro, and accompanied her round Cape Horn, Captain Hillyar, on his arrival off the Gallipago islands, despatched the former vessel to Columbia river, and proceeded himself, with the *Cherub* in company, to explore the gulf of Guayaquil, and the coasts between that and Valparaiso, at which latter place he anchored close to the American frigate, and three of her prizes, on the 8th Feb. 1814. His subsequent action with the *Essex* is thus described by him in a letter to the Admiralty, dated at Valparaiso, on the 30th Mar. 1814 :

“ Sir,—I have the honor to acquaint you, for the information of my Lords Commissioners of the Admiralty, that at a little past 3 P. M. on the 28th instant, after nearly five months anxious search, and six weeks still more anxious look-out for the *Essex* and her companion *, to quit the port of Valparaiso, we saw the former under weigh, and immediately, accompanied by the *Cherub*, made sail to close with her. On rounding the outer point of the bay, and hauling her wind for the purpose of endeavouring to weather us, and escape, she lost her main-top-mast, and afterwards, not succeeding in an effort to regain the limits of the port, bore up, and anchored so near the shore, (a few miles to leeward of it), as to preclude the possibility of passing a-head of her without risk to his Majesty's ships. As we drew near, my intention of going close under her stern was frustrated by the ship breaking off, and from the wind blowing extremely fresh, our first fire, commencing a little past four o'clock, and continuing about ten minutes, produced no visible effect. Our second, a few random shot only, from having increased our distance by wearing, was not apparently more successful, and having lost the use of our main-sail, jib, and main-stay, appearances were a little inauspicious. On standing again towards her, I signified my intention of anchoring, for which we were not ready before, with springs, to Captain Tucker, directing him to keep under weigh, and take a convenient station for annoying our opponent. On closing the *Essex*, at 5-35, the firing re-commenced, and before I gained my intended position, her cable was cut, and a serious conflict ensued; the guns of his Majesty's ship gradually becoming more destructive, and her crew, if possible, more animated, which lasted until 6-20, when it

* The *Essex* junior of 10-long-sixes, 10-eighteen-pounder carronades, and 95 men, part of whom are said to have been on board the frigate whilst engaged with the British.

pleased the Almighty Disposer of Events to bless the efforts of my gallant companions, and my personal, very humble one, with victory. My friend Captain Tucker*, an officer worthy of their Lordships' best attention, was severely wounded at the commencement of the action, but remained on deck until it terminated, using every exertion against the baffling winds and occasional calms which followed the heavy firing, to close near the enemy: he informs me, that his officers and crew, of whose loyalty, zeal, and discipline, I entertain the highest opinion, conducted themselves to his satisfaction. * * * * * The conduct of my officers and crew, without an individual exception that has come to my knowledge, before, during, and after the battle, was such as become good and loyal subjects, zealous for the honor of their much loved, though distant, King and Country.

"The defence of the Essex, taking into consideration our superiority of force, the very discouraging circumstance of her having lost her main-top-mast, and being twice on fire, did honor to her brave defenders, and most fully evinced the courage of Captain (David) Porter, and those under his command. Her colours were not struck until the loss in killed and wounded was so awfully great, and her shattered condition so seriously bad, as to render further resistance unavailing.

"I was much hurt on hearing that her men had been encouraged, when the result of the action was evidently decided, some to take to their boats, and others to swim on shore; many were drowned in the attempt; 16 were saved by the exertions of my people; and others, I believe between 30 and 40 effected their landing. I informed Captain Porter, that I considered the latter, in point of honor, as my prisoners; he said the encouragement was given when the ship was in danger from fire, and I have not pressed the point. The Essex is completely stored and provisioned for at least six months, and although much injured in her upper works, masts, and rigging, is not in such a state as to give the slightest cause of alarm, respecting her being able to perform a voyage to Europe with perfect safety. Our main and mizen-masts, and main-yard, are rather seriously wounded; these, with a few shot-holes between wind and water, which we can get at without lightening; and a loss of canvas and cordage, which we can partly replace from our well-stored prize, are the extent of the injuries his Majesty's ship has sustained. * * * * * I have the honor to be, &c.

(Signed)

"JAMES HILLYAR."

"To J. W. Croker, Esq."

The loss sustained by the British ships on this occasion was only 5 killed and 10 wounded, including among the former Mr. William Ingram, first Lieutenant of the *Phœbe*, a brave and excellent officer. That of the American frigate was very severe, 23 men having been found dead on her decks, and 42 wounded among the prisoners (161 in number):

* See Captain THOMAS TUDOR TUCKER.

3 others were acknowledged to have been removed by a boat belonging to her consort, just before she surrendered; and at least 40 are supposed to have perished in their attempt to reach the shore; but as not a single document relative to the number serving in her at the commencement of the action was found by Captain Hillyar, it is impossible for any person, not an American, to arrive at a correct conclusion on that subject. We can only express our regret that the Essex junior did not venture out of port, in which case the Cherub would have been of course detached in pursuit of that ship, and the Phœbe no doubt have given an equally good account of her immediate opponent*.

Captain Hillyar arrived at Plymouth with his prize, Nov. 13, 1814; and in the course of the following year we find him receiving the insignia of a C. B. as a just reward for his long and meritorious services.

He married, July 14, 1805, a daughter of N. Taylor, Esq. Naval Storekeeper at Malta. One of his brothers is a Commander, and another a Surgeon, R. N. The latter has recently received permission to accept and wear the insignia of a K. T. S. which the King of Portugal was pleased to confer upon him, when that monarch visited H. M. S. Windsor Castle, at Lisbon, in May, 1824.

Agent.—Sir Francis Ommaney, M. P.

RIGHT HON. LORD WILLIAM FITZ ROY.

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

THIS officer is a younger son of Augustus Henry, third Duke of Grafton, by his second Duchess, Elizabeth, daughter of the late Rev. Sir Richard Wrottesley, Bart. He was born

* The Phœbe mounted 26 long 18-pounders, 4 long 9's, 14 thirty-two-pounder carronades, and 2 boat-guns; the Essex, 40 thirty-two-pounder carronades, and six long nines. The former had on board 300 officers, men, and boys, including a few volunteers from two British merchantmen lying at Valparaiso; we are justified by the declaration of Captain Porter himself in stating that the latter had at least 260 persons, exclusive of those sent from the Essex junior to her assistance. The Cherub mounted 18 thirty-two-pounder carronades, 6 eighteens, 2 long-sixes, and 1 boat-gun; her total complement was 121.

June 1, 1782; made a Lieutenant in 1800; Commander in 1802, and Post-Captain, Mar. 3, 1804.

His Lordship commanded the *Æolus* frigate in Sir Richard J. Strachan's action, Nov. 4, 1805; and at the reduction of Martinique, in 1809*. Previous to the latter event, he had been elected M. P. for Thetford, in which borough the Grafton family appear to have possessed great influence for a long series of years, one of the titles attached to the dukedom being "Viscount Thetford." His last appointment was, about June, 1810, to the *Macedonian* frigate, in which he served on the Lisbon station, until dismissed from the service, for a breach of the 33d Article of War, April 7, 1811.

Lord William was restored to his rank in the navy at the latter end of August, in the same year; and nominated a C. B. in 1815. He married, Aug. 9, 1816, Georgiana, second daughter of Thomas Raikes, Esq. and by that lady has issue.

Towards the close of 1823, a small pamphlet was printed and circulated, among the higher ranks in the navy, under the title of "*A brief Statement arising out of a Passage contained in the third volume of James's Naval History of Great Britain, on the Conduct and Character of Lord William Fitz Roy, in the year 1805.*" To this "STATEMENT" Mr. James published "A REPLY," in January, 1824. The circumstance which gave rise to those pamphlets has been discussed by Captain Brenton in the third volume of his *Naval History*—We have neither time nor inclination to enter into the subject.

RIGHT HON. LORD GEORGE STUART,

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

THIS officer is nearly related to the present Marquis of Bute, and consequently descended from Robert II. King of Scotland.

We are not acquainted with the particulars of his birth, but have been told that he was educated at Eton; and that he entered the naval service towards the close of 1793, as a Midshipman on board the *Providence* of 16 guns, commanded by the late Captain William R. Broughton, with whom he

* See Vol. I. pp. 289 and 264.

proceeded first to Nootka Sound, and then on a service well calculated to render him an expert navigator, and able marine surveyor.

The Providence, on her voyage to the N. W. coast of America, touched at Teneriffe, Rio Janeiro, New South Wales, Otaheite, and the Sandwich Islands, where Captain Broughton received intelligence that Captain Vancouver, under whose orders he had been directed to place himself, had already taken his departure for England*. He, however, proceeded to Nootka Sound, where he anchored on the 17th Mar. 1796, after a passage of thirteen months and two days from Plymouth.

The ship having proved leaky was now hove down, which led to the discovery of a bolt-hole in the garboard-streak through which it was supposed no bolt had ever been drove to the floor-timber. The augur boring remained perfect; nor was there any appearance of decayed iron. The thin copper which covered it had cracked round the hole, and by that means the water was admitted. It was also exactly in the same place the carpenters had supposed, on examining the limbers, and whence the coming in of the water was perceived. Indeed there was no other part of the bottom of the ship that appeared to be bad, although the copper in some parts was much worn, a circumstance which caused Captain Broughton to regret that she had not been sheathed with wood, and then coppered over all.

At Nootka, Captain Broughton received letters dated Mar. 1795, which informed him that Captain Vancouver had sailed from Monterrey bay, in California, on the 1st Dec. 1794; and that the Spaniards had delivered up the port, &c. to Lieutenant Pierce, of the marines, agreeably to the mode of restitution settled between the Courts of London and Madrid. His future proceedings now depending on his own discretion, and as he wished to employ the Providence in such a manner as might be deemed most eligible for the improvement of geography and navigation, he proceeded along the coast to Monterrey, and there demanded of his officers their sentiments in writing, respecting the manner in which the discretionary powers allowed to him might most effectually be employed.

* See Vol. II. Part I. p. 201.

The result of their opinions, he was happy to find, coincided with his own, which was to survey the coast of Asia, commencing at the island of Sachalin, situated in lat. 52°. N., in the southern part of the sea of Lama; and ending at the Nan-king river, in Lat. 30°. N. His intention was also to survey the adjacent islands, viz. the Kurilles, and those of Jesso and Japan, left unfinished in Captain Cook's last voyage. He considered that such a survey would be very acceptable to geographers; for the limits of Asia and America would then be known as far as navigation was practicable, and a knowledge of the Northern Pacific Ocean would be completed. He therefore determined to spend his time in that pursuit till Christmas, then to go to Canton for stores and provisions, and to continue the survey early in the ensuing year. A log of his proceedings from the time he left England until his arrival at Macao, after surveying the land of Jesso, the Kurille isles, and those of Japan, is contained in the first six chapters of a quarto volume published by him in 1804. At Macao, Captain Broughton purchased a small schooner to assist him in his survey, which he found to be the identical vessel built by some of the ill-fated *Bounty's* people, during their involuntary exile in the South Seas, and which had been brought from Otaheite to Samarang, by Captain Edwards, of the *Pandora*. This proved a most fortunate circumstance for the officers and crew of the *Providence*, as that ship was wrecked near Ty-pin-san, an island lying between Formosa and the Great Loo-Choo, when about to prosecute the object of her researches. The following is Captain Broughton's account of that disastrous event:

"About 7-30 P. M. (May 17, 1797), white water was seen a-head and upon each bow, and reported to the officer of the watch, Lieutenant James G. Vashon; and almost directly after, the ship struck upon a reef of coral rocks. Having felt the shock, which was not violent, I instantly went upon deck, and by the way met Mr. Vashon coming to acquaint me with the disaster. The officers and men were upon deck in a moment, and the sails directly braced a-back. It appeared to me the helm was a-weather, and the ship's head about E. N. E. *, sails all full. Had the helm been put a-lee on seeing the danger, I think we should have escaped it.

* When Captain Broughton left the deck a few minutes before, she was lying up N. E. $\frac{1}{2}$ N. with the larboard tacks on board, and going at the rate of $4\frac{1}{2}$ knots per hour.

"The proper signals were made to the schooner, and the Master sent to anchor her as near as possible, to heave by her. The ship soon after paid off, with her head to the eastward; and we hauled up the main-sail, shivering the other sails, to let her go round off without acquiring head-way: before she paid off to the southward, she again struck fore and aft, and remained fixed at last with her head due south. Breakers were then upon each bow, and we had from 5 to 15 fathoms in the starboard chains, and only $2\frac{1}{2}$ fathoms at times both a-head and a-stern. Having clobbered the rudder, the top-masts were struck; and we began hoisting the boats out, the lower-yards having been kept up for that purpose. At this time the ship did not strike violently, and had only made 19 inches water.

Unfortunately the wind freshened from the N. N. W., and the sea began to break with great force, which soon knocked the rudder off: we secured it with hawsers. It was now 9 o'clock, and we only waited the schooner's anchoring, to attempt heaving off; and in the mean time began hoisting out the long-boat: during which period the ship made water very fast; and the violent shocks she received, rendered it doubtful whether the masts would stand. The water increased so much upon the pumps, that before the long-boat was out we had 7 feet water in the hold. At this time the schooner had anchored near us in 25 fathoms, and the Master returned on board, when the ship suddenly changed her position, swinging round from S. to N. by E., and striking more violently than ever. Before we could carry our hawsers to the schooner, the carpenter reported the water up to the orlop-deck, and the ship having bilged forward; we therefore gave up the idea of attempting to heave off, for had we succeeded, the ship must inevitably have foundered. The spare pumps were down the fore hatchway, but the water still increasing upon the gun-deck, rendered all our exertions useless. The officers were unanimous with me in opinion, that nothing could be done to save the ship; and to cut away the masts would have no effect upon her, as she was settling fast forward from her being bilged, as we imagined, in her larboard bow. It now became highly necessary to preserve the people, and the boats were ordered ready for their reception; while they were employed trying to collect arms and ammunition, with armourer's and carpenter's tools; but the ship laying nearly on her beam ends, and the gun-deck being full of water with the washing of the bulk-heads to and fro, chests, &c. prevented their saving many. On one side of the ship we had only 6 feet water, and on the other $3\frac{1}{2}$ fathoms. The fore part of her was immersed in the sea, and the surf breaking over the upper-deck. As nothing more could be procured for the present, the crew were sent into the boats, which was happily effected without any accident; and soon after 11 o'clock they reached the schooner in safety, but with the loss, both officers and men, of every thing belonging to them. The pinnace returned for myself and the remaining officers; and at half an hour after midnight we quitted the Providence, leaving her a perfect wreck to the mercy of the sea."

This disaster having taken place during the S. W. monsoon,

the situation of 109 persons without clothing *, crowded in a small vessel only capable of admitting one-third of that number below at a time, may readily be conceived. Fortunately, however, they met with the most friendly and hospitable reception at Ty-pin-san, the natives of which place loaded their little bark with provisions, and thereby enabled them to reach Whampoa, in China, without feeling the pangs of hunger and thirst, too often experienced by persons placed in similar situations of danger.

The schooner, having met with no bad weather, nor any other obstacle, passed the Bocca Tigris on the 4th June, 1797, remained in the neighbourhood of Canton for a few days, and then worked down towards Macao roads, where a division of her officers and crew took place—43 being discharged into the Swift sloop of war for the disposal of Rear-Admiral Rainier ; 30 into a fleet of homeward bound Indiamen ; and 35 retained by Captain Broughton for the purpose of completing his survey. Among those sent home were the first Lieutenant (now Captain) Zachary Mudge, Lord George Stuart, and the present Hon. Captain Alexander Jones. It is here worthy of remark that the Providence was the ship in which "*Bounty Bligh*" ultimately conveyed the bread fruit to St. Vincent's and Jamaica ; that Captain Broughton, when warping into Matavia bay, Nov. 30, 1795, swept an iron-stocked anchor which the Bounty's mutineers left behind them when they cut their cable and bade an everlasting farewell to Otaheite, Sept. 22, 1789 ; that the schooner built by the poor fellows who had been innocently involved in their guilt was, as we have stated above, the vessel destined to preserve the crew of the Providence ; and that the 43 officers and men who were drafted into the Swift, were doomed to perish under the command of an officer who was one of Bligh's companions when turned adrift in the Bounty's launch by Christian and his colleagues. Strange as the coincidence may appear, what we have stated admits of no contradiction.

* The Providence left England with a complement of 115 officers, seamen, and marines. Of this number one had died a natural death, three been killed by accident, and two murdered by the natives at one of the Sandwich Islands.

Lord George Stuart was made a Lieutenant in 1800, a Commander in 1802; and confirmed in his post rank Mar. 3, 1804. If we mistake not, he was in the East Indies at each of those periods.

About the 7th Jan. 1805, a hurricane commenced at Ceylon, during which the *Sheerness* 44, then commanded by the subject of this memoir, parted her cables, and drove on shore. Very little time had elapsed, before the water rose above the orlop-deck, the main-mast went by the board, and pumping proved ineffectual. At the commencement of the storm, Lord George, his first Lieutenant, and others, used every possible exertion to get on board, but their boat swamping, they with difficulty regained the shore. The launch, sent to their assistance, was also swamped, and two of her crew drowned.

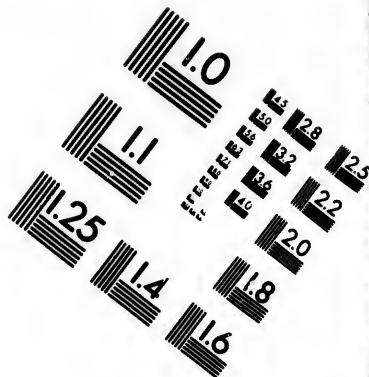
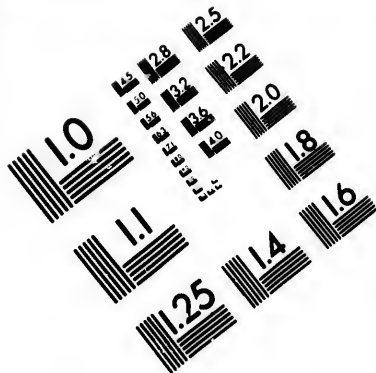
His Lordship subsequently commanded the *Duncan* frigate, and on the 8th April, 1806, captured a French privateer of 8 guns and 71 men. In the summer of 1807, he was appointed to *l'Aimable* 32, on the North Sea station, where he intercepted another marauder of the same description, mounting 16 guns, and having on board a number of British prisoners. In the summer of 1808, he appears to have assisted in escorting the army under Sir Arthur Wellesley, from Cork to Portugal, and it has been said that he was a spectator of the celebrated battle which led to the inglorious convention of Cintra*.

On the 3d Feb. 1809, Lord George Stuart, having returned to his former station, captured, after a chase of 28 hours, and a short running fight, *l'Iris*, French national ship, pierced for 32 guns, but only mounting 22 24-pounder carronades and 2 long twelves, with a complement of 110 men, having on board 640 casks of flour for Martinique, victualled and stored for four months. *L'Aimable*, on this occasion, had 2 men wounded, and suffered materially in her masts, spars, sails, and rigging. The enemy sustained a loss of 2 killed and 8 wounded.

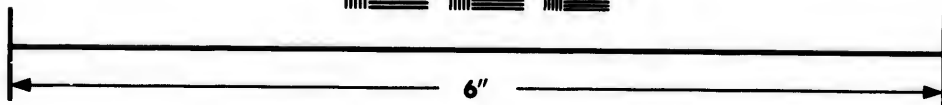
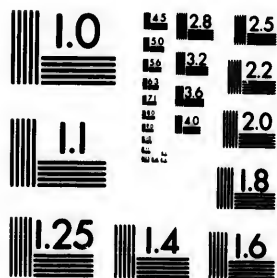
In July following, Lord George assumed the command of a light squadron employed at the mouth of the Elbe, and on the 26th of that month he performed an important service,

* See Vol. I. p. 595, and note † at p. 431 *et seq.*





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the particulars of which are thus stated in his official report to the officer under whose orders he was then placed :

H. M. S. V Aimable, off Cuxhaven, July 29, 1809.

“ Sir,—The French troops in Hanover, not content with frequent predatory and piratical incursions in the neighbourhood of Cuxhaven, had the audacity to enter the village of Ritzbottle with a body of horse at mid-day on the 26th instant, and very narrowly missed making several officers of the squadron prisoners*. In consequence I was induced to land a detachment of seamen and marines from the vessels composing the squadron under my orders, for the purpose, if possible, of intercepting them. In the ardour of pursuit, we advanced until we got sight of the town of Bremer-lehe, into which we learnt they had retreated. The information was incorrect. On entering the town we were assured that the enemy, to the number of about 250, occupied the town of Gessendorf, two miles distant, and further, that it contained a depôt of confiscated merchandise. It was resolved instantly to attack it. For this purpose, Captain Goate of the Mosquito, advanced with a detachment, while I directed Captain Pettet of the Briseis, to proceed by a circuitous route, and take a well-constructed battery of four 12-pounders, commanding the river Weser, in flank, while the remainder, under my own immediate directions, headed by Captain Watts, of the Ephira, advanced to attack it in front. The road we had to pass subjected us all to a galling fire of round and grape from the battery, the guns of which were all pointed inwards, and which we could only answer by discharges of musketry. Gessendorf, though certainly tenable with the numbers the enemy had opposed to ours, was on the approach of Captain Goate precipitately evacuated. The enemy being previously informed of our approach, had put into requisition a number of light waggons for the transportation of the foot, in the rear of which 60 well mounted cavalry drew up.

“ The enemy in the battery seeing us determined, notwithstanding their fire, to carry our point, and that we were making preparations for fording a deep and wide creek in their front, abandoned it, and embarked in boats on the Weser ready for their reception, under a severe fire of musketry from our detachment, with the loss on their part of several killed and wounded. From a foreknowledge of our intentions on the part of the enemy, we made but four prisoners, the commandant of the battery (Mons. le Murche), a Lieutenant, and two inferior officers. The battery-guns were burst in pieces, the embrasures demolished, the gun-carriages burnt, together with the magazine, guard-houses, &c. &c. The powder we brought off, as also six waggon loads of confiscated merchandise. * * *

“ The distance from Gessendorf to Cuxhaven is 28 miles; I leave it then to their Lordships to estimate the spirit, alacrity, and expedition with which this service has been performed, when I state, that in 24 hours from

* Cuxhaven and Ritzbottle had recently been taken possession of by the British. See Captain WILLIAM GOATE.

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our departure, the whole detachment returned, and were safely embarked on board their respective ships, without the loss of an individual*. I have the honor to be, &c.

(Signed) " G. STUART."

" *To Rear-Admiral Sir R. I. Strachan, Bart. K. B.*"

As the importance of this service cannot be estimated by Lord George Stuart's official letter alone, we shall in explanation state, that the heroic Duke of Brunswick Oels, having at that moment nearly effected his fine retreat through the heart of Germany, arrived a few days afterwards on the opposite bank of the Weser, and by the previous dispersion of the enemy, and the destruction of their fortress, which enfiladed the whole of that river, was enabled to embark and bring away his brave companions in arms, without meeting with those obstructions which would otherwise have impeded his progress, enabled his pursuers to come up with him, and in all likelihood have led to the capture or destruction of his whole detachment.

His Lordship's next appointment was, about Sept. 1810, to the *Horatio*, a 38-gun frigate, the boats of which ship, under the directions of Lieutenant Abraham Mills Hawkins, performed a very gallant exploit on the coast of Norway, in Aug. 1812, which we shall give a full account of in our memoir of that meritorious officer, who was soon after promoted for his persevering bravery and severe sufferings on the occasion now alluded to.

The reverses of Napoleon Buonaparte, who, after losing the flower of his army in the inhospitable clime of Russia, in the winter of 1812, had been obliged to retreat, during the whole of 1813, before his accumulating enemies, till at length they pursued him into France, gave occasion to a revolution in Holland. The consequence of this political change was the recall of the Prince of Orange, whose departure from England, and landing at Scheveling, we have already noticed †. An application was also made to the British government for

* Captain George Edward Watts " particularly " distinguished himself, and was the only person wounded. The passages contained in the above letter which we have omitted, are reserved for insertion in our memoirs of that gallant officer, and others to whose conduct they immediately refer.

† See Vol. I. p. 663.

assistance, which was readily granted; and by the end of the year, the whole territory of the Seven United Provinces was cleared of the enemy, with the exception of a few fortified places. The assistance contributed by Lord George Stuart towards the accomplishment of this desirable event, will be seen by the following extracts from his public letters to the late Admiral Sir William Young, under whom he had been for some time serving :

“ Yesterday morning (Dec. 7, 1813) some pilots brought off a letter, from a gentleman who had been in the British service, requesting aid to drive the French from Zierick-zee*. I lost no time in working up, and anchored just out of gun-shot of a heavy battery, which totally commanded the passage. As it was necessary to pass in execution of your orders, I made the disposition for attacking it. I therefore collected 50 marines and 70 seamen from the *Horatio*, with the same number from the *Amphion*, with a determination of storming it from the rear, as soon as the tide would answer for the boats to leave the ship, which could not be till 9 P. M. During the interval, a deputation from the principal citizens came on board under a flag of truce, from the French General, requesting that, in order to save the effusion of blood, and prevent the disorders which were likely to ensue in the city, then in a state of insurrection, terms of capitulation should be granted, by which the French, with their baggage, should be allowed to withdraw and be conveyed to Bergen-op-zoom: this I peremptorily refused, * * * and sent back the terms herewith enclosed †. The thickness of the weather prevented the deputation from quitting the ship before 10 P. M., which induced me to extend the time till midnight. I had not proceeded any considerable distance from the ship before the signal (3 guns), in token of submission, was made. I landed at the battery, which having secured, I went forward to the town, and found the native French had made their escape. I directed the seamen to remain at the gate, and entered with the marines, amidst the acclamations of an immense multitude. Proceeding to the town-hall, I was

* Zierick-zee is the capital of Schowen, an island of Zealand, lying between Goeree and North Beverland.

† “ Sir,—With a view to spare the effusion of blood, as senior officer in command of H. B. M.’s forces, I feel it my duty, after the communication I have received, and the resources which I at present have, to summons you with the French officers and troops under your immediate command, to surrender prisoners of war. No other conditions will be admitted. I expect a decisive answer by 12 o’clock this night; my authority will not admit of the suspension of hostilities longer than that period.

(Signed)

“ G. STUART.”

“ To the French Commandant.”

met by the most respectable inhabitants in a body, and then having dissolved the French municipal authorities, I directed the ancient magistrates of the city to resume their functions. This morning (Dec. 8), in compliance with my directions, the magistrates of the town of Browsershaven reported their having driven the French from thence, and they received similar injunctions with respect to their provisional government. I took possession of a brig of 14 guns, formerly H. M. B. Bustler, which the enemy had attempted to scuttle, also a French gun-boat, and a considerable quantity of powder. In the course of this day I have collected 20 prisoners, and more are expected.

"I feel happy in having obtained so important an acquisition as the whole island of Schowen, without bloodshed, thereby facilitating the means of opening a communication with the allied forces in the south of Holland *.

"Having received information that the French had augmented their forces in the island of Tholen with 400 men, and it being necessary to secure the battery at the point of Steavinessse, in order for the ships to pass up the Keeten, I despatched the boats of the two ships at 10 P. M. (Dec. 9), with the boats' crews only, when they landed two miles in the rear of the battery: immediately on their approach, the French precipitately fled, and did not enable our brave fellows to oppose them, we therefore made only 3 prisoners. The battery mounted six 24-pounders. Lieutenants Whyte and Champion, of the *Horatio* and *Amphion*, with the officers and men under their command, dismantled the battery, spiked the guns, destroyed the carriages, &c. and returned on board at 3-30 A. M."

Lord George Stuart, whose great promptitude of decision to storm the batteries on the island of Schowen, and very spirited preparation for doing so, if the enemy had not immediately submitted, were highly commended by Admiral Young, was soon after appointed to the *Newcastle* of 58 guns, built for the express purpose of coping with the American ships of similar force. The particulars of his cruise in quest of the *Constitution* and her supposed consorts will be found at p. 533, *et seq.* of this volume. His Lordship was nominated a C. B. in 1815.

Agent.—Thomas Stilwell, Esq.

SIR JAMES LIND,

A Knight Commander of the Most Honorable Military Order of the Bath.

THIS officer received his first commission in 1778; and served as senior Lieutenant of the *Princess Royal* a second rate, forming part of Lord Hood's fleet, during the operations

* The ordnance taken at Zierick-zee, consisted of 12 iron 36 and 24-pounders, 2 brass 13-inch mortars, and 2 six-pounders.

at Toulon, in 1793*. His promotion to the rank of Commander took place in 1795.

On the 5th Dec. 1800, Captain Lind, then commanding the *Wilhelmina* troop-ship, sailed from England for the Red Sea, in company with a squadron sent thither, under Sir Home Popham, to assist in the frustration of the designs of republican France, which was afterwards so successfully accomplished by the Anglo-Turkish forces in Egypt, as already mentioned in the course of this work.

Captain Lind's next appointment was to the *Sheerness* 44, in which ship he captured, by stratagem, *l'Alfred*, French privateer, of 14 guns and 80 men. Observing *l'Alfred* in chase of the *Sheerness*, he disguised her as much as possible, and by standing away from his pursuer, and setting and taking in sail in the style of a merchantman, completed the deception, and ensured the capture of the enemy. After a short chase, the privateer ranged upon his quarter, fired a broadside, and commanded him to strike. Her summons was answered by a fire which killed 3 and wounded 6 of *l'Alfred*'s crew, when the astonished Frenchmen immediately hauled down their colours. The *Sheerness* fortunately had not a man hurt. This little affair occurred off Point de Galle, May 5, 1804: Captain Lind's post commission had been confirmed at home on the 6th March preceding.

On the 17th Sept. in the same year, the French Rear-Admiral Linois, who had some time before been defeated by the homeward bound China fleet, seized on some country boats off Masulipatam, who gave him intelligence of Captain Lind's former ship, the *Wilhelmina*, having left that place a few days previous for Vizagapatam road, with the Princess Charlotte Indiaman under her protection. Expecting to obtain some compensation for his late disappointment, M. Linois immediately proceeded thither, and the following day commenced a furious attack upon the *Centurion* of 50 guns, which ship Vice-Admiral Rainier had a few days before substituted for the *Wilhelmina*, having ordered the latter to convoy two other Indiamen, with some treasure on board to Calcutta. The particulars of what followed are contained in a letter from Captain Lind to the Vice-Admiral from whom he had

* See Vol. I. p. 236.

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received an acting order to command the *Centurion* in the absence of her proper Captain, then dangerously ill at sick-quarters. The following is a copy of the letter to which we have alluded, dated Sept. 19, 1804 :

“Yesterday morning, whilst at anchor in this (Vizagapatam) road, and waiting till the Indiaman and the country ship (*Barnaby*), which you directed me to convoy to Madras, were loaded, 3 ships were perceived under the land in the S. W., coming down before the wind with all sails set. About 9-30 A. M. it was seen that they were enemies, a line-of-battle ship and 2 frigates: the former hoisted, with her colours, a flag at the mizen-top-mast head, and I believe was the *Marengo*, Admiral Linois, and I shall so call her in this letter; the frigates appeared to be of 36 or 40 guns each*. For the information of the convoy, the signal of an enemy being in sight was hoisted, and soon afterwards one for the convoy, as they were best able, to put into a port in view. This was done that the two ships we had taken under convoy might get close in shore for protection, or, if necessary to run on it: the *Barnaby* complied with this signal; she ran on shore, but unfortunately afterwards got into the surf, and was totally lost.

“About 10 A. M., the headmost of the enemy's ships, a frigate, was about half a mile from the *Centurion*, without any colours flying. Several shot were fired at her. About the same time the cable was cut, and top-sails sheeted home, which were already loose for the purpose; by this means the broadside was brought to bear upon the enemy, and prevented the ship from being boarded or raked; by this manœuvre, likewise, a frigate, that was within a cable's length of the *Centurion*, and appeared to have an intention to board, got a close and well-directed broadside into her. The action soon became general, the enemy's three ships directing their fire on the *Centurion*, their only object, for the *Princess Charlotte* had very early struck her colours. The *Centurion* stood in shore, the *Marengo* and one frigate on the starboard quarter, the other frigate on the larboard; they were all less than half a mile distant, and kept firing, which the *Centurion* returned: her fire was chiefly directed against the *Marengo*. About 10-45, the French ships stood to sea; and immediately after this I got on board, though with much difficulty and danger. I had been on shore to expedite the sailing of the convoy, and was not present in this early part of the action, for, till now, the *Centurion* had been under the direction of the first Lieutenant, Mr. James Robert Philips: and before I proceed any further in this account, permit me to notice the judicious conduct of this deserving and old officer, and his gallant defence of the ship against so superior a force as that of the enemy. I hope, Sir, his conduct will be thought worthy of a reward, and that he will be esteemed deserving of promotion.

* The French squadron consisted of the *Marengo*, *Semillante*, and *Atalante*; the former an 80-gun ship, the two latter 40-gun frigates.

“ On my coming on board, I found the sails and rigging so very much cut as to render the ship not in a state to be worked, and therefore anchored at the back of the surf, about a mile and a half to the N. E. of the town : this situation was the best I had in my power to take, both for defence, and to prevent her falling into the possession of the enemy if overpowered.

“ A battery of three guns at the town, under the command of Colonel A. Campbell, of H. M. 74th Regiment, had kept a fire on the enemy whilst within reach, but now we were too far distant to receive any support from it. I sent on shore to request guns might be brought on the beach nearer us : this I have since been convinced was totally impracticable, or it would have been done. We prepared again for action ; and whilst thus employed, the enemy wore and stood towards us : the *Marengo*, after having repeatedly tried the range of her guns, came to an anchor abreast of us, and about a mile distant ; clewed up her top-sails, furler her courses, and commenced cannonading. This threatening appearance of being determined to persevere and to succeed, only served to animate the officers and men of H. M. ship to greater exertions of defence with the lower-deck guns, the only ones that would reach the enemy, for she was too far distant for the carronades ; but all the enemy's shot reached us *. In the mean time one of the frigates kept under sail on our quarter, nearer than the *Marengo*, and annoyed us much by her fire ; the other frigate carried off the Indiaman from her anchorage in the road. At 1-15 P. M., nearly two hours after this cannonading had commenced, and which had been kept up with much vigour on both sides, the *Marengo* cut her cable, hoisted her jib, and stood to sea. By some of her last shot our cable was cut, and we made some sail, and got further off shore before we brought up with the sheet anchor. When the *Marengo* first made sail, I supposed she intended to make a short stretch, tack, and renew the action nearer, and therefore made all necessary preparations to receive her ; but she, the frigates, and the captured Indiaman stood to sea, and a little before sun-set bore up to the N. E., towards the bottom of the bay. What damage the enemy has sustained, or from what cause they declined further contest with us I cannot tell.

“ After this full account of the transactions of the day, I feel it a duty incumbent on me not only to repeat the high sense I have of Lieutenant Philips' services, but likewise to inform you that the other Lieutenants of this ship, David Pringle, Richard Coote, and William Fairbrother Carroll, displayed great gallantry and spirit on the occasion ; the last-mentioned, though a young officer, has seen much service, and as his commission is not yet confirmed by my Lords Commissioners of the Admiralty, may I request that you will be pleased to represent his great merit, to induce their Lordships to do it ? To the zeal and energy of Lieutenant Warring, R. M. I am much indebted.

* The Centurion had long twenty-fours on her lower-deck, and 32-pounder carronades had been substituted for the long twelves which she had formerly mounted on the main-deck.

"To insert any thing in this letter in praise of the veteran and gallant crew of the Centurion, must be needless to you, Sir, who are well acquainted with them; but I cannot refrain from saying that they displayed great experience, and cool courage. The good discipline of the ship was conspicuous, and does great credit to their proper commander, Captain (John Sprat) Rainier.

"H. M. ship has received considerable damage in her masts, yards, and rigging. The fore-mast, mizen-mast, and main-yard are badly wounded, as well as several smaller masts and yards; several shot remain in the bottom, between wind and water; one came through into the gunner's store-room. It is with pleasure I acquaint you, that very few men considering the long action, have suffered; none were killed, and only nine wounded; one of whom is since dead; the others are not in apparent danger.

(Signed) "J. LIND."

Captain Lind in the foregoing letter alludes to the difficulty and danger he experienced in getting on board the Centurion. This requires some little explanation.

Immediately the approach of the strange squadron was announced to him, he hurried down to the beach, and jumped into a boat manned with natives, who rowed him some distance, ignorant of the cause of his hurry; but, immediately the fire commenced, they expressed a wish to pull back. This he very naturally refused, but neither by threats nor promises could he prevail upon them to proceed; whilst the firing lasted. For some time the boat was in the line of fire, and as he would not allow them to return towards the shore, the affrighted rowers were with great difficulty prevented by him from jumping overboard and swimming thither. At length a favorable opportunity was afforded by the enemy, and he succeeded in getting on board his ship at the crisis he has mentioned. His conduct during the second attack was most highly applauded by the commander-in-chief, who, when writing to the Admiralty, declared that he did not hesitate to rank the Centurion's action "with the most famous of the defensive kind in the glorious annals of the British navy."

Captain Lind received the honor of knighthood on his return to England, in the spring of 1806; obtained the insignia of a K. C. B. Jan. 2, 1815; and died at Southampton on the 12th June, 1823. At the latter period we had not advanced sufficiently far in our present pursuit to apply to him for information—should this hasty sketch meet the eye

of any of his friends we beg leave to say that any authentic documents relative to Sir James Lind's services, if sent to us for the purpose of being published in the Supplement to this work, shall be carefully returned, when copied.

A painting (by F. Sartorius) representing the discomfiture of Mons. Linois, was exhibited in the Antique Academy, in 1805.

JOSEPH NOURSE, Esq.

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

THIS officer was made a Lieutenant Dec. 10, 1799; and served as such on board the *Courageux*, of 74 guns, commanded by the late Vice-Admiral Sir Samuel Hood, K. B. by whom he was successively advanced to the rank of Commander and Post-Captain.

On the 29th Aug. 1800, Lieutenant Nourse volunteered to assist in cutting out an enemy's ship from under the batteries in Vigo bay, which service was gallantly performed by the boats of a squadron under Sir John Borlase Warren. The enemy made a most desperate resistance, her commander having secured the hatchways to prevent his people from retreating, and cheered the British as they advanced to the attack. She proved to be *la Guêpe*, French privateer, of 300 tons, mounting 18 nine-pounders, with a complement of 161 men; 25 of whom were killed, and 40 wounded. The boats, (20 in number) had only 4 men killed, 1 drowned, and 20 wounded. Among the latter were Lieutenants Henry Burke (the senior officer) severely, John Henry Holmes, and Joseph Nourse, slightly*.

At the latter end of 1802, when Sir Samuel Hood resided at Trinidad as one of his Majesty's joint Commissioners for that island, Lieutenant Nourse commanded the *Advice*, a small vessel employed as a tender to the colony; and when his friend succeeded to the chief command on the Leeward Islands' station, vacant by the death of Rear-Admiral Totty, he accompanied him into the *Blenheim 74*, from which ship Sir

* *La Guêpe* was afterwards the British sloop of war *Wasp*. See p. 592 *et seq.*

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Samuel's broad pendant was afterwards removed into the Centaur of similar force.

After assisting at the reduction of St. Lucia and Tobago, in 1803, Lieutenant Nourse was promoted to the rank of Commander in the Cyane sloop of war. On the 2d Jan. 1804, he re-captured an English coast of Guinea trader; and in the course of six weeks from that period, we find him capturing three French privateers, carrying in the whole 30 guns and 236 men. His post-commission bears date April 30, 1804.

In our memoir of Captain Frederick L. Maitland we have noticed the capture of *le Braave*, a French privateer on the Irish station, Mar. 16, 1804. This vessel was purchased by the merchants of Barbadoes, presented by them to Government, commissioned as a post-ship, and placed under the command of Captain Nourse, who on the fourth day of his first cruise, Oct. 17, 1804, after a chase of 13 hours, and an exchange of bow and stern-chasers, captured the *Napoleon*, French privateer, of 18 guns and 150 men. A few days afterwards *l'Heureux*, of 10 six-pounders and 80 men shared a similar fate; and on the 8th April, 1805, *la Desirée*, of 14 guns and 71 men, was added to his list of prizes. This latter vessel, a fine schooner, after being decoyed within musket-shot, had the temerity to return his fire, by which she suffered a loss of 7 men killed and wounded.

Captain Nourse subsequently commanded the *Frederickstein*, *Volontaire*, and *Severn* frigates, on the Mediterranean and North American stations. The following account of a novel proceeding, extracted from the *Naval Chronicle*, may not prove unacceptable to those who have never before heard it related:

“ On the 30th Aug. 1811, a Court-Martial assembled on board *H. M. ship Hibernia* at sea (off Toulon)—President, Rear-Admiral Sir Richard Goodwin Keats, K. B. The Court proceeded to the trial of Mr. John M'Arthur, Purser of *H. M. ship Volontaire*, on charges preferred against him by Lieutenant Shaw, first of the said ship, namely—disobedience of orders; disrespect to him; and mutinous expressions at the gun-room table. Captain the Hon. George Granville Waldegrave, prosecutor. The Court having been duly sworn, the prisoner read a paper, purporting, that he had been put into arrest at the time when the offence was said to have been committed, and continued in arrest for the space of fourteen days;

that, wishing to avoid a court-martial, he proposed making an apology, which was acceded to, and he accordingly did make an apology on the quarter-deck of the same ship, in the presence of Captain Nourse (who then commanded the *Volontaire*) and all the officers who were present at the time the alleged offence was committed: that in consequence of the said apology, he was released from his arrest, and continued in the full execution of his duty; that he dined at the Captain's table in turn, according to the usage of the ship; and that he humbly conceived the humane intentions of the law would be frustrated, if he were, under such circumstances, *amenable to a court-martial*; and, therefore, begged to submit these considerations to the honorable court. The Court was cleared for deliberation; and, on the opening, Captain Nourse was called and sworn; he fully corroborated the foregoing statement. The Court, therefore, without going further into the business, adjudged the prisoner to be *acquitted*."

Captain Nourse was appointed to the *Severn* about July 1813, and in Nov. following he sailed from England with a fleet of transports and merchantmen under his protection, bound to Bermuda. We next find him employed under the orders of Rear-Admiral Cockburn during the expeditions against Washington and Baltimore, in Aug. and Sept. 1814*. His conduct on those occasions is thus mentioned in that officer's despatches relative to the latter enterprise:

"Captain Nourse, of the *Severn*, was good enough to receive my flag for this service; he rendered me great assistance in getting the ships to the different stations within the river (Patapsco); and when the storming of the fortified hill was contemplated, he hastened to my assistance with a reinforcement of seamen and marines. I should consider myself wanting in candour and justice, did I not particularly point out, Sir, to you, the high opinion I entertain of the enterprise and ability of this valuable officer, not only for his conduct on this occasion, but on the very many others on which I have employed him since with me in the Chesapeake."

Captain Nourse subsequently proceeded to the coast of Georgia, and assisted at the capture of St. Mary's a town near Point Petre, Jan. 13, 1815 †. Among the captures made by him on the American station were two privateer schooners, and a letter of marque, carrying in the whole 22 guns and 241 men.

The *Severn* being paid off on her return to England, Captain Nourse remained on half-pay from that period till Nov. 1, 1821, when he was appointed Commodore and Commander-

* See Vol. I. pp. 524—527.

† See p. 734, and note * at p. 738 of this volume.

in-chief on the Cape station, where he fell a sacrifice to the climate of Eastern Africa, having caught the fever of that country whilst prosecuting various interesting services which it does not fall within our province to record. He died on board the *Andromache* frigate, when returning from the island of Mombass to Mauritius, Sept. 4, 1824, having previously run down the western coast of Madagascar, visited the extensive bay of Bembatooka, passed the Comoros, and touched at the islands of Zanzibar and Pemba, belonging to the Imaun of Muscat.

ROBERT O'BRIEN, Esq.

Manager of the Dublin and London Steam Packet Company.

THIS officer is a brother of Sir Edward O'Brien, Bart. M. P. for the county of Clare in Ireland, and representative of a family, the elder branch of which received a patent of baronetage in 1686.

He obtained the rank of Lieutenant in 1797; was made a Commander in 1800; and posted into the *Clorinde* frigate, at Jamaica, May 1st 1804.

Captain O'Brien's next appointment was, about Jan. 1813, to the *Doris* of 42 guns; and in the course of the same year, we find him escorting the outward bound trade to China. His subsequent proceedings in the East Indies met with the marked disapprobation of the Admiralty, as will be seen by the following official letter of their Lordship's Secretary to the senior officer on that station, dated Feb. 17, 1816:

"Sir,—Having laid before my Lords Commissioners of the Admiralty a letter from Captain O'Brien, dated at Madras the 7th October last, stating that in consequence of the death of Rear-Admiral Sir George Burlington, and in the absence of Captain Sayer, of H. M. S. *Leda*, on a distant part of the station, he had assumed the temporary command in the Indian seas, removing from his proper ship the *Doris* into the *Wellesley*, and hoisting in the latter a Broad Pendant.

"I have their Lordships' commands to signify their direction to you to express to Captain O'Brien their Lordships' entire disapprobation of his presuming to hoist a Broad Pendant and assume a command contrary to the Rules of the Service, and without any kind of authority for so doing, and it is their Lordships' further direction that Captain O'Brien be imme-

diately ordered to return to England in any ship in which he may be at the receipt of this letter. I am, Sir, your most humble servant,

(Signed) "JOHN BARROW."

"*The senior officer of H. M. ships, East Indies.*"

Previous to the receipt of the above, Commodore George Sayer had written to the Admiralty informing the Secretary for their Lordships' information, that it was his intention to try Captain O'Brien by a Court-Martial, for "*pursuing a course of conduct subversive of the first principles of the Service, grounded on pretensions as futile as irreconcilable with the Discipline of the Navy.*" To this communication he received the following reply :

"*Admiralty Office, 20th August, 1816.*

"Sir,—I have received and laid before my Lords Commissioners of the Admiralty, your letter of the 20th March last, representing the conduct of Captain O'Brien acting in the command of H. M. S. Cornwallis, and stating that you had ordered a Court-Martial to assemble and try him for his conduct ; and I am commanded by their Lordships to acquaint you that they approve of your ordering the Court-Martial in question. I am, Sir, &c.

(Signed) "JOHN BARROW."

"*To Commodore Sayer, &c.*"

Captain O'Brien's trial commenced April 6, 1816; a Court-Martial having been assembled for that purpose on board the Cornwallis 74, at Madras, in pursuance of an order addressed to Captain Henry Weir, of the *Thais*, by "Commodore George Sayer, senior officer in the command of H. M.'s ships and vessels employed in the East Indies and seas adjacent."

The charges preferred against him on that occasion, were in substance as follow :—

"For having carried a distinguishing Broad Pendant, and officially designated himself Commodore and Senior Officer of H. M.'s ships and vessels in the East Indies and Indian seas, in direct disregard and violation of the Naval Instructions, and in contempt and defiance of the command and authority which had devolved on Captain George Sayer, his senior officer, by the decease of Rear-Admiral Sir George Burlington, K. C. B.

"For sending to England, in the *Wellesley**, the leaders of a mutiny on board the *Cornwallis*, without reference to Commodore Sayer, the only competent authority to have taken legal measures thereon ; a proceeding striking at the foundation of all discipline, and fraught with danger to his Majesty's naval service.

* Captain O'Brien removed himself from the *Wellesley* to the *Cornwallis* about Nov. 1, 1815.

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“ For ordering H. M.’s brig *Cameleon* to be commissioned while building, and appointing a *Lieutenant* to be *Commander* of the said vessel, an exercise of authority beyond even what was vested in the late commander-in-chief: and,

“ For disrespect to the Commodore, by styling him Captain Sayer, in various orders issued to other officers of the squadron, exhibiting in himself thereby a most dangerous example of disobedience and insubordination subversive of discipline and injurious in the extreme to his Majesty’s service.”

On the 11th April, Captain O’Brien having closed his defence, without producing any evidence whatever in his justification, either oral or documentary, the following sentence was read by Mr. John Stigant, Acting Judge Advocate :

“ At a Court-Martial assembled on board H. M. S. *Cornwallis*, in Madras Roads, the 6th day of April 1816, and held by adjournment from day to day (Sunday excepted) until this 11th day of April, 1816.

“ Present,

“ Henry Weir, Esq. Captain of H. M. S. *Thais*, President.

“ Joseph Prior, Esq. Acorn.

“ Charles Shaw, Esq. Ternagant.

“ John Allen, Esq. Tyne.

“ Henry Forbes, Esq. Commander of H. M. sloop *Challenger*.

[Here follows the usual preamble respecting the order for assembling the Court-Martial, &c. &c.]

“ The Court having read the *original* documents, and certified copies in corroboration thereof, and having received the prisoner’s voluntary admission of his having taken upon himself the authority of a Commodore; and the prisoner producing no evidence in refutation of the charges exhibited against him; and having very maturely and deliberately weighed and considered the whole and every part of the charges against him, are of opinion that the charges are proved, and do therefore adjudge him to be *dismissed his Majesty’s service, and he is hereby dismissed accordingly.*”

(Signed by the Members, and Acting Judge Advocate.)

The subject of this sketch returned to England as a passenger on board an Indiaman, he preferring that mode of conveyance to the accommodation offered him on board a King’s ship. In Mar. 1817, he was fortunate enough to be reinstated; and in June following, we find him publishing a pamphlet wherein he says that “ *his immediate restoration to his rank is the best proof, that the Illustrious Character at the Head of the Government, and the Lords Commissioners of the Admiralty, who recommended it, have acquitted him honorably of the vile charges laid to him * * * * **”

“ * * * * * The reception he has met with at

the Admiralty satisfies his mind that there is no loss of character there;—and although the discipline of the navy demands that the authority of Courts-Martial should be upheld, still a feeling of deep regret is manifest there, both at the constitution of the Court, its proceedings and sentence."

Captain O'Brien having, in his preface, at p. ii., called upon the officers of the British Army and Navy to mark their decided abhorrence of the conduct of the parties concerned, but without enabling them to judge fairly for themselves, we shall close this brief notice by subjoining a copy of a letter which he had previously received from the Admiralty in answer to one from himself requesting their Lordships to determine on the legality of the Court-Martial, as well as of the sentence which had had the effect of suspending his rank in the naval service:—

" Admiralty Office, 15th Nov. 1816.

" Sir,—Having laid before my Lords Commissioners of the Admiralty your letter of the 13th inst. I have it in command to acquaint you in reply, that their Lordships having examined the minutes of the Court-Martial held upon you, and considered the sentence, see no reason to doubt the legality of the same. I am, Sir, &c.

(Signed)

" JOHN BARROW."

" Robert O'Brien, Esq."

Agents.—Messrs. Maude.

KEITH MAXWELL, Esq.

A brother of Captain Sir Murray Maxwell, C. B. whose services, as far as our information extends have been described at p. 797, *et seq.*

This officer was made a Lieutenant in 1794; and obtained the rank of Commander for his gallant conduct in cutting out *la Chevette*, French national corvette, of 20 nine-pounders and 350 men, from under the batteries in Camaret bay, near Brest, in the night of July 21, 1801. This daring exploit stands so high in point of credit to the British arms, and glory to those brave officers and men who so nobly achieved it, that we cannot refrain from entering most fully into the particulars.

In the month of July, 1801, the *Doris*, *Beaulieu*, and *Uranie* frigates, commanded by Captains Charles Brisbane, Stephen Poyntz, and William Hall Gage, were anchored near Brest, for the purpose of watching the

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combined fleets of France and Spain, then lying in that harbour. From their anchorage they had a full view of Camaret bay, and consequently of la Chevrette, the commander of which vessel felt himself as secure in that seemingly impregnable position, as if he had been riding under the immediate protection of his Admiral. The sight of the tri-coloured flag, as on all former occasions, only served to inspire British seamen with a wish to haul it down; and Captain Brisbane, aware of the impatience of his squadron to make the attempt, resolved to gratify them.

The enemy, having seen some English boats hovering about the bay, at day-break on the 20th, concluded that an attack was meditated, and although they judged it a measure of extreme rashness, were resolved to omit no possible preparation. In the morning of the 21st, they got the corvette under weigh, moved her a mile and a half farther up the bay, moored her under the batteries, and crowded her decks with troops from the shore. Temporary redoubts were at the same time thrown up upon the points, and a vessel mounting two 32-pounders was moored at the entrance of the bay as a guard-boat. Having taken these precautions, they in the afternoon displayed a large republican flag above an English ensign, as a signal of defiance.

All these manœuvres were well observed from the Beaulieu, the crew of which ship evinced extraordinary ardour to engage in this enterprise. Lieutenant Maxwell who had just before volunteered to carry a fire vessel into Brest harbour*, gladly embraced this opportunity of practising his boat's crew preparatory to the grand object, and resolved, with his Captain's permission, to head his own shipmates in the attack on la Chevrette. This resolution, so congenial to their wishes, the Beaulieu's crew heard with much satisfaction, and at 9-30 P. M. her six boats, manned with about 90 volunteers, formed a junction with seven others belonging to the Doris and Uranie, and two sent from the Robust of 74 guns. About 9-45 Lieutenant Woodley Losack, who had been selected by the Admiral to conduct the enterprise, went with his own and five other boats in pursuit of a small vessel supposed to be on the look-out, and therefore necessary to be secured. For a considerable time after he parted company, the remainder of the boats continued as he had desired them, lying to on their oars and occasionally pulling easy. Finding the senior officer did not return, considering that the boats were yet at least six miles from the corvette, and aware of the time requisite to row that distance against a fresh breeze, Lieutenant Maxwell judged it expedient, in order that the undertaking might have the best chance of succeeding, to proceed immediately towards the entrance of the bay; a situation evidently more eligible for them, should it even be necessary to delay making the attack, than where they then were. He therefore, gave way a-head with the boats of the Beaulieu, and arrived within sight of the enemy about half an hour after midnight.

Having now taken upon himself the command, and made every arrangement for cutting la Chevrette adrift and loosing her sails immediately upon

* See Vol. I. p. 736.

boarding, Lieutenant Maxwell determined to lose no more time in making the attack, particularly as the wind was favorable for bringing her out of the bay. The sky being clear, the boats were soon seen by the enemy, who instantly hailed, and opened a heavy fire of grape and musketry both from the ship and batteries, by which several men were killed and many wounded before they got alongside. The attempt to board was then most obstinately opposed by the French, armed at all points with muskets, pistols, sabres, tomahawks, and pikes, and who, in their turn, even boarded the boats.

Notwithstanding this resistance the British gained their point, and in less than three minutes *la Chevette* was adrift, with her head towards the sea, and top-sails ready for sheeting home. The prompt execution of these operations proved decisive. The moment the enemy saw the sails fall, and found themselves, as if by a miracle, under way and drifting out, they were seized with astonishment and consternation. Some of them jumped overboard, others threw aside their arms, and tumbled down the hatchways. In less than five minutes the quarter-deck and fore-castle were nearly covered with dead bodies.

The rest of the enemy, having now retreated below, kept up a heavy fire of musketry from the main and lower-decks. They also frequently set off large trains of gunpowder, endeavouring to blow up the quarter-deck, and throw their assailants into confusion. This obliged Lieutenant Maxwell to divide his men into two parties. One division to guard the hatchways and gangways, and return the enemy's fire with their own arms and ammunition * ; the other to make sail ; in order to clear the decks for which purpose, it was necessary for them to throw overboard two or three dozen Frenchmen, and several of their own gallant companions who had fallen in the conflict.

Owing to the wind dying away, *la Chevette* was for a considerable time exposed to showers of musketry and grape from the shore, but fortunately the enemy fired too high to annoy the British materially, and a light breeze springing up, at length enabled them to run her out of gun-shot.

The firing on board continued nearly two hours, during which the British seamen had managed to get the top-gallant-yards across, and to set every sail in the ship. Being then clear of the batteries, and Lieutenant Maxwell having threatened that he would give the surviving Frenchmen no quarter if they did not instantly submit, they were induced to cease their opposition, and surrender themselves prisoners of war.

About this period some boats were perceived coming from the direction of Brest, and Lieutenant Maxwell, supposing them to be enemies, prepared for a fresh conflict, but on nearer approach they proved to be those with which Lieutenant Losack had gone in chase. Then, and not till then, did the latter officer have any thing to do with *la Chevette*.

* The British lost all their fire-arms whilst boarding, and had nothing remaining but their swords when they gained *la Chevette's* decks.

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The morning's dawn displayed to the combined fleets of France and Spain the mortifying spectacle of a republican ship of war brought out in their immediate presence from a position deemed inaccessible to an enemy, and proceeding to join the British frigates then at anchor above Point St. Matthew's. On mustering the boats' crews it was found that 11 men had been killed, 57 wounded, and 1 drowned; la Chevrette 92, including her Captain and 6 other officers slain; and 1 Lieutenant, 4 Midshipmen, and 57 men wounded. Among the British who fell on this brilliant occasion was Lieutenant Sinclair of the marines, and Mr. Warren, Midshipman of the Robust. Lieutenants Henry Walter Burke, of the Doris, and Martin Neville, of the Uranie, 1 Master's Mate and 3 Midshipmen, were the only officers wounded * :

The credit of this almost unparalleled enterprise was, for a considerable time, given to Lieutenant Losack, who, as we have already shown, had been sent from the Admiral's ship to conduct the attack. Owing to an unfortunate concurrence of untoward circumstances, the fact of Lieutenant Maxwell having commanded the boarding party, was not at first communicated to the commander-in-chief, Admiral Cornwallis, but as soon as it was made known to him, he ordered a Court of Inquiry to be held on board the Mars (Aug. 9, 1801), the result of which investigation fully satisfied him that the merit of the achievement was due to Lieut. Maxwell, who shortly afterwards received a very flattering letter from him, enclosing a commission as Commander, which the Admiralty had transmitted in a most handsome manner, as a reward for his distinguished bravery.

Captain Maxwell obtained post rank May 1, 1804; and on the 31st July in the same year we find him commanding the Tartar frigate on the Jamaica station, and capturing, by means of her boats, l'Hirondelle French schooner privateer of 10

* Lieutenant Burke died in Plymouth Hospital of a fever occasioned by a grape-shot wound in his shoulder. He was a brother of the gallant officer whose name we have mentioned at p. 878. Lieutenant Neville died a Commander, at Honduras, in 1803. He was one of six brave brothers all of whom perished in his Majesty's service, three by the sword, himself and two others by ruthless disease. In the conflict above described he was wounded in the head, breast, and shoulder; and it is said that the French Captain fell by his hand in single combat. A memoir of him will be found in the Naval Chronicle, v. 39, p. 265—274. Lieutenant Sinclair was killed when in the act of defending a wounded Midshipman, Mr. Crofton, of the Doris. Many of the men had their arms cut off by the enemy's tomahawks when endeavouring to board.

4-pounders and 50 men *. He subsequently commanded the Arab of 22 guns, on the Boulogne and African stations. His conduct in an action with a Dutch flotilla, off Cape Grisnez, July 18, 1805, was handsomely noticed by Commodore Owen as will be seen by reference to p. 131 *et seq.* of this volume; and it may not be amiss to add, as a circumstance highly flattering to the Arab's officers and crew, that on the following day, she received three cheers from the *Immortalité*, after the ceremony of burying their dead.

During this action, a large shell struck the Arab's main-mast-head, carried away part of the top, and every thing that came in its way, and finally lodged on the gun-deck. A sailor, named Clorento, with the most admirable coolness, instantly endeavoured to extract the fuse, which Mr. Edward M. Mansell, Master's-Mate, observing, and being more aware of the danger of a moment's delay, he instantly, with the assistance of Clorento and two other seamen, got it out of a port, and a few seconds after the people quartered in the well and wings were alarmed with the idea of the ship having struck on a rock, so great were the effects and concussion from its explosion in the water. This accident did not for one moment interrupt the fire, not even of the two guns between which the shell fell; nor was any one acquainted with the danger they escaped, by the intrepidity of Mr. Mansell and his assistants, till some time afterwards, except those quartered nearest the spot; as the violent shock the ship received, in her then situation, could be and was imputed to various other causes. We mention this as an instance of the good discipline prevailing among her crew †.

Captain Maxwell's next appointment was, about Jan. 1809, to the *Nymphen* a 36-gun frigate; and in the course of the same year, the Society of Arts, &c. presented him with their gold medal for a valuable communication on telegraphs and telegraphic signals.

The *Nymphen* formed part of the frigate squadron, under

* See Captain NICHOLAS LOCKYER, C. B.

† The Patriotic Fund at Lloyd's voted Mr. Mansell 50*l.* and the three seamen 30*l.* each, for their exertions in the affair of the shell: 125*l.* received from the same source, were afterwards distributed among her wounded men, eight in number.

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Lord William Stuart, which forced the passage between the batteries of Flushing and Cadsand, Aug. 11th, 1809; and was subsequently employed on the North Sea station. An account of Captain Maxwell's trial by a Court-Martial, for contempt and disrespect to the late Vice-Admiral Thomas Wells, commander-in-chief at Sheerness, and for retarding the public service (which ended in a sentence of reprimand and admonition, Nov. 13, 1809) will be found in the Naval Chronicle, vol. xxii. pp. 409 and 423 inclusive. Captain Maxwell died April 22, 1823.

MATTHEW GODWIN, Esq.

THIS officer was made a Lieutenant in 1794, and a Commander in 1802. His post commission bears date May 8, 1804.

Agents.—Messrs. Brine and Chards.

HUGH PIGOT, Esq.

See O'Byrne

THIS officer is nearly related to Lieutenant-General Sir George Pigot, whose father commanded the left wing of the British army at the battle of Bunker's-hill, in North America, and was presented by his late Majesty with the Colonelcy of a regiment, for the activity, bravery, and firmness displayed by him on that memorable occasion.

Captain Pigot obtained post rank, May 8, 1804; and subsequently commanded the Alligator, Circe, Latona, Orpheus, and Nymphæ, frigates. In April 1807, he captured l'Austerlitz, French privateer, of 18 guns and 125 men.

On the 2d Mar. 1808, the island of Mariegalante, which had long afforded shelter to the enemy's small cruisers, and interfered considerably with the blockade of Guadaloupe, was taken possession of by a detachment of seamen and marines, under Captain Pigot, who found it in the highest state of cultivation, and a large quantity of colonial produce in the stores. This service was performed without loss, and Captain Pigot's arrangements met with due commendation. On the 31st Oct. following, he captured the Palineur, French national brig, of

16 guns and 79 men, near Martinique. His ship (the *Circe*) sustained a loss of 2 men killed and wounded, owing to the enemy having sought refuge under a battery on the Diamond rock. The *Palineur* paid dearly for her obstinacy, having had 7 slain and 8 wounded.

At the commencement of 1809, Captain Pigot commanded the blockading squadron off Guadaloupe, and on the 10th Feb. in the same year we find him assisting at the capture of the *Junon*, French frigate, of 44 guns, which ship had been well beaten before he could close with her by Captain George Scott, of the *Horatio* *. On the 17th April following he witnessed the surrender of *d'Hautpoult* 74 †; and on the 18th June captured *la Felicité*, pierced for 42 guns, but having only 14 of her main-deckers mounted, with a complement of 174 men. She had left Guadaloupe in company with another frigate, and was loaded with coffee, sugar, &c. for the use of the mother country.

During the latter part of the war, Captain Pigot was employed on the American station, where he captured the United States' ship *Frolic* of twenty 32-pounder carronades, two long 18's, 539 tons, and 171 men, April 20, 1814. The *Orpheus* had previously destroyed a privateer of 20, and a letter of marque mounting 8 guns. In accomplishing the destruction of the latter vessel, Lieutenant William Martin Collins, the only person hurt, was mortally wounded.

Agent.—Sir Francis Ommaney, M. P.

JAMES MASTER, Esq.

THIS officer is distantly related to Viscount Torrington. He was made a Commander in 1802, and posted May 8, 1804. We are not aware of his ever having been employed in any way beyond the common routine of service.

* See p. 147.

† See Vol. I. p. 717.

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SALUSBURY PRYCE HUMPHREYS, Esq.

A Magistrate for the Counties of Buckingham, Chester, and Lancaster.

THIS officer is the third son of the late Rev. E. Humphreys M. A. Rector of Montgomery, in North Wales, and of Clungunford, near Ludlow, in Shropshire, by Mary, eldest daughter and co-heiress of the late Rev. Salusbury Pryce, D. D.

He was born at Clungunford Rectory, Nov. 24, 1778; and entered the naval service as a Midshipman on board the Ardent 64, commanded by Captain, now Admiral, Vashon, during the Spanish armament, in 1790. From that ship he was removed to the Trusty of 50 guns, bearing the flag of Sir John Laforey, Bart. commander-in-chief at the Leeward Islands; by whom he was successively placed under the protection of Captains Matthew Squire and Francis Laforey, commanding the Solebay frigate and Fairy sloop of war, in which latter vessel he returned to England after the capture of Tobago, April 15, 1793.

Mr. Humphreys next joined the Severn a 44-gun ship fitting for the conveyance of Lord Dorchester, his family, and suite, to Quebec, from whence she returned to the home station in 1794. He subsequently removed with Captain Paul Minchin into the Hebe frigate, and continued to serve under that officer, and his successor, the present Vice-Admiral Scott, until promoted to the rank of Lieutenant by his patron, Sir John Laforey, at the Leeward Islands, in April, 1796.

We next find Lieutenant Humphreys co-operating with the army under Sir Ralph Abercromby, during the siege of St. Lucia; and the Fury sloop to which he had been appointed appears to have brought home that officer's despatches relative to the unsuccessful attack upon Porto Rico, in April, 1797*. His gallant conduct, and a miraculous escape experienced by him when serving on the coast of Holland, in Aug. 1799, have already been noticed at pp. 235 *et seq.* of this volume.

After the occupation of the Helder, Aug. 28, 1799, Lieutenant Humphreys left the Juno frigate and joined the Isis 50,

* See Vol. I., notes at pp. 134 and 113.

bearing the flag of Vice-Admiral Mitchell, whom he accompanied up the Zuyder-Zee, in the *Babet* of 20 guns*. At the termination of the expedition against Holland, he was appointed to the *Stag* cutter, which vessel formed part of the squadron sent under Captain Henry Inman, of the *Andromeda*, to attempt the destruction of four French frigates, at Dunkirk, in the summer of 1800 †. His promotion to the rank of Commander took place, while serving with Sir Andrew Mitchell, in the *Windsor Castle*, April 26, 1802; and his advancement to post rank, while commanding the *Prospero* bomb, at Portsmouth, May 8, 1804.

In the month of May, 1806, Captain Humphreys was appointed to the *Leander* of 50 guns, at Halifax; but removed shortly after his arrival there into the *Leopard*, of similar force, a more efficient ship, which had been sent from England to receive the flag of the Hon. George Cranfield Berkeley, commander-in-chief on the American station.

From the circumstance of Vice-Admiral Berkeley living principally on shore, the *Leopard* was employed as a private ship, in common with the rest of the squadron; and thus it was that Captain Humphreys had to perform a very unpleasing duty, the nature of which will be seen by the following official documents:—

“By the Hon. G. C. Berkeley, Vice-Admiral of the White, Commander-in-Chief, &c. &c. &c.

“Whereas many seamen, subjects of his Britannic Majesty, and serving in his ships and vessels, as per margin †, while at anchor in the Chesapeake, deserted and entered on board the United States’ frigate, called the Chesapeake, and openly paraded the streets of Norfolk, in sight of their officers, under the American flag §, protected by the magistrates of the town and the recruiting officer belonging to the above-mentioned American frigate, which magistrates and naval officer refused giving them up, although demanded by his Britannic Majesty’s Consul, as well as the Captains of the ships from which the said men had deserted.

“The Captains and Commanders of his Majesty’s ships and vessels

* See Vol. I. note at p. 415 *et seq.*

† See Vol. II. Part I. p. 290.

‡ *Bellona*, *Belleisle*, and *Triumph 74’s*; *Chicester* store-ship, *Halifax* sloop, and *Zenobia* cutter.

§ See Captain LORD JAMES TOWNSEND.

under my command are therefore hereby required and directed, in case of meeting with the American frigate the Chesapeake at sea, and without the limits of the United States, to shew to the Captain of her this order, and to require to search his ship for the deserters from the before-mentioned ships, and to proceed and search for the same; and if a similar demand should be made by the American, he is to be permitted to search for any deserters from their service, according to the customs and usage of civilized nations, on terms of peace and amity with each other.

“ Given under my hand at Halifax, Nova Scotia, June 1, 1807.

(Signed)

“ G. C. BERKELEY.”

“ *To the respective Captains and Commanders
of his Majesty's Ships and Vessels on the
North American station.*”

*H. M. S. Bellona, off Willoughby's Point, Virginia,
June 23, 1807.*

“ Sir,—I have the honor to enclose you a copy of a letter, I received this evening, from Captain Humphreys, of H. M. S. Leopard, representing to me, that in carrying your orders of the 1st instant into execution, he was under the necessity of firing into the U. S. frigate Chesapeake; and am sorry to say, that I have been informed several men were killed and wounded on board her. The Chesapeake is returned to Hampton roads, and as she passed us this morning, I observed that her hull, masts, and sails had suffered material injury. As Captain Humphreys has so fully explained every circumstance, it becomes unnecessary for me to say more on this subject—only that I beg leave to state, I am perfectly convinced Captain Humphreys could not have fulfilled your instructions, without having recourse to the measures which he adopted. I have the honor to be, &c.

(Signed)

“ J. E. DOUGLAS.”

“ *To the Hon. Vice-Admiral Berkeley, &c. Halifax.*”

H. M. S. Leopard, at Sea, 22d June, 1807.

“ Sir,—In obedience to your signal this morning, to weigh and reconnoitre S. E. by E. I have the honor to acquaint you, that having arrived off Cape Henry, to the distance of about four or five leagues, I bore up, pursuant to orders from the commander-in-chief, to search for deserters on board the United States' frigate Chesapeake. On arriving within hail, an officer was despatched, according to my instructions, to show the order to her commander, together with the following note from myself:—

“ The Captain of his Britannic Majesty's ship Leopard has the honor to enclose the Captain of the United States' frigate Chesapeake, an order from the Hon. Vice-Admiral Berkeley, commander-in-chief of his Majesty's ships on the North American station, respecting some deserters from ships, therein mentioned, under his command, and supposed now to be serving as a part of the crew of the Chesapeake.

“ The Captain of the Leopard will not presume to say any thing in addition to what the commander-in-chief has stated, more than to express a hope, that every circumstance respecting them may be adjusted in such

a manner, that the harmony subsisting between the two countries may remain undisturbed.*

"The boat, after an absence of three quarters of an hour, returned with the following answer:—

"I know of no such men as you describe; the officers that were on the recruiting service for this ship, were particularly instructed by the government, through me, not to enter any deserters from his Britannic Majesty's ships: nor do I know of any being here.

"I am also instructed, never to permit the crew of any ship that I command to be mustered by any other but her own officers: it is my disposition to preserve harmony; and I hope this answer to your despatch will prove satisfactory.

"JAMES BARRON,

"Commander of the U. S. ship Chesapeake *."

"On the receipt of this letter, motives of humanity, and an ardent desire to prevent bloodshed, induced me, if possible, to endeavour to make the search, without recurring to more serious measures, by repeatedly hailing and remonstrating, but without effect. I then directed a shot to be fired across the bow; after which he was again hailed: the answers again were equally evasive. Conceiving, therefore, that my orders would not admit of deviation, I lament to state, that I felt myself under the necessity of enforcing them, by firing into the United States' ship; a few shot were returned, but none struck this ship. At the expiration of ten minutes from the first shot being fired, the pendant and ensign of the Chesapeake were lowered. I then gave the necessary directions for her being searched, according to my instructions; and herewith send you a statement of the number and names of the deserters found on board. Several other English subjects composed part of the crew of the frigate; but as they did not claim the protection of the British flag, and were not within the limits of my orders from the commander-in-chief, I therefore allowed them to remain †.

"After the search had been made, and previous to separation, the American Captain sent me a note, which, with my answer, I have the honor to subjoin, &c. &c.

(Signed)

"S. P. HUMPHREYS."

"To John Erskine Douglas, Esq.
Captain of H. M. S. Bellona."

* He at the time was a Commodore, and had a Captain (Charles Gordon) serving under him.

† Four men belonging to the Melampus frigate and Halifax sloop were seized as deserters; about twelve men and boys, British subjects, were allowed to remain on board the Chesapeake for the reasons stated above.

COPY OF A LETTER FROM COMMODORE BARRON TO
CAPTAIN HUMPHREYS.

"Sir,—I consider the frigate Chesapeake as your prize, and am ready to deliver her to any officer authorised to receive her. By the return of the boat I shall expect your answer; and have the honor to be, Sir, your most obedient humble servant,

(Signed)

"JAMES BARRON."

"At Sea, June 22, 1807."

ANSWER.

"H. M. S. Leopard, at Sea, June 22, 1807.

"Sir,—Having, to the utmost of my power, fulfilled the instructions of my commander-in-chief, I have nothing more to desire; and must, in consequence, proceed to join the remainder of the squadron, repeating, that I am ready to give you every assistance in my power; and do most sincerely deplore, that any lives should have been lost in the execution of a service which might have been adjusted more amicably, not only with respect to ourselves, but to the nations to which we respectively belong. I have the honor to be, Sir, your most obedient humble servant,

(Signed)

"S. P. HUMPHREYS *."

Vice-Admiral Berkeley's approbation of the conduct of Captain Humphreys on this occasion was conveyed to him in a letter of which the following is a copy:—

"Halifax, July 4, 1807.

"Dear Sir,—I received Captain Douglas's account, with your official letter, of the transaction which took place on the 22d ult. with the American frigate; and as far as I am enabled to judge by it, you have conducted yourself most properly. It is a matter, however, that will create much discussion, and I trust you have taken minutes of every thing which passed between the time of your boat coming on board, and the time when you were compelled to act with decision. I have despatched a cutter to England with every circumstance which has hitherto reached me, and Mrs. Humphreys is apprised of your perfect safety, and of your having fulfilled my directions. I hope you mind the public accounts which have been published of this affair as little as I do; we must make allowances for the heated state of the populace, in a country where law, and every tie, both civil and religious, is treated so lightly. It is the business of the French party to inflame the minds of the multitude, and possibly it may be the inclination of their rulers to fan that flame. The Norfolk newspaper appears to me, to have other views in its abuse of you and the English nation, which in due time will be developed. I have left the arrangement of the ships in the Chesapeake to the direction of Captain Douglas, as their operations must be governed so much by local events, that it is impossible

* The American ship had 3 men killed, 8 badly, and 10, including the Commodore, slightly wounded.

for me to give decisive opinions, until I receive his Majesty's ministers' official documents, by which I must be governed in my future conduct.
 * * * * * I remain, with great
 trust, your's very sincerely,

(Signed)

"G. BERKELEY."

The correspondence which ensued between Captain Douglas and the Mayor of Norfolk, already alluded to at p. 652 of our first volume, the resolutions of the citizens of New York; and the proclamation of President Jefferson, requiring all armed vessels, bearing commissions under the government of Great Britain, immediately and without delay to depart from within the harbours and waters of the United States, are given at length in the *Naval Chronicle* for 1807*. An official letter from Colonel John Hamilton, the British Consul at Norfolk, in Virginia, to Captain Douglas, dated June 25, 1807, describing the violent conduct of the inhabitants of that town and Hampton, is also given in the 28th volume of the same work, from which we make the following extract:—

"I have this moment the honor of your letter of the 23d instant, with the copy of that written to you by Captain Humphreys, explaining the circumstances under which he found himself obliged, in the execution of his orders from the commander-in-chief, to fire into the United States' ship of war the *Chesapeake*. However sincerely I deplore with you that a mutual accommodation for the search for deserters being refused by Commodore Barron, under his construction of the orders of his government, rendered it necessary, on the part of the Captain of H. M. ship *Leopard*, in pursuance of his orders, to resort to force, yet I am happy to find, that the firmness and moderation which he employed, previous to the last appeal, were such, as might have been expected from Captain Humphreys, no less as a British officer, than in his individual capacity."

It is impossible for us to enter into the detail of the voluminous correspondence which afterwards took place between the governments of Great Britain and America. By what has been stated, it must be sufficiently evident, that from the commencement to the close of the affair between the *Leopard* and the *Chesapeake*, the behaviour of Captain Humphreys was not only unimpeachable, but, in a very high degree, praise-worthy. We cannot but regret that those ships, under the same commanders, had not been opposed to each other during the late conflict with America, although

* See *Nav. Chron.* Vol. XVIII., pp. 118 to 128 inclusive.

the British "line-of-battle ship*" was inferior in size, weight of metal, and men, to the United States' "36-gun frigate," there is very little reason to suppose that the result would not have been similar to that of their encounter in 1807. This, however, was not to be the case—Captain Humphreys having returned to England with his Admiral in 1808, has ever since been on half-pay; his sword converted into a ploughshare, and his naval uniform exchanged for a magisterial gown. Commodore Barron being tried by a court-martial for his conduct, was sentenced to be suspended from all command in the American navy for five years, and to receive no pay during that period—the President confirmed this sentence; and he has never since been employed afloat †.

Captain Humphreys married, first, in 1805, Jane, eldest daughter and co-heiress of John Tirel-Morin, of Weedon Lodge, near Aylesbury, Bucks, and Hanover Square, London, Esq. By that lady, who died in 1808, he had one son, upon whom his grandfather's estate is entailed. Secondly, May 31, 1810, Maria, daughter and heiress of William Davenport, of Bramall Hall, near Stockport in Cheshire, Esq. by whom he has issue five sons and two daughters. His eldest brother, Thomas, a D. D. and one of the six residentiary Prebendaries of Chester cathedral, changed his name to that of Trevor, on the death of an uncle whose property he inherits, and married the eldest daughter of the late Chancellor Briggs, of the same diocese. Another brother, John, is in the law.

Agent.— — M'Inerheny, Esq.

JOHN TOWER, Esq.

This officer was made a Lieutenant in 1797; Commander in 1802; and Post-Captain May 8, 1804. He subsequently commanded the *Camilla*, *Iris*, and *Curaçoa* frigates; the

* See Commodore Barron's report to the Secretary of the American navy, in *Nav. Chron.* Vol. XXVIII. p. 357 *et seq.*

† The *Leopard* mounted 22 long 24-pounders, 22 twelves, 2 nines, and six 24-pounder carronades—total 52 guns. The *Chesapeake* had 28 long eighteens, 2 twelves, and 16 32-pounder carronades. The former was 1044 tons burthen; and had on board 356 officers, men, and boys (including 13 supernumeraries); the latter 1135 tons, with 415 of her regular crew on board, besides several passengers.

latter employed in active co-operation with the Spanish patriots on the coast of Catalonia. Among the prizes taken by him at different periods were the Marsouin and Venus, French privateers, each mounting 14 guns, and carrying in the whole 127 men.

On the 27th June 1812, the Curaçoa had 6 men killed and wounded in an affair on the coast of Genoa, already noticed at p. 293 of this volume. On the 20th May, 1813, three feluccas of considerable tonnage, deeply laden, were scuttled by the enemy, and sunk in the harbour of Campo del Porto, Elba, the marines and boats of the Curaçoa and l'Aigle having first paved the way by routing a considerable body of military, taking a battery of two 12-pounders, and a tower with a 6-pounder mounted on the martello principle, besides killing several of the enemy, and making a few prisoners. On the following morning, the boats captured three settees; and on the 28th two feluccas of the largest class were taken by them from the beach, at Mesea, near Port Especia: in the performance of this latter service, the British had 3 men killed and 5 wounded.

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

KENNETH MACKENZIE, Esq.

THIS officer completed his time as a Midshipman under the flag of the late Sir Henry Harvey, K. B. by whom he was made a Lieutenant and appointed to the Requin brig, at the Leeward Islands, in 1798. He subsequently commanded a small sloop employed as a tender to the Daphne of 20 guns, on the same station.

After taking several privateers and recapturing many merchant vessels, Mr. Mackenzie established his character as a brave officer, by boarding and carrying l'Eclair a French national schooner, moored under the batteries at Trois Rivières, Guadaloupe, and fully prepared for action. The particulars of this exploit are thus detailed by Rear-Admiral Duckworth in a letter to the Admiralty, dated Feb. 9, 1801:

“ Captain Matson, of the Daphne, informs me that on the 16th ultimo, observing some coasters near the shore, under convoy of a schooner, he detached Lieutenant Mackenzie, with the boats of the Cyane, under Lieu-

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tenant Peachey; but on their approaching, all the enemy's vessels succeeded in getting under cover of the batteries at Basseterre, one excepted, which anchored near Vieux fort, but in the course of the night was boarded and brought off by Lieutenant Mackenzie, under a heavy cannonade. The next morning they observed, from the Saintes, the above-mentioned schooner work up in shore, and anchor at Trois Rivières, covered by a battery, and flanked by two others. Notwithstanding these difficulties, Lieutenants Mackenzie and Peachey volunteered to bring her out, which Captain Matson was at last prevailed upon to sanction; but, for want of wind, this gallant attempt was not made until after sun-rise on the 18th, when Mr. Mackenzie, in a manner which exceeds all praise, ran the schooner on board, though a superior enemy, and evidently prepared for him. He then entered with Lieutenant Peachey and 30 men, and after a contest of fifteen minutes, succeeded in bringing her off under a most tremendous fire from the batteries, she being moored so close to the shore as to have a stern hawser fast on the beach. In this contest the French Captain, his 2 Lieutenants, and 6 men, were wounded; besides 1 killed and 2 drowned. In the tender, 2 men were killed and 3 wounded. Though I was not an observer of this exploit, which appears to be amongst the first traits of gallantry in the course of the war, their Lordships will be able to appreciate the value of Lieutenant Mackenzie's conduct, which, I must further add, is, in its probable consequences, of the greatest moment to the trade of our islands, as *l'Eclair* sails rapidly, and when fully armed will carry 12 six-pounders, besides 20 one and a half-pounder brass guns, mounted as swivels. She was going to Point Petre to complete her armament, having left Rochefort with only 4 brass 4-pounders, the 20 small guns and 50 men."

For this gallant action, Lieutenant Mackenzie was deservedly rewarded with the command of *l'Eclair*, in which vessel he continued till the peace of Amiens, when he obtained the rank of Commander and was appointed to the *Guachapin* a small brig of 14 guns, in which vessel we find him assisting at the capture of Tobago and St. Lucia, soon after the renewal of hostilities in 1803. His zealous conduct during the expedition against Surinam, in 1804, has already been noticed at p. 800 of this volume.

Captain Mackenzie's next appointment was to the *Hippomenes* of 14 guns, a much more desirable vessel than the *Guachapin*, but wretchedly manned, her crew consisting chiefly of discontented foreigners.

On the 21st June, 1804, he fell in with one of the largest privateers belonging to Guadaloupe, *le Buonaparte*, of 18 long 9-pounders and 146 men. Captain Mackenzie was then cruising to windward of Antigua, and had disguised his ship

as a Guineaman, purposely to decoy the enemy's cruisers. The stratagem succeeded in this instance, and an action commenced with tolerable spirit on both sides. In the course of ten or twelve minutes, le Buonaparte became entangled with her antagonist, and Captain Mackenzie instantly ordered the enemy's bowsprit to be lashed to his own mainmast: he then jumped on her deck, sword in hand, followed by his officers and a few brave seamen; but unfortunately the remainder of his crew shrunk from so close a contest. With this small force, however, he obtained a footing, the Frenchmen retreating abaft the main-mast, where they rallied on finding that their assailants were not more than 18 in number. Of this gallant little band, 5 were killed, 8 wounded, and the remainder obliged to retreat. Only 9, including 4 of the wounded, succeeded in regaining their own ship before the lashing gave way, and le Buonaparte made off under all sail, her commander having no wish to renew the combat, and the Hippomenes being left without a single officer capable of giving orders for pursuit, even if her dastardly crew had felt inclined to obey them. Captain Mackenzie himself received many severe wounds, and fell senseless in the Hippomenes' main-chains the moment he had quitted the enemy. Le Buonaparte's loss has never been ascertained.

In 1806, we find Captain Mackenzie commanding the Carysfort 28, and assisting at the capture of la Lutine, French national brig, of 18 guns and 100 men, from l'Orient bound to Martinique, with despatches*; his subsequent appointments were to the Champion 24, and Venus frigate, in which latter ship he continued until the termination of the war in 1814. On the 10th June 1815, he obtained a pension of 250*l.* per annum, for the wounds he had received in the above action, the effects of which, we have reason to believe, were a source of great affliction to his family for some time previous to his demise. He died at Salisbury, Nov. 5, 1824; aged 45 years

* See Vol. I. p. 779.

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EDWARD HAWKER, Esq.

THIS officer is a son of the late Captain James Hawker, who commanded the *Hero 74*, forming part of Commodore Johnstone's squadron, at Porto Praya, in 1781*.

He received his first commission in 1796, and subsequently served as senior Lieutenant of the *Garland* and *Thames* frigates. In June 1803, he was appointed to the command of the *Swift*, hired cutter; and from her promoted into the *Mignonne* sloop of war. His post commission bears date June 6, 1804.

A narrative of Captain Hawker's proceedings in the *Theseus 74*, bearing the flag of Rear-Admiral Dacres, during a hurricane encountered by that ship and *l'Hercule* of the same force, between Sept. 4 and 15, 1804, will be found in the *Naval Chronicle*, at p. 477 *et seq.* of the 12th volume.

Immediately after this event, Captain Hawker was removed into the *Tartar* frigate, and sent from Jamaica to the Halifax station, where he captured *l'Observateur*, French national brig, of 18 guns and 104 men, June 9, 1806. In the course of the same year, he exchanged ships with Captain Poyntz of the *Melampus*; the *Tartar* being ordered to England under reduced masts, in consequence of the damages she had sustained in a recent hurricane.

At the commencement of 1809, we find Captain Hawker convoying a fleet of transports from Halifax to Barbadoes; and afterwards capturing *le Colibri*, another French brig of war mounting 16 guns, with a complement of 92 men, having on board 570 barrels of flour and a large quantity of gunpowder, for the relief of St. Domingo. The enemy's vessel on this occasion had the temerity to fire into the *Melampus* after she had got fairly alongside, and did not surrender until 3 of her crew were killed and 12 wounded. In Dec. following, Captain Hawker intercepted *le Beauharnois* of 16 guns and 109 men, laden with flour and warlike stores, from Bayonne bound to Guadaloupe. The *Melampus*, in effecting this capture, had 2 men wounded; the enemy, through persisting in her endeavours to escape, one man killed and several persons much injured.

* See Vol. I. note • at p. 268 *et seq.*

After assisting at the reduction of Guadaloupe *, and capturing, in company with the Driver sloop of war, *la Fantome*, French letter of marque, pierced for 20 guns, with a complement of 74 men; Captain Hawker returned to the Halifax station, where he continued till 1812, at which period the *Melampus* was ordered to England, and put out of commission. He subsequently commanded the *Bellerophon* 74, and *Salisbury* 58, bearing the flag of Sir Richard G. Keats at Newfoundland, from whence he returned with that officer at the expiration of his government and command. Proceeding thither, in Dec. 1813, the *Bellerophon* captured *le Genie* French privateer, of 16 guns and 73 men.

Agents.—Messrs. Maude.

ALEXANDER CAMPBELL, Esq.

THIS officer, a grand nephew of the late Earl of Crawford, was made a Lieutenant in 1797; and had the good fortune to escape the melancholy fate of his shipmates in the *Queen Charlotte*, when burnt near Leghorn, Mar. 17, 1800 †. He received the Turkish gold medal for his subsequent services in Egypt; and was successively advanced to the rank of Commander and Post-Captain, by his patron, the late Admiral Viscount Keith. At the renewal of the war with France, in 1803, he obtained the command of the *Amethyst* frigate; and in June 1804, he was dismissed from that ship, and placed at the bottom of the list of Captains, by the sentence of a Court-Martial, held at Sheerness, for misconduct in an action with four Dutch vessels, off the coast of Norway. He died at Bath, Mar. 15, 1825.

CHARLES RICHARDSON, Esq.

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

THIS officer entered the naval service as a Midshipman on board the *Vestal* of 28 guns, commanded by Sir Richard I. Strachan, Nov. 19, 1787. In that ship he made two long voyages from England; one to the Straits of Banca, the other

* See Vol. I. p. 265.

† See p. 418 *et seq.*

to Bombay *; and from her he removed with his patron into the Phoenix 36, attached to the squadron under Commodore Cornwallis on the East India station, where he saw much active service during the war with Tippoo Saib, being employed for several months in boats sent up the different rivers to co-operate with the Malabar army under Sir Robert Abercrombie. He was also present in the action between the Phoenix and la Resolu, occasioned, as we have already stated, by the pertinacity of the French commander in refusing to allow some suspected vessels under his convoy to be examined for contraband stores †.

On his return to England, in 1793, Mr. Richardson joined the Alexander 74, fitting at Chatham; from which ship he removed, after passing his examination, in the spring of 1794, to the Royal George, a first rate, bearing the flag of Sir Alexander Hood, under whom he served in the battles of May 29, and June 1, 1794 ‡. On the 4th Aug. following, he was promoted to the rank of Lieutenant, and appointed to the Circe 28, of which frigate he was first Lieutenant during the general mutiny at the Nore, in 1797: on that occasion the rebellious seamen made strong efforts to obtain the command of the Circe, but were prevented by the firmness of her Captain and his officers, to whom the thanks of the Admiralty were afterwards given for their judicious conduct at that alarming juncture §.

In our memoir of Vice-Admiral Halkett we have stated that the Circe formed part of the squadron left off the Texel under Sir Henry Trollope, to watch the Dutch fleet; and that she was one of Admiral Duncan's repeaters in the battle off Camperdown. We have now to add, that her first Lieutenant was the officer who conveyed the Batavian commander-in-chief from his late flag-ship to the Venerable.—Observing the Vryheid dismasted and silenced, and thinking it probable that Admiral de Winter would endeavour to get on board some other ship of his fleet, then near him and still in action, Lieutenant Richardson volunteered to go on board in a boat

* See Vol. I. p. 294.

† See *id.* p. 285; and Vol. II. Part I. note † at p. 319.

‡ See Vol. I. p. 246.

§ See *id.* p. 573.

and take him out, which he accomplished without accident, rowing clear of the enemy's fire, and presenting him in person to the British Admiral.

On his return to port, Lord Duncan, as a mark of his approbation, applied for Mr. Richardson to be appointed one of his Lieutenants, and he was accordingly removed into the *Venerable*, on promotion. He subsequently served with the same gallant veteran in the *Kent 74*, and we find him commanding a detachment of seamen, attached to Sir Ralph Abercromby's army, from the period of debarkation near the Helder, until the surrender of the Dutch squadron under Rear-Admiral Storey, in Aug. 1799*. The nature of the service in which he was personally engaged will be seen by the following extract from his Lordship's public letter to the Admiralty:—

“ I shall not enter into a detail of the landing of the troops, or what happened on Tuesday, as their Lordships will have that stated by Vice-Admiral Mitchell; suffice it to say, the troops rowed towards the shore at day-break, and landed, though immediately opposed by numbers, and from that time till half-past four P. M. were continually in action.”

Lieutenant Richardson returned from the *Texel* in command of a Dutch 68-gun ship; but afterwards rejoined the *Kent* and served under Lord Duncan till that nobleman's resignation, at the commencement of 1800. He subsequently accompanied the present Sir W. Johnstone Hope to the coast of Egypt †, assisted at the landing of the British troops in Aboukir bay, and was present in the battle of Mar. 8, 1801. His next appointment was, as first Lieutenant, to the *Penelope* frigate, commanded by the Hon. Henry Blackwood, with whom he continued on the Mediterranean station till the spring of 1802.

The *Penelope*, after refitting at Portsmouth, was ordered to convey Sir Alexander I. Ball and suite to Malta. Lieutenant Richardson, on his arrival at that island, was promoted to the command of the *Alligator* a 28-gun frigate, armed *en flute*. On his return to England, in April, 1803, he was sent to join Commodore Hood on the West India station; and he appears to have been entrusted by that officer with the direction of a flotilla employed in the reduction of Demerara, Essequibo,

* See Vol. I. p. 415 *et seq.*

† See *id.* p. 512.

and Berbice, in Sept. 1803. His conduct during the operations against Surinam between April 25 and May 5, 1804, an account of which will be found at p. 797 *et seq.*, was highly spoken of both in the naval and military despatches relative to the conquest of that colony, and led to his further advancement; the Commodore appointing him to command the *Centaure* 74, *vice* Captain Maxwell, and the Admiralty confirming that appointment by a commission dated Sept. 27 in the same year.

Captain Richardson returned home with Sir Samuel Hood in the spring of 1805; and on the 2d Jan. 1806 was appointed to the *Cæsar* 80, bearing the flag of his old friend and patron Sir R. I. Strachan, then about to sail in pursuit of a squadron which had recently escaped from Brest. Towards the end of 1807, we find him employed off Rochefort, and in Feb. 1808 accompanying the same officer to the Mediterranean in quest of another French squadron under Rear-Admiral Allemand, who, however, had the good fortune to reach Toulon without molestation.

On the 23d Feb. 1809, the *Cæsar*, then bearing the flag of Rear-Admiral Stopford, but still commanded by Captain Richardson, assisted at the destruction of three French frigates in the Sable d'Olonne, and on that occasion sustained considerable damage in her bowsprit and rigging, by the fire from several batteries under which they had sought refuge*. She was also present at the attack made upon the enemy's fleet in Aix roads, April 11, 1809†; and appears to have been one of the ships which passed the French batteries and brought up at that anchorage, with a view of renewing the attack in the evening of the following day. Her loss, according to Lord Gambier's official return, consisted of 3 persons killed, and 1 man missing, supposed to have been drowned.

In July following, Captain Richardson was attached to the Walcheren expedition; the object, conduct, and result of which, have been so much canvassed, and are now so generally known, as to render it unnecessary for us to offer an opinion thereon. The following extracts from official and other well-

* See Vol. I. p. 617.

† See *id.* pp. 84 and 356.

authenticated documents, will shew the manner in which the subject of this memoir was employed :—

Sir Richard I. Strachan to the Admiralty, Aug. 4, 1809.

“ As soon as the ships were secured [in the Roompot], measures were instantly taken to land the army on the island of Waleheren. I did not wait for the gun-boats coming up, but ordered those who happened to be near the Venerable, together with the mortar-brigs, to push in shore, cover the landing, and force the Derbaak battery.

“ Having accomplished this first object, I lost no time in directing the bombs and gun-vessels to proceed up the Veere Gat, off Camvere; and having given Sir Home Popham permission to employ them as the service might require, he the next morning (July 31) began to cannonade Camvere, which had been summoned, but held out. The fire of the gun-boats was exceedingly well-directed, and did much damage to the town. The officers and men engaged in that service had a great claim to my admiration for their conduct. Three of our gun-boats were sunk. In the afternoon it blew fresh, and as the strength of the tide prevented the boats from acting, I directed the flotilla to fall back, preserving a menacing position.

“ At night, Captain Richardson, of the *Cæsar*, who was in the dyke on shore, threw some rockets at the nearest battery of Camvere, and soon after the commanding officer of the town sent out an offer to surrender. A copy of the terms acceded to by Lieutenant-General Fraser, and Captain Richardson, the senior naval officer on the spot, accompanies this letter*.”

Rear-Admiral W. A. Otway to Sir R. I. Strachan, Aug. 16, 1809.

“ I have the honor to enclose for your information, a report from Captain Richardson of H. M. S. *Cæsar*, who commanded the brigade of seamen that landed on the 30th ult. with the division of the army under the orders of Lieutenant-General Sir Eyre Coote, K. B.; and I beg leave to add, that I am authorised by the Lieutenant-General, who commanded the siege of Flushing, and under whose orders the naval brigade more immediately acted; as likewise by Major-General M'Leod, commanding officer of the royal artillery, to express their high approbation of the bravery and zeal so very conspicuous in the conduct of Captains Richardson and Blamey, and the whole of the officers and men under their command, during the continuance of a long and most arduous service.”

Captain Charles Richardson to Rear-Admiral Otway, Aug. 16, 1809.

“ I beg leave to inform you, that in obedience to your general order issued on the 28th ultimo, I landed with the army on the sand-hills, near the signal-post on the island of Walcheren, on the 30th ultimo. The officers and seamen you did me the honor to place under my orders, were composed of three divisions, having charge of nine pieces of ordnance, which were drawn and worked by them. At 8 A. M. on the 31st, the left

* See Naval Chronicle, vol. 22, p. 146. N. B. Camvere was strong in its defences, and had a garrison of 509 men.

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division took post before Ter Verre*, and joined in the attack of that place, throwing several cases of rockets into it with good effect; during the night a flag of truce was received, and the terms of capitulation agreed to and signed by Lieutenant-General Fraser and myself. On the 1st instant, the troops quitted Ter Verre, on their way to fort Rammekens, when we were constantly employed in the construction of works, and drawing heavy cannon, till it also capitulated on the 3d at night†. The detachment then proceeded to East Zouberg, and were employed day and night in cutting fascines, erecting batteries, and drawing heavy ordnance into them; the artillery horses being found inadequate to perform that service from the narrow roads, darkness of the night, and difficulty of driving clear of the ditches, into which they had thrown several 24-pounder guns and carriages. This important duty, from the heavy rains and soft muddy soil, was attended with the greatest difficulty and fatigue.

"After having assisted in mounting all the batteries, and otherwise completing them, on the 12th, General Sir Eyre Coote honored me with the command of a new work just lined out for six 24-pounders; we made every possible exertion to complete it under a galling fire from the enemy's ramparts, distant only 600 yards; during the day four were killed and one wounded in the battery. At sun-rise on the 14th we opened a most destructive fire on the rampart and town in front of us, and in two hours every gun we could bear upon was silent. Our fire was kept up incessantly until about 7 P. M., when I received an order to cease, as did all the other works. We immediately put the battery in a state for renewing the fire, if found necessary; and at nine we opened again by order, with still greater effect, and continued our fire until two o'clock, when we ceased, by order, the French General having agreed to capitulate on the basis of the garrison becoming prisoners of war. I cannot conclude this report, without assuring you that I have received every possible support from Captain Blamey, and the Lieutenants of the different ships under my orders; and I beg to recommend them to your attention and protection ‡."

"Letters from Flushing," by an officer of the 81st regiment, (p. 155.)

"Of the batteries which chiefly distinguished themselves in the bombardment, one of them commanded by Captain Richardson, of the *Cæsar*, astonished us all. It consisted of six 24-pounders, and played on the enemy incessantly. Every discharge seemed to be followed by a vast crash and ruin in the town. I must observe, by the way, that the seamen are all

* Camvere.

† The occupation of fort Rammekens by the British, completed the investment of Flushing—Middleburgh, the capital of Walcheren, having previously surrendered. It also enabled the small armed vessels and gun-boats to pass through the Slough into the Western Scheldt, for the purpose of preventing succours from reaching the enemy by the canal of Ghent.

‡ Lieutenants John Wyborn, — Nicholson, Eaton Travers, — Hilton, — Howell, — Medway, and — Hall.

engineers, and manage the batteries as well, I had almost said better, than any of our artillery officers. They fire their batteries by broadsides, and the reports of the individual pieces are seldom distinguishable. They always play, moreover, against a certain point till they have demolished it. * * * * Their 6-gun battery invariably went off as if only one gun."

Early in 1810, Captain Richardson was ordered to Lisbon, where he exchanged into the Semiramis frigate, about the month of April in the same year. On the 24th Aug. 1811, he undertook a very daring and hazardous enterprise, in company with Captain William Ferris, of the Diana, the particulars of which are contained in the subjoined letters on service :—

" Captain Ferris to Rear-Admiral Sir Thomas Williams.

"I have the honor to inform you, that, while standing towards the Cordovan light-house, in company with H. M. S. Semiramis, in the afternoon of the 24th instant, I discerned four sail inside of the shoals at the mouth of the Gironde, under escort of a national brig of war. I meditated either their capture or destruction, which could only be accomplished by artifice and promptitude, without the sacrifice of many lives. Stratagem was used, which had the desired effect, as they sent a vessel, with pilots, to our assistance, and I anchored, after dark, the two ships midway between the Cordovan and Royan, under whose guns the brig had taken refuge, and close to the brig stationed for the protection of the several convoys passing either way. I despatched three boats, under the orders of Lieutenant Sparrow, Lieutenant Roper, and Mr. Holmes, Master's-mate, from this ship, seconded by four boats, under the orders of Lieutenants Gardner, Grace, and Nicholson, and Mr. Reneau, Master's-mate, from the Semiramis, to capture or destroy the convoy then anchored up the river, about four miles distant; but the tide prevented their accomplishing it until late in the night; and at day-light, finding the captured vessels with the boats far up the river beyond the two brigs, I determined to attack the latter with the ships, but not without using the same artifice as before to prevent suspicion*; and so convinced were they of our being friends, that the Captain of the port, Monsieur Dubourg, Capitaine de fregate, and commanding the in-shore brig, came on board to offer his services, and was not undeceived until he had ascended the quarter-deck. The Diana laid the outer brig on board, and Lieutenant Robert White Parsons (first Lieutenant), Lieutenant Madden R. M., and Mr. George M. Noble (Boatswain), headed about 30 seamen and marines, as many as could be spared by the absence of the boats, and succeeded in getting possession of H. M. late gun-brig Teazer, mounting 12 18-pounder carronades, and 2 long eighteens, commanded

* The two frigates hoisted French colours, and the Diana a Commodore's broad pendant.

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by M. Papineau, Lieutenant de vaisseau, with a complement of 85 men, and without loss on either side. It adds to the lustre these officers and men achieved, the humanity they displayed to the overpowered captives in putting them below without the force of arms, and an unnecessary effusion of blood. It was at this time that alarm was given, and the batteries opened their fire upon the ships; when Captain Richardson, in a manner which characterizes the officer and seaman, pursued, drove on shore, and burnt, under the guns of the batteries, le Pluvier French national brig, of 16 guns and 136 men, whose Captain I have before spoken of, was decoyed on board.

"Having obtained the object in view, I anchored in the Gironde, out of gun-shot, to repair the damages sustained by the different vessels. The services I received from Captain Richardson, the officers and ship's company of the Semiramis, merit my warmest acknowledgments; and I should be committing a great injustice to the officers and crew I command, were I not to speak in terms of the highest admiration of their steadiness and zeal throughout the whole affair. Could I add stronger encomiums to one than another, it would be from the great assistance I received from Lieutenant Parsons, and Mr. David Bevans, the Master, whose unremitting attention in piloting the ship, in the most intricate navigation, greatly tended to insure the object of pursuit. I enclose you a letter from Captain Charles Richardson, narrating his attack upon the brig, and enclosing a list of wounded in the affray."

(Signed)

"W. FERRIS."

Captain Richardson to Captain Ferris.

"As soon as the Diana ran on board the enemy's outside brig, her consort immediately cut her cable and made sail for the beach near the battery of Royan, where she grounded. I followed in to five fathoms, anchoring with a spring; the broadside was brought to bear on the enemy's brig, and bow-guns on the battery, within grape-shot of both.

"After engaging some time, I found the guns of the enemy's vessel almost silenced, and perceived the boats haul up to quit her.

"At this time the barge, pinnace, and cutter rejoined me; I ordered Lieutenant Gardner, with these boats, immediately to board the enemy, which was gallantly effected after receiving her broadside. She proved to be the French national brig Pluvier, of 16 guns and 136 men.

"The prize being fast on shore, the ebb-tide running most rapidly, and my own ship in only twenty feet water, I found it necessary to burn her, which being completely effected I made sail to join you."

The Semiramis on this occasion had only 3 persons wounded: Captains Ferris and Richardson received the thanks of the Admiralty "for the peculiar neatness" to use the words of the late Mr. Perceval, "with which they had conducted the business*." Among numerous captures subsequently made

* Captain William Ferris, C. B. was the second son of the late Thomas

by the latter officer was a French privateer, the *Grand Jean Bart*, of 14 guns and 106 men. The *Semiramis* was paid off at Portsmouth, Aug. 29, 1814; and Captain Richardson was shortly after nominated a C. B. as a reward for his meritorious conduct during a period of more than twenty-six years, passed in active service at sea and co-operation with troops on shore in every quarter of the globe.

Captain Richardson's next appointment was, July 29, 1819, to the *Leander* of 60 guns, fitting for the flag of Sir Henry Blackwood, commander-in-chief on the East India station. On the demise of Captain John R. Lumley, in July, 1821, he consented to take the command of the *Topaze* frigate; and proceeded in her from Pulo Penang to China, where 14 of his crew were dangerously wounded by the natives, while employed filling water at Lintin. The remainder of the watering party were fortunately preserved through the firmness and judgment of Lieutenant William Hamilton (*b*), the senior officer then present.

Two Chinese having been killed by the *Topaze's* fire, disputes ensued with the authorities at Canton, which led to the suspension of all commercial intercourse, the embarkation of the British factory without passes, and the departure of all the Hon. Company's ships then lying in the *Tigris*. At length, however, a Mandarin of high rank was sent on board the frigate to discuss this unpleasant affair; and he proving a sensible and moderate man, the business was satisfactorily adjusted, and matters restored to their former footing, in the spring of 1822. Captain Richardson then returned to India, and re-joined the *Leander* a short time previous to Sir Henry Blackwood being relieved by Commodore Grant; but his health being in a very dangerous state he was obliged to invalid at the Cape of Good Hope, Oct. 14 in the same year.

Agent.—Thomas Stilwell, Esq.

Ferris, D. D. Dean of Battle. He obtained the rank of Post-Captain when under 21 years of age. His career though short was brilliant, he having highly distinguished himself on many occasions in the West Indies, Dutch Guiana, the North Sea, and British Channel. He died at Chelsea, May 18, 1822, in his 40th year.

GEORGE ALDHAM, Esq.

THIS officer was made a Lieutenant June 27, 1792; and obtained the rank of Commander in 1802. On the 9th Aug. 1804, we find him commanding the Nautilus sloop of war, and recapturing a ship of great value from Demerara bound to Liverpool. His post commission bears date Feb. 28, 1805. He married, in 1806, the widow of Captain Boger, R. N.

Agent.—Thomas Stilwell, Esq.

FRANCIS TEMPLE, Esq.

THIS officer received his first commission in 1793, and was promoted to the rank of Commander for his gallant conduct in attacking and capturing the French national brig *Venteux*, of 10 guns and 82 men, an event already noticed in our memoir of Captain Frederick Lewis Maitland, from whose official letter to Sir John Colpoys we make the following extract:—

“When it is considered that the *Venteux*, perfectly prepared, manned with 82 men, all of whom were upon deck, and covered with very heavy batteries, was opposed to the crews of two of our boats (as the third, from rowing heavy, did not get up till the brig was completely gained possession of) I feel confident you will view it in the light that I do, as one of those brilliant exploits which add lustre to the British arms; of which, though so many instances occurred during the late war, no one has before been happy enough to have thrown in his way during the present. The success of Mr. Temple's daring attempt speaks sufficiently for his conduct, and that of every one under his command, to render it superfluous for me to enter into any eulogium on the present occasion.”

Captain Temple's advancement to the rank of Commander took place July 4, 1803; and in Jan. following the Committee for managing the Patriotic Fund at Lloyd's voted him a sword, value 50*l.*, as a token of the sense entertained by that society of his distinguished merit in combat with an enemy of such superior force. His post commission bears date Mar. 12, 1805. Towards the close of the war we find him commanding the *Armide* frigate on channel service. He married, in 1815, Susan, youngest daughter of the late George Warren, of Penpool, Cornwall, Esq.

Agent.—Sir Francis M. Oumanney, M. P.

RICHARD BUDD VINCENT, Esq.

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

THIS officer is a native of Newbury, in Berkshire, where his father resided for many years, as a banker. He commenced his naval career under the auspices of Vice-Admiral Barrington, and accompanied that officer to the relief of Gibraltar, in 1782. The *Britannia*, a first-rate, bearing his patron's flag, appears to have been one of the ships particularly engaged in the subsequent skirmish between Lord Howe's fleet and the enemies' combined forces, off Cape Spartel; her loss on that occasion consisting of 8 men killed and 13 wounded, and the grand total being only 72 slain and 193 wounded*.

From the peace of 1783, until his promotion to a Lieutenancy, Nov. 3, 1790, we find Mr. Vincent serving successively in the *Salisbury 50*, Trimmer sloop of war, *Pégase* and *Carnatic* third rates, and *Prince of 98* guns: the former ship bearing the flag of Vice-Admiral I. Campbell, commander-in-chief at Newfoundland; the latter, that of Sir John Jervis, in the grand fleet, during the Spanish armament.

Mr. Vincent's first appointment as a Lieutenant, was to the *Wasp* sloop of war, employed in the Channel, for the suppression of smuggling. He subsequently joined, in succession, the *Terrible 74*, commanded by Captain Skeffington Lutwidge; *Victory*, a first rate, bearing the flag of Lord Hood, commander-in-chief on the Mediterranean station; and *Triumph 74*, commanded by the late Sir Erasmus Gower.

In 1793 and the two following years, Mr. Vincent saw much active service, the *Terrible* forming part of Lord Hood's fleet at the occupation, defence, and evacuation of Toulon; as also during the siege of Corsica †; and the *Triumph* being one of the small squadron under Vice-Admiral Cornwallis, when that officer effected his masterly retreat in the face of a

* The British had 34 sail of the line. N. B. The Hon. Samuel Barrington, Senior Admiral of the White, and General of Marines, died at Bath, Aug. 16, 1800, in the 71st year of his age. A portrait and memoir of that highly distinguished officer will be found in the *Naval Chronicle*, vol. iv. p. 169 *et seq.*

† See memoirs of Viscount Keith, Lord Radstock, Admiral Purvis, Sir W. Sidney Smith, Admiral Wolsley, &c. &c. in our first volume.

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powerful French armament, off Belleisle, June 16, 1795, on which trying occasion her conduct was so highly meritorious as to draw the following encomium from the gallant chief :— “ the Triumph and Mars,” says he, “ being the sternmost ships, were, of course, more exposed to the enemy’s fire ; * * * *. The Triumph has shifted and repaired some of her sails, but any damage she has received is so trifling, at least in her Captain’s eye, that Sir Erasmus Gower has not thought it worth reporting ; indeed, the cool and firm conduct of that ship was such, that it appeared to me the enemy dared not come near her *.”

In April 1797, we find the Triumph cruising off the Western Islands, in company with a squadron under Lord Hugh Seymour, for the purpose of intercepting some Spanish ships of war then expected from the Havannah, with the late Governor of Mexico, and treasure to the amount of more than a million sterling. It appears, however, that only two frigates, freighted with a very considerable sum, hazarded the voyage at that period ; and they succeeded in eluding his Lordship’s vigilance. The manner in which they were afterwards disposed of will be seen by reference to vol. i. p. 280.

About three weeks after her return from this cruise, the Triumph was ordered to reinforce the North Sea fleet ; and during the mutiny at the Nore, she was for some time under the charge of her first Lieutenant, the subject of this memoir, who, by his firm and judicious conduct, considerably repressed the spirit of insubordination that prevailed amongst her crew †.

A few days previous to the memorable battle off Camperdown, Lieutenant Vincent was removed to the Zealand 64, at the particular request of his friend, the late Admiral Lutwidge, under whose flag he served in the different ships to which it was removed between that period and the peace of Amiens, when he obtained the rank of Commander, by commission dated April 29, 1802. We should here remark that few officers have ever experienced greater disappointments with regard to advancement than he himself had since the

* See Vol. I. note * at p. 354.

† Captain William Essington had previously succeeded Sir Erasmus Gower, in the command of the Triumph.

close of 1794, when he left the *Terrible*, of which ship he had become first Lieutenant, to join the *Victory* on promotion:—this first prospect was frustrated by Lord Hood's sudden secession from active service, in May, 1795*. Mr. Vincent's removal from the *Triumph* was productive of a still greater mortification, as in addition to the loss of promotion, it prevented him from sharing in the glorious victory achieved by those very men whom he had been instrumental in restoring to a proper state of discipline. His hopes were again excited on hearing that the late King had embarked at Greenwich for the purpose of honoring Lord Duncan's fleet with a visit; in which case, being senior Lieutenant of the Port-Admiral's flag ship, he flattered himself with the expectation of preferment, according to the usual custom on such occasions: unfortunately a gale of wind, and state business of importance, compelled his Majesty to return without carrying into effect the gracious object for which he had left his capital. The fourth and last instance occurred in Aug. 1799, when a Dutch squadron in the *Texel* surrendered to the late Sir Andrew Mitchell, at the very moment an action was confidently expected to take place by every officer and man under his orders †.—Lieutenant Vincent was then on board the *Overyssel* 64, from which ship Admiral Lutwidge's flag had been removed *pro tempore*, his presence being required to conduct the port duties at Deal.

On the 17th May, 1802, Captain Vincent was appointed to the *Arrow*, a curiously constructed sloop of war, mounting 28 32-pounders, with a complement of 121 men. In this vessel he cruised for some time against the smugglers on the coast of Devonshire, and to the eastward thereof; but owing to her peculiar appearance, she soon became well-known to those illicit traders, who easily recognized her at a distance, and were thereby enabled to elude the vigilance of her commander. She was paid off at Portsmouth, in Feb. 1803.

A contemporary writer, speaking of the *Arrow* and another

* The cause of Lord Hood's resignation is stated to have been a dispute with the Admiralty, as to the force necessary to be employed at that juncture in the Mediterranean.—See BRENTON'S *Naval History*, vol. ii. p. 177.

† See Vol. I. p. 152, and note at p. 414 *et seq.*

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experimental vessel, both designed by General Samuel Bentham, Inspector-General of his Majesty's naval works, says :—

“ They were in shape much sharper than vessels of war in general, and projected, or raked forward at each end, like a wherry. Their breadth increased from the water-line upwards; whereby it was considered that they would be stiffer, and less liable to overset than ordinary vessels. The decks were strait fore and aft, and the frames or ribs of less curvature than usual. They were constructed to carry twenty-four 32-pounders upon the main-deck, and were afterwards fitted to receive two more carronades of the same nature on each of their two short-decks, which we may call the quarter-deck and fore-castle. All these carronades were fitted upon the *non-recoil* principle. It is believed that both the Arrow and Dart * subsequently took on board, for their quarter-decks, two additional 32's. They proved to be stiff vessels and swift sailers, but it was found necessary to add some dead wood to their bottoms, in order to make them stay better †.”

Captain Vincent was re-appointed to the Arrow, Mar. 1, 1803; and every effort was immediately made by himself and his officers to complete her complement, but without effect. Finding that, from her novel appearance, she was not likely to attract volunteers, and as very few men were to be picked up along shore, or from the coasting traders and other small craft, Captain Vincent obtained permission from Lord Gardner, the Port-Admiral, to send a Custom House cutter into the offing, under the command of one of his Lieutenants, for the purpose of impressing from vessels passing up Channel. This being repeated several times, the Arrow was nearly completed with a choice crew of effective seamen, when the exigency of the service obliged his Lordship to cause the greatest part of them to be suddenly drafted into a troop-ship, under orders for the West Indies. In consequence of this mortifying event, the Arrow was obliged to sail for a foreign station nearly one-third short of complement, notwithstanding Captain Vincent had procured a few volunteer landsmen from his native town, at a considerable expense to himself.

From July 1803, till the end of that year, we find the Arrow escorting the trade to Portugal, Gibraltar, Malta, &c.; and in 1804, employed on various important services, affording Captain Vincent an opportunity of visiting the capitals of

* See note * at p. 291 of this volume.

† See JAMES'S *Nav. Hist.* vol. i. note Q * at p. 489.

Sicily, Naples, Sardinia, and Turkey; Corfu, Zante, and the neighbouring islands; Venice, Trieste, Fiume, and Smyrna; together with many other places of inferior note, in Sicily, the Adriatic, Archipelago, and Sea of Marmora.

On entering the Dardanelles with some merchant vessels under her protection, in Mar. 1804, the Arrow was fired at by the castle on the European shore. It blowing very hard at the time, Captain Vincent found it impossible to demand satisfaction on the spot for an insult thus offered to our flag; but on his arrival at Constantinople he reported the circumstance to Mr. Stratton, the British Minister, who laid his representation before the Divan, by whom the Turkish Governor was mulcted in a very considerable sum for his misconduct.

During Captain Vincent's stay at Constantinople, he received much flattering attention from the Capitan Pacha, who allowed him to inspect the arsenal and ships of war; presented him with an elegant sabre; and accepted in return a pair of pistols, the workmanship of which attracted his admiration, whilst visiting the Arrow in company with numerous other officers belonging to the Ottoman marine.

The destruction of l'Actif French privateer, under the island of Fano, June 3, 1804, will be noticed in our memoir of Captain C. F. Daly, the officer to whom Captain Vincent entrusted the command of the boats employed on that service.

On the 18th Oct. following, the Arrow, while cruising off Cape Spartivento, was struck by lightning, which shivered her main-mast; but fortunately the sails, being clewed up, and thoroughly drenched with rain, did not take fire; neither was there a single person hurt, although the main-top-mast went instantly by the board.

Towards the latter end of December, in the same year, Captain Vincent received directions to take charge of the homeward bound trade, collected at Malta; and to sail for England as soon as possible after the arrival of some merchant vessels, then on their way from Smyrna:—also to take under his orders the Acheron bomb, commanded by Captain Arthur Farquhar, whose services will form the subject of our next memoir. He, at the same time, had the satisfaction of

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learning that his conduct on all occasions had been fully approved by the illustrious Nelson, as will be seen by the following extract from his Lordship's last letter to him [many others of an equally gratifying nature, are given at full length in the Naval Chronicle for Oct. 1807] :—

“ I take this opportunity to convey to you my full approbation of your zealous activity in the various services performed by his Majesty's sloop under your command, and I am sorry that the state of that vessel deprives the station for the present of your further services.”*

We cannot do better than by describing Captain Vincent's subsequent proceedings in his own words, and illustrating his narrative by extracts from that of Captain Farquhar.

“ The first part of our passage,” says Captain Vincent, “ was favorable until we reached the westward of the island of Ivica, when we met with strong westerly winds, and a series of bad weather, by which the convoy suffered some damage ; one vessel was supposed to have foundered, and two others separated ; but as the damage sustained was not of sufficiently serious consequence to delay the convoy, I was urged to pursue the voyage, with the anxious hope of soon having an easterly wind to carry us through the Straits of Gibraltar.

“ Early in the morning of the 3d Feb. (1805), per log, the Duchess of Rutland transport, which had been missing some days, joined. The weather was then quite moderate, with light breezes from the N. E. At 8 A. M. I made the signal for the convoy to steer W. by N., Cape Caxine (near Algiers) bearing south ; the Acheron and thirty-two sail in company. At 8-30, altered course to W. N. W., being well to the southward, and made the signal for the sternmost ships to make more sail. Two sail had been observed drawing up a-stern, bearing E. S. E. ; I had hopes they were the missing vessels, but soon perceived they were large. At half-past ten I asked,

* The Arrow had suffered much through tempestuous weather since her arrival on the Mediterranean station ; and Lord Nelson was under the necessity of sending her home to be docked, in consequence of the Master Shipwright at Malta declaring that she was too weak to undergo the process of heaving down. The wooden tanks fitted in her hold for the better stowage of water, and many interior parts of her hull, were quite rotten ; and the carpenters appointed to survey her reported that she was generally defective.

the Acheron (then in the rear of the convoy), per telegraph, 'what they were?' On answering my signal, she immediately wore, stood towards them, and made the private signal; which not being answered, she told me 'they were suspicious.' At 11-15, I made the signal for the vessels of the convoy on each quarter to close; the Arrow then leading the convoy with the brig Adventure in tow. This vessel was leaky and her rudder shaken almost to pieces; we were heaving part of her cargo overboard in the hope of stopping her leaks, and if possible, by lightening her, to unship the rudder, and repair it on board the Arrow. At 11-50, the Acheron made the signal 'they were frigates.' At noon, Cape Albate bore S. by W. $\frac{1}{2}$ W. 10 or 11 leagues*.

"On the 4th, at two minutes past noon, I slipped the Adventure, wore, and hauled to the wind on the larboard tack, for the purpose of joining the Acheron, which ship had wore, and was returning to the convoy under all sail with light winds. At 10 minutes past, made the Duchess of Rutland's signal 'to lead the convoy, steering the same course, &c.' and directed the convoy 'to follow her motions, though the men of war acted otherwise.' At a quarter past, made the signal 'for the convoy to make all sail possible.' About one, I tacked to the northward, and shortened sail for the Acheron to close me. At 1-15 she made the signal, 'the strange ships were enemies;' ditto, made the signal to the convoy 'that an enemy was in sight, to make all possible sail, and proceed to the appointed rendezvous;' which was enforced by several guns at different times, and repeated by the Acheron in the same manner; also by Lieutenant Coggan, agent of transports, in the Trial brig bomb tender, who remained with the convoy †. At 2, the Acheron closing but slowly, brought to for her, the frigates continuing their course about W. N. W. under all sail with light winds. About 4, the Acheron joined me, and Captain Farquhar came on board the Arrow. I consulted with him the best means to protect the convoy, and

* Captain Farquhar had by this time approached the strangers sufficiently near to discover that they were large frigates, with their spare anchors stowed in the main chains, which led him to suppose they were French.

† The Duchess of Rutland was the only transport belonging to the convoy: twenty-nine sail were British merchant vessels; and one a Spanish prize which had recently joined the fleet and received instructions from Captain Vincent.

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we determined to keep between them and the enemy (who had not shown any colours, nor altered their course to chase the Acheron when reconnoitring them *,) for the purpose of collecting the vessels of the convoy, having guns on board, and to form a line of battle as soon as possible, agreeably to an order and form previously given out to the armed vessels of the convoy. At this time the enemy were about five miles from us. At 5, the convoy all becalmed, bearing N. W. by W. 3 miles: the land between Cape Albatel and Cape Tennis S. S. W. $\frac{1}{2}$ W. 11 leagues. From this time until 10, light airs and calms; ship's head round the compass; when it sprung up a light breeze from the S. W., the body of the convoy W. N. W. 4 miles, the frigates N. N. E. 3 miles. Steered for the convoy, but the Acheron having increased her distance to the southward, I tacked again to close her, hailed Captain Farquhar to keep close to the Arrow, and shortened sail to her rate of sailing. At midnight, light breezes from the S. W. laying up W. N. W. but broke off gradually to north. About 3 A. M. passed the two sternmost brigs of the convoy, to leeward of which the enemy had passed without firing at, or taking any notice of them. At 3-45, perceived that one of the frigates had tacked, and was nearing us on the starboard tack. About 4-15, one of them hailed me in English, when I asked 'what ship it was?' and was answered by desiring me to hoist my boat out, and come on board. A few minutes after she was hailed by the Acheron, when the frigate opened her fire, which was immediately returned by the Arrow and Acheron, until she passed: the other frigate, by the light baffling winds, had been somewhat separated, but soon closed, passed under our lee, and went a-head of us: however, the Acheron fired several guns at one of them with effect †. As

* The Acheron hoisted her colours and fired a gun at 12-30, but the strangers paid no attention thereto.

† Captain Farquhar, speaking of this brush, says, "I hailed, asking 'what ship is that?' she answered, 'what ship are you?' and immediately gave us her broadside of round and grape, which did very considerable damage to our rigging, sails, &c. but did not kill or wound any one. We returned her fire, then hove about, gave her the guns from the other side, and kept firing as long as our shot would reach her. The second frigate passed the Arrow without firing—a little afterwards she appeared as if it were her intention to wear, and having her stern towards us, we gave her

the night had been very dark, I was anxious for day-light, to ascertain the general position of the convoy, that I might act in the best manner for its defence; seeing an action was inevitable, without being able to get to my assistance the armed vessels as intended. The frigates stood from us to the westward, and at dawn of day, the wind being light and variable, their heads to the southward, I observed the headmost with French colours up, and she soon after hoisted a broad pendant at the main. At 6, I made the Duchess of Rutland's signal 'for action;' and the Acheron's 'to close.' The former, being the most effective ship of the convoy, probably would have been of service, had she immediately obeyed the signal and bore up, by the very appearance only of coming to my assistance; but she did not even answer it. I then made sail on the starboard tack, to get between the enemy and protect the rear of the convoy; the former wore to the eastward, and hauled on the larboard tack, apparently with the intention of engaging us to leeward. Set the spanker, to keep the ship to, the wind being very light, to prevent their passing a-head and raking us. About 7, the headmost in passing to leeward gave us her broadside, when the action commenced: at this time the Acheron was close on our starboard quarter, and the body of the convoy to windward, bearing N. W. 4 miles, mostly on the larboard tack, much scattered, and making all sail to the westward. As the enemy passed, the action was kept up on both sides at the distance of half a cable's length, when they wore and gave me an opportunity of raking them; but the wind became so light, the Arrow would not steer, which left me much exposed in different positions to their joint fire. About this time the Acheron passed under our stern, and Captain Farquhar hailed me, but it was impossible to make out what he said. Soon after she had passed, the largest frigate hauled after her, but not until we had received much of the enemy's fire in our starboard quarter*. We were then left to the other frigate, two rounds from the larboard guns; she then hauled her wind and stood towards the other frigate.

* "About 7-25," adds Captain F., "the headmost frigate being abreast of the Arrow, discharged her broadside, which was immediately returned by Captain Vincent. At 7-30, she was abreast of, and gave us a broadside—we then commenced firing upon her, and continued to do so until the second frigate came alongside and fired into us, having already engaged

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which I continued to engage closely for some time: but our running rigging being cut to pieces; the impossibility of managing the ship; the lower masts being badly wounded; the standing rigging, yards, and sails much cut; many shot between wind and water; four guns dismounted on the starboard side; the rudder machinery disabled; 13 men killed, and 27 wounded; induced me to cause the colours to be struck about half-past 8, after an action of an hour and twenty minutes, to the French national frigate *l'Incorruptible*, Mons. Billiet, Capitaine de frigate, commander, of 42 guns and 650 men, including troops: conceiving from the above disabled state of the *Arrow*, that further resistance would only increase the loss of lives, without the hope of saving his Majesty's sloop from such superior force; particularly as she was making considerable water, and the surviving officers and crew could scarcely be removed from her, before she settled on her beam ends and sunk*.

"When I was under the painful necessity of thus yielding to *l'Incorruptible*, the *Acheron* was standing to the southward towards the land under all sail, the large frigate *l'Hortense* in chase; and I cherished the hope that if the breeze had freshened, she would be able to outsail the enemy and draw him to a considerable distance, or get in with the land so as to prevent her falling into his hands: but she was obliged to submit to the same fate as the *Arrow*, and was afterwards burnt. At this time the convoy were considerably to the westward, and to windward, effecting their escape on different tacks †.

the *Arrow* in passing. Our fire was now turned upon this ship, and continued till we came close up with the *Arrow*, which had just put her helm a-weather to rake the French Commodore. We hauled our wind to keep clear of her, as she appeared to be wearing; and I asked Captain Vincent if he meant to again come to the wind upon the starboard tack, but I could not understand what he said in reply. As soon as we cleared the *Arrow*, our fire was again directed against the Commodore's frigate."

* Lieutenant Edward Elers, second of the *Arrow*, and several men, jumped overboard to avoid going down in her; and were picked up by *l'Incorruptible's* boats, all those belonging to the British sloop having been destroyed by the enemy's shot.

† The gallant commander of the *Acheron* concludes his account in the following terms: "We continued to engage the French Commodore until

" I cannot conclude this narrative without rendering Captain Farquhar my fullest approbation for his able and steady support ; and particularly for his leading away l'Hortense in a direction from the convoy. Nor can I omit this opportunity to give my public testimony of the good conduct and bravery displayed by the officers, crew, and passengers, on board the Arrow ; who by their exertions on this occasion surprised the enemy by a resistance which I apprehend was but little expected : and though his Majesty's ships fell a sacrifice to superior force, I have no hesitation in believing the damage and delay caused to the enemy by this event, afforded the greater part of my charge time to effect their escape ; and when I reflect that three vessels only were captured by them out of 32 sail, I cannot but express my admiration and thanks to the officers, crews, and passengers, of his Majesty's ships Arrow and Acheron, for their zeal and courage in so unequal a contest ; and attribute the preservation of the convoy to their manly and united efforts, by which the ultimate object of my wishes has been fulfilled *."

with the greatest grief, I saw the Arrow obliged to strike, being no longer able to contend with the great superiority of force opposed to her. She had I conceive received much damage in the act of wearing, as she lay a considerable time with her head to the enemy. The Acheron being now very much disabled in yards, masts, sails, and rigging ; part of her stern-post being also carried away ; I considered further resistance on my part could answer no good end, and unwilling to sacrifice the lives of men who had given me the highest proof of their courage, I determined to make what sail I could, with little hopes of saving the ship, but with a view to procrastinate my capture, in order to give the convoy a greater chance of escaping : the superiority of sailing on the part of the enemy's frigate rendered the chase but short ; about 8-45, having already received one broadside and part of another during the pursuit, and the enemy being now very near, with the greatest concern we were obliged to surrender to l'Hortense of 44 guns, commanded by Mons. de la Marre de la Mellerie. We were then taken possession of, and as soon as the officers and crew of the Acheron were removed, the enemy finding her much disabled, thought fit to burn her."

* The total number of officers, men, and boys, on board the Arrow at the commencement of the action was 132. The Acheron mounted only eight 24-pounders, and had no more than 67 persons at quarters. l'Hortense, the Commodore's frigate, mounted 48 guns, and was crowded with troops, like her consort. The enemy's joint force was consequently 90

The Arrow spreading aloft, and the muzzles of her guns not projecting beyond the port-sills, caused her to be set on fire two or three times during the action; in addition to which she was greatly annoyed by the enemy's small arms, the state of the weather enabling the French troops to take a part in the combat. Her boats being totally destroyed, those of *L'Incorruptible* were sent to take out the prisoners, who lost every article of property except the clothes then on their backs. Notwithstanding the haste with which Captain Vincent was obliged to quit the ship he had so bravely defended, he did not forget the sabre that had been presented to him by the Capitan Pacha, at Constantinople; but a French officer managed to obtain it from one of the Arrow's crew, under a feigned pretence, and every endeavour to recover it proved unavailing; redress was not to be had of people who respected no principles of honor.

The frigates proved to be part of the Toulon fleet, commanded by Mons. Villeneuve*, from whom they had separated during the tempestuous weather which prevailed previous to their falling in with the British convoy. Captain Vincent could never ascertain the actual loss they sustained, but many circumstances concurred to convince him it was very great. *L'Incorruptible's* dead were thrown overboard before he reached that ship, and her wounded were carefully concealed from his view. One of the three vessels captured by the enemy was the *Duchess of Rutland*; and in addition to her commander's former misconduct, Captain Vincent had to complain of his unpardonable neglect in not destroying the Convoy Signals and Instructions; fortunately, however, the Frenchmen were too much mauled to think of profiting by such excellent means of decoy, and obliged to push for the nearest port in order to repair their damages.

L'Incorruptible anchored off Carthage on the 8th Feb., and the Arrow's late commander, officers, crew, and passengers, were detained as prisoners in that town and a neighbouring village, until the early part of May, when they were allowed to embark for Gibraltar in a cartel brig sent by Lord

guns and at least 1300 men: that of the British 36 guns (all carronades) and 199 men.

* See Vol. I note at p. 589.

Nelson expressly to receive them. On his arrival at the rock, Captain Vincent had the gratification to find that his exertions in their defence had been duly appreciated by the masters of the vessels which had escaped thither, who previous to their departure for England drew up, and caused the following address to be published in the garrison gazette :—

“ Gibraltar, March 17, 1805.

“ We, the undersigned Masters, who departed from Malta under convoy of H. M. sloop Arrow, Captain Vincent, and Acheron bomb, Captain Farquhar, prompted by the truest sense of gratitude, offer them our sincere thanks for their unremitting and assiduous care of our ships, during a passage of perpetual and tremendous gales; and for their exertions, uniting with their abilities, by which they constantly kept the fleet in order, until the unfortunate morning of the 4th February, when two heavy French frigates attacked the convoy.

“ The annals of history never yet produced, we conceive, a contest more unequal, skill and activity more exerted, nor magnanimity more displayed, than in that event. Captains Vincent and Farquhar’s manner of attack, and drawing the enemy to leeward of the fleet, merit great praise, as the only possible means of saving us. The well-directed fire from both the Arrow and Acheron must have done considerable execution to the enemy; whose superior force, after a long and severe battle, compelled Captains Vincent and Farquhar to yield a victory, by the enemy as dearly bought, as by them unwillingly resigned. An engagement thus commenced, and supported for the honor of our country, for the protection and interest of its commerce, cannot fail to obtain the enthusiastic admiration of their fellow subjects, and become a memorial of their bravery, enrolling their names in the list of BRITISH HEROES.”

Captain Vincent and his officers sailed from Gibraltar for England, in the Camel store-ship, on the 28th May, and arrived at St. Helen’s after a passage of only seven days. On the 17th June, a Court-Martial assembled in Portsmouth harbour to try them for the loss of their sloop, after a minute enquiry into all the circumstances, pronounced the following sentence :—

“ The Court is of opinion, that the loss of his Majesty’s sloop Arrow was occasioned by her falling in with a very superior force of the enemy, and being under the necessity of surrendering her, after a brave, determined, and well-fought action of nearly an hour and a half, soon after which she sunk from the injuries she received in the action. And that the conduct of Captain Richard Budd Vincent, his officers and ship’s company, as well as of the passengers, was highly meritorious and praise-worthy; and particularly that of Captain Vincent, by the judicious arrangements he made for the preservation of the convoy under his charge, both

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previous to, and during the action; by which nearly the whole of them were prevented from falling into the hands of a superior force: and doth adjudge them to be most honorably acquitted; and the said Captain Richard Budd Vincent, his officers and ship's company, are hereby most HONORABLY ACQUITTED accordingly."

On the second day after his trial, Captain Vincent received a post commission dated April 8, 1805; and on the ensuing 3d July, the following resolution of the committee for managing the Patriotic Fund at Lloyd's, was communicated to him by the Secretary:—

"RESOLVED,—That a sword, of the value of 100*l.* and a piece of plate of the same value, with an appropriate inscription, or that sum of money at his option, be presented to Captain Richard Budd Vincent, acting as Commodore on the occasion, for so nobly supporting the honor of the British flag, and successfully protecting the convoy under his care."

The following letter was also transmitted to John Turnbull, Esq. Chairman of the Merchants trading to the South of Europe:—

"Lloyd's Coffee House, July 3, 1805.

"Sir,—The very gallant conduct of Captains Vincent and Farquhar, and the officers and crews of his Majesty's sloop Arrow, and bomb Acheron, entitles them to every possible testimony of gratitude from their countrymen at large; but more particularly from the merchants and underwriters interested in the convoy under their care; which was so nobly and successfully protected, by the unequal conflict they maintained with the French frigates *P'Hortense* and *P'Incorruptible*.

"The Committee of the Patriotic Fund have voted honorary rewards to the commanding officers; given donations to the wounded; and made provision for the families of those who fell in thus supporting the honor of the British flag. But the rules of that Institution extend no further; and it is a tribute still due to those brave men who have lost their own property in so resolutely defending that of others, to provide, that on their return from imprisonment, they should at least be furnished with necessaries to equip them for his Majesty's service.

"With this view we address ourselves to you, Sir, as Chairman of the merchants trading to the Mediterranean, that you may recommend the subject to their consideration. We shall be happy to learn that it meets their concurrence, and to join them in such measures as shall appear best calculated to carry it into effect. We have the honor to be, &c.

(Signed)

"J. ANGERSTEIN.

"R. SHEDDON.

"J. MARRYATT.

In consequence of this letter the following communication was made to Captain Vincent, on the 26th Aug.:—

“ Mr. Turnbull presents his compliments to Captain Vincent, and has the pleasure to enclose him a statement of the proportioned donations which the Committee have been enabled to raise, in order to replace the loss of clothes and necessaries which the officers and crew of his Majesty's sloop Arrow may have sustained in consequence of their gallant action in the Mediterranean. The amount in all being 477*l.* 10*s.*, Captain Vincent will be pleased to draw for it, at ten days sight, on Joseph Marriot, Esq. and distribute it according to the list sent herewith. Exactly the same donations have been made to the officers and crew of the Acheron: and it gives Mr. Turnbull much pleasure to have had the opportunity on this occasion of contributing to establish a precedent, for indemnifying those brave men, who may have lost their little property in the service of their country*.

In May 1806, Captain Vincent was appointed to succeed Captain Robert Barrie in the Brilliant of 28 guns, on the Irish station; and directed to assume the temporary command of the Pomone 38, then waiting at Spithead for that officer to join her. After exchanging ships with Captain Barrie, he proceeded to Cork, and was sent from thence by his commander-in-chief, Lord Gardner, on a cruise to the westward of Ireland, where he fell in with and took charge of several West India traders, stragglers from the homeward bound convoy; the whole of which he escorted safely into the British Channel.

Towards the close of the same year, Captain Vincent was obliged to resign the Brilliant, through ill health; and it was not till 1808, that he found himself sufficiently convalescent to go again afloat. He then applied for active employment, and was immediately appointed to the Hind 28; but as that ship was then stationed in the Mediterranean, he received, with his commission for her, an order to act as Captain of the Cambrian, a frigate of the largest class, fitting at Plymouth, to convoy a fleet of merchantmen to that quarter, and on his arrival to exchange with Captain Francis W. Fane, then commanding the Hind.

On his arrival off Cadiz, Captain Vincent fell in with the squadron under Vice-Admiral Purvis, who was then paving the way for an amicable intercourse between his Majesty's

* The sums were thus proportioned:—to Captain Vincent, 50*l.*; to the Lieutenants, Master, and a passenger of similar rank, 20*l.* each; to the warrant officers, 10*l.* each; to the Midshipmen and other petty officers, 5*l.* each; and to the seamen, &c. 2*l.* 10*s.* each.

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forces and the patriots of Andalusia. After a detention of several days, during which her charge was confided to the protection of a smaller ship, the Cambrian proceeded to Gibraltar, and from thence, after communicating with Lord Collingwood, to join Rear-Admiral George Martin at Minorca. By that officer Captain Vincent was sent to the coast of Catalonia, where he joined the *Hind*, and continued to cruise under the orders of Captain (now Rear-Admiral) Otway, until recalled for the purpose of being despatched on a mission to Algiers.

After twice visiting that regency in a diplomatic character, Captain Vincent was ordered to refit his ship at Malta, where he found Captain Robert Bell Campbell, of the flag-ship, at the point of dissolution; and Sir Alexander J. Ball, the Governor and Port-Admiral, greatly distressed for want of an experienced officer to assist him in the discharge of his naval functions. Yielding to the urgent entreaties of Sir Alexander, Captain Vincent reluctantly consented to quit the *Hind* and assume the command of the *Trident 64*, thereby abandoning every prospect of adding to his well-earned fame, and sacrificing every personal consideration to a sense of public duty.

Soon after his removal to the *Trident*, the merchants of Malta presented Captain Vincent with a valuable service of plate, commemorative of his gallant action with the French frigates, in 1805, and at the same time wrote him a handsome letter, the counterpart of which will be found at p. 932.

About the same period, a commission arrived from England, appointing him to the *Topaze* of 32 guns; but as he had now embarked with Sir Alexander Ball, he conceived himself bound to adhere to his engagement with that officer; who, on his part, undertook to explain in the fullest manner, to the Admiralty, how he was situated. The Governor, accordingly, informed their Lordships, that in the execution of his multifarious and arduous duties he felt it an object of importance to attach to himself the services of an officer in whom he could repose the greatest confidence, and that he had been induced, for the good of his Majesty's service, to urge Captain Vincent, not only to quit the *Hind*, but to abstain from making use of the commission with which they had more re-

cently honored him, until their Lordships' pleasure should be known. This explanation proved perfectly satisfactory to the Board, and Captain Vincent continued to serve under Sir Alexander Ball, till that officer's lamented demise, in Oct. 1809*.

Released by this melancholy event from an engagement so detrimental to his personal interests, Captain Vincent used every endeavour to obtain the command of a cruising ship, but without success; and he was therefore obliged to remain stationary at Malta, under the respective flags of Rear Admirals Charles Boyles, John Laugharne, and Charles V. Penrose, till the termination of hostilities in 1814. From that period he conducted the various duties of the port, as senior officer, until the commencement of 1816; when we find him removing into the Aquilon of 32 guns, and proceeding to Naples and Leghorn, for the purpose of joining the squadron under Lord Exmouth, by whom he was sent to Mahon, Gibraltar, and England, with despatches, about the month of March in the same year.

We should not do justice to the subject of this memoir, were we to omit stating, that during a period of nearly eight years spent at Malta (in the course of which many thousands of the inhabitants fell victims to a dreadful malady) he invariably obtained the approbation, not only of the different Governors, with whom, in his official intercourse, he preserved the greatest unanimity, but also of every superior officer whom he had occasion to co-operate with for the furtherance of the public service.

* Sir Alexander John Ball, Bart. K. F. M. was one of Nelson's supporters in the glorious battle of Aug. 1, 1798, as will be seen by reference to p. 472 of our first volume. His commission as a Rear-Admiral of the Red was dated on the very day of his decease, Oct. 25, 1809. He was most exemplary in virtue, honor, and friendship. In him the public lost a zealous and faithful servant—Captain Vincent, and many other officers, a sincere and estimable friend. His memory will ever be respected by all who had the honor of his acquaintance. A letter from Malta, dated Nov. 6, says, "He was rather devoted to the Maltese interest; but he was certainly in the right. We British are too apt to despise foreigners: he found it necessary to protect them as he did. We buried him yesterday in a fort close to that in which the remains of Sir Ralph Abercromby are interred."

The Aquilon was paid off at Deptford, in April 1816; and Captain Vincent has not since been employed. He was nominated a C. B. at the first establishment of that order, in June, 1815.

Agents.—Messrs. Goode and Clarke.

ARTHUR FARQUHAR, Esq.

A Companion of the Most Honorable Military Order of the Bath; Knight of the Royal Hanoverian Guelphic Order; and Knight of the Swedish Order of the Sword.

THIS officer is the sixth son of the late Robert Farquhar, of Kincardineshire, N. B. Esq. by Agnes, daughter of James Morison, of Elsich, Esq. who was Provost of Aberdeen in the memorable year 1745, and who particularly distinguished himself at that trying period, by his firm attachment to the illustrious House of Brunswick*.

Mr. Arthur Farquhar was born at Newhall, a small paternal estate in the above county, and educated there under a private family tutor. He commenced his naval career in Oct. 1787, and served his time as a Midshipman on board the *Lowestoffe* frigate, *Hyæna* of 24 guns, and *Alcide* 74; the two former employed as cruisers on the Channel, Mediterranean, Milford, and Irish stations; the latter a guard-ship at Portsmouth, commanded by his earliest and principal professional patron, the late Sir Andrew Snape Douglas †.

After passing the usual examination for a Lieutenant, Mr. Farquhar was induced to quit the royal navy, and proceed to the East Indies as a free mariner; but he had scarcely arrived there when a war broke out between Great Britain and the French Republic, which caused him to change his plans, and

* Provost Morison had several narrow escapes during the rebellion. On one occasion he was seized and carried by force to the cross of Aberdeen, where the rebels forced a glass of wine down his throat, to the health of the Pretender. His daughter, Agnes, was the mother of 18 children, five of whom were devoted to H. M. service, viz. Robert, now Purser of the *Argonaut*, hospital ship at Chatham; James, Surgeon R. N., drowned in 1818; Thomas, an officer in the Guards, deceased; William, a Lieutenant-Colonel, Governor of Singapore; and Arthur, the subject of this memoir.

† See note * at p. 54.

seek an opportunity of returning to the King's service : it was some time, however, before he succeeded in accomplishing his intention.

The first man of war which Mr. Farquhar joined in India was the *Hobart*, a ship-sloop, commanded by Captain B. W. Page; from which he was soon removed into the *Suffolk* 74, bearing the flag of Rear-Admiral Rainier, commander-in-chief on that station. In the early part of 1796, we find him assisting at the capture of the *Harlingen*, Dutch national brig, of 14 guns and 45 men*; also at the reduction of Amboyna and Banda, on which latter service he held the rank of Lieutenant, in a Dutch armed vessel under his command †.

Mr. Farquhar subsequently served as a supernumerary Lieutenant on board the above mentioned brig, which had been purchased for government, named the *Amboyna*, and commissioned by Lieutenant Dobbie. His good conduct as commanding officer of that vessel, when attacked by a large party of *Ladrones*, near Macao, will be noticed in the memoir already referred to. He was afterwards appointed in succession to the *Swift* sloop of war, and *Carysfort* and *Heroine* frigates, in which latter ship he returned home, as first Lieutenant, under the command of the Hon. John Murray, in July 1798.

From this period, Lieutenant Farquhar appears to have been actively employed in the *Superb* 74, *Æolus* 32, and *Acasta* 40, on the Channel, Mediterranean, Baltic, and North Sea stations, until advanced to the rank of Commander, April 29, 1802.

Captain Farquhar's first appointment after this promotion was, Jan. 16, 1804, to the *Acheron* bomb, in which vessel he made a most heroic defence against an enemy of overwhelming superiority, on the 4th Feb. 1805, as will be seen by reference to our memoir of his gallant colleague, Captain Richard Budd Vincent, at p. 917 *et seq.* of this volume. It is scarcely

* See memoir of Captain WILLIAM HUGH DOBBIE.

† Amboyna surrendered, without resistance, Feb. 16; and Banda, Mar. 8, 1796. The public property taken in those islands consisted of 147,787 rix-dollars, 515,940 pounds weight of cloves, 84,777 ditto of nutmegs, and 19,587 ditto of mace; besides merchandise and stores to a large amount.

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necessary to add the result of his trial by a court-martial assembled on board the Royal Sovereign, in Palma Bay, Sardinia, on the 28th Mar. following. The sentence, however, was of so gratifying and honorable a nature that we cannot refrain from inserting it :—

“ The Court is of opinion that on the 3d Feb., Captain Farquhar apprised the Arrow as early as possible of the approach of the enemy, and afterwards obeyed the signals and orders of Captain Vincent, which seem to have been well calculated for the preservation and protection of the convoy entrusted to their care; that on the two enemy's frigates arriving up with the sloops, on the morning of the 4th., the Acheron gallantly supported the Arrow in action with a very superior force, until the latter was obliged to strike, when she made sail in an opposite direction to the convoy, and drew the attention of l'Hortense, of 44 guns, to which ship she was ultimately obliged to surrender after being completely disabled, and thereby considerably facilitated the escape of the merchantmen : the Court therefore is further of opinion that the conduct of Captain Farquhar on both days was highly meritorious, and *deserving imitation*, and that he was bravely supported by the officers and ship's company on the occasion, and doth most honorably acquit Captain Arthur Farquhar, the officers and company of his Majesty's late bomb-vessel Acheron, of all blame, and they are hereby MOST HONORABLY ACQUITTED accordingly.”

After the delivery of this Sentence, the President, Sir Richard Bickerton, Bart., addressed Captain Farquhar in terms to the following effect :—

“ Captain Farquhar, I return your sword with the greatest pleasure, and hope you will soon be called upon to serve in a ship that will enable you to meet l'Hortense upon more equal terms—the result of the contest may prove more lucrative to you, *but it cannot be more honorable.*”

Captain Farquhar was promoted to post rank April 8, 1805, and the Committee of the Patriotic Fund subsequently voted him a sword, value 100*l.*, for his noble conduct in the above action. At the commencement of 1806, he attended the public funeral of his late commander-in-chief, the immortal Nelson : and in the course of the ensuing spring we find him receiving a commission for the Ariadne, rated at 20 guns, in which ship he was employed on the Baltic and North Sea stations, occasionally blockading the German rivers, till Feb. 24, 1809. During this period he captured three French and two Danish privateers, carrying in the whole 44 guns and 216 men. The following letter from the British merchants at Malta was received by him whilst on half pay in April, 1809 :—

“ Commercial Rooms, la Valette, Malta, 19th Sept. 1808.

“ Sir,—We the undersigned Merchants, Underwriters, and others resident in this island, beg leave to express to you the high sense which we entertain of your gallant and judicious assistance in the defence of a valuable convoy, when commanding his Majesty’s bomb-vessel Acheron, and attacked by a far superior force on the 4th Feb., 1805; and as a public testimony of our esteem and respect we beg your acceptance of a piece of plate to commemorate the gallantry and judgment displayed by you on that occasion, nothing short of which could have saved the greatest part of the convoy from falling into the hands of the enemy.

“ We beg leave to assure you that our not having offered sooner this just tribute of our regard should not be attributed to a want of due estimation of the important service rendered by you to British commerce.

“ The action we wish to commemorate was performed during the infancy of trade in this island; its late rapid increase has collected such a number of regular mercantile establishments as form a respectable united body, whose public testimony we flatter ourselves will now deserve your consideration. Your receiving it after a lapse of nearly four years is perhaps the strongest proof we can offer of your conduct having made such an impression on our minds as cannot be effaced. We have the honor to remain, Sir, your most obedient and faithful servants.”

*(Signed by the principals of 36 mercantile establishments, &c *.)*

In Aug. 1809, Captain Farquhar was appointed to the *Desirée* frigate; and during the three following years we find him commanding a squadron employed in the blockade of the Texel, on which station he captured four French privateers, carrying 46 guns and 176 men; destroyed a gun-boat and three other armed vessels; and recaptured a Danish bark, laden with timber for Sheerness dock-yard. His subsequent services in the Weser and Elbe were of much greater importance, as will be seen by the following outline.

In Oct. 1813, the *Desirée* arrived at Heligoland, with 12 gun-boats, and Captain Farquhar immediately assumed the command of a light squadron which had been sent thither in the preceding summer, to open a communication with the Russian commander-in-chief at Hamburg.

The first measure adopted by Captain Farquhar was to send part of his force to seize two corvettes recently built at Braak, in the Duchy of Oldenburgh, and all other vessels, naval stores, &c. which could be found there belonging to the enemy. This service was most ably performed by Captain

* The value of the plate thus presented to Captain Farquhar was fixed at 110 guineas.

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John M'Kerlie, of the Calliope, who, with one gun-vessel and a strong division of row-boats, pushed past the French batteries at the mouth of the Weser, proceeded up that river, and secured the corvettes, each pierced for 20 guns, as also two gun-brigs, and several other vessels. On the 30th of the same month, Captain Farquhar landed at Braak, put that town in a state of defence, and commenced a correspondence with the Senate of Bremen, then lately restored to authority.

His next operation was the reduction of the above mentioned batteries (Bremer-lehe and Blexen), by the surrender of which both banks of the Weser were perfectly cleared of the enemy, and the intercourse between Bremen and Great Britain revived, to the great joy of the Senate.

About this period, Captain Farquhar detached a sloop of war and two gun-vessels into the Ems, for the purpose of blockading Delfzyl, a strong fortress on the Dutch side of that river, then about to be besieged by a detachment from the allied army*. He then proceeded with the remainder of his squadron, to co-operate in an attack upon the French forts at Cuxhaven, the successful result of which enterprise was reported by him to the late Admiral Sir William Young, in a letter dated Dec. 1, 1813, from which we have taken the following extracts :—

“ I have very great pleasure in stating to you, Sir, that in the last ten days the small detachment of Russian troops, commanded by Colonel Radinger, assisted by H. M. squadron under my orders, have succeeded in reducing four strong batteries, consisting of 50 heavy guns, 4 mortars, and 800 officers and men * * * * . These batteries were complete with provisions of all kinds for six weeks, and contained a very considerable quantity of ammunition and military stores of every description †.”

The last and most important service performed by Captain Farquhar and his gallant companions was the reduction of Gluckstadt, an extremely strong fortress, which had been several times besieged by powerful armies, but never taken until Jan. 5, 1814 ; when it surrendered to a division of the

* See Captain THOMAS BARKER DEVON

† It is proper to remark that the Russians were totally unprovided with artillery, and that the British seamen had to encounter many difficulties before they could place their guns in battery against Bremer-lehe and Blexen ; the roads being almost impracticable, and much exposed to the enemy's fire.

Crown Prince of Sweden's army, under the command of Baron de Boyé, and that part of the British squadron then remaining with Captain Farquhar, after an investment of sixteen, and a most effectual bombardment of six days. The allies on this occasion obtained possession of 161 guns, mortars, and howitzers; two magazines containing an immense quantity of ammunition, military stores, &c.; and a flotilla consisting of one brig and seven gun-boats. The total loss sustained by the British, although continually exposed to a heavy fire from 30 pieces of cannon, was only 3 men killed and 16 wounded. The officers mentioned by Captain Farquhar as having particularly distinguished themselves during the siege, were Captains Marshall, Banks, and Rose, of the Shamrock, Blazer, and Harty sloops; Captain Green, commanding the seamen's batteries on shore; Lieutenants Kneeshaw, Hammer, Henderson, Haultain, Archer, Jack, and Sir George Keith; Mr. Riches, Master's-Mate; and Messrs Hallowes and Richardson, Midshipmen. The opinion entertained by superior authorities of his own exertions will be seen by the subjoined copies of letters from H. R. H. the Crown Prince of Sweden, Admiral Young, and the Hanoverian Minister:—

"Head Quarters, Kiel, 8th Jan. 1814.

" Captain Farquhar,—The King, my Sovereign, having authorised me to confer the Cross of his Military Order of the Sword upon such officers, whether belonging to the Swedish army or to the allied forces, as may distinguish themselves in fighting for the common cause, I cannot make a more worthy use of the power with which his Majesty has been pleased to honor me, than in creating you a Knight of that Order. I transmit to you herewith the decoration so well deserved, by the activity and talents which you displayed at the siege of Gluckstadt, and by which you so largely contributed to the reduction of a fortress that resisted the efforts of one of the most celebrated Generals of the 30 years' war. I pray God, Captain Farquhar, to take you into his holy keeping.

(Signed)

" CHARLES JEAN."

"Impregnable, in the Roompot, 17th Jan. 1814.

" Sir,—I have received your letters of the 2d and 6th instant, detailing the operations at the attack of Gluckstadt, and the very honorable conclusion of them by the surrender of that place, which it is impossible that I should read without considering the zeal, energy, spirit, and intelligence, with which you have conducted the naval part of these operations, by which a place of such strength, and of such importance, has been so speedily reduced, as deserving the highest commendation; and I have no doubt of

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Agents.—

the Lords Commissioners of the Admiralty thinking as highly of your meritorious conduct on this occasion as I do. * * * * *

(Signed) "W. YOUNG."

"21, Piccadilly, 31st Dec. 1816.

"Sir,—It gives me very great pleasure to have to inform you that H. R. H. the Prince Regent, in consideration of the very able and distinguished manner in which, in the years 1813 and 1814, you assisted, with the ships then under your command, the forces of his Majesty's allies in reducing the forts of the enemy on the Elbe and Weser, has been graciously pleased to nominate and appoint you, Sir, a Knight of the Royal Guelphic Order, the decoration of which I shall take an early opportunity of transmitting to you. I remain, Sir, &c.

(Signed) "MUNSTER."

Captain Farquhar was appointed to the Liverpool, a 40-gun frigate, May 4, 1814; and he continued to command that ship, employed principally on the Cape station, till April 3, 1816, since which period he has been on half-pay. He obtained the insignia of a C. B. in 1815; and was presented with the freedom of Aberdeen, Sept. 22, 1817.

We shall close this sketch with a copy of Lord Exmouth's report to the Admiralty on the gun-sights suggested by Captain Farquhar, and used by his Lordship's squadron in the celebrated attack upon Algiers:—

"Queen Charlotte, at Sea, 18th Sept. 1816.

"Sir,—Adverting to your letter of the 13th July last, relative to Brass Sights, suggested by Captain Farquhar for long guns, and which were sent to Portsmouth to be fitted to any guns I might wish, *on experiment*, I have now the honor to state my approbation on the merits of the project, although I conceive it admits of a very material improvement, by extending the sight as far out as the muzzle ring of the gun. Wooden sights on this principle were fitted to all the guns of the squadron by my orders, to which I, in a great measure, ascribe the good effect of their fire in the late engagement. We had a very extensive practice on our voyage out, which afforded me an opportunity to form a deliberate judgment on the utility of the invention; and so perfectly satisfied am I with it, that I should wish to see them cast as fixtures on all the guns to be used for sea service, whenever new ones may be required.

(Signed) "EXMOUTH."

"To J. W. Croker, Esq.
&c. &c. &c."

Captain Farquhar married, Aug. 15, 1809, Jane, daughter of James Murray, Esq. of Camvere. By that lady, who died in Oct. 1816, he had four children, two of whom are now living.

Agents.—Messrs Cooke, Halford, and Son.

HENRY GORDON, Esq.

THIS officer received his first commission in 1798; obtained the rank of Commander in 1802; and was posted for his gallant defence of the *Wolverene*, mounting 13 guns, with a complement of 76 men, against the *Blonde*, French privateer, of 30 guns and 240 men, by which ship he was attacked when on his way to Newfoundland with a convoy, Mar. 28, 1804. The *Wolverene* on that occasion had 5 men killed and 10 wounded: the remainder of her crew had not been long removed before she went to the bottom.

Captain Gordon appears to have been many years a prisoner in France. The manner in which he returned from that country has been variously stated. We shall probably be enabled to speak more confidently on the subject in our *Addenda*. His post commission bears date April 8, 1805.

SIR WILLIAM BOLTON, KNT.

THIS officer has been frequently described to us as a nephew of the late Vice-Admiral Viscount Nelson: such, however, is not the case; he being the eldest son of the Rev. William Bolton, Rector of Hollesby, co. Suffolk, and of Brancaster, in Norfolk; brother of Thomas Bolton, Esq. who married Susannah, eldest sister of that great officer, under whose auspices he commenced his naval career at the commencement of 1793, and with whom he continued to serve, as a Midshipman and Lieutenant, during the greater part of the French revolutionary war. He was advanced to the rank of Commander in 1801, appointed to the *Childers* sloop of war in 1803, and posted April 10, 1805.

Captain Bolton subsequently commanded the *Eurydice*, *Druid*, *Endymion*, and *Forth* frigates, on the Mediterranean, Irish, Channel, and North American stations. Among the captures made by him in those ships were the *Basque*, French national brig, of 16 guns and 112 men, laden with flour, &c. for the relief of Guadaloupe; the *Milan*, privateer, of 14 guns and 80 men; and the *Regent*, American letter of marque, of 5 guns and 35 men.

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In May, 1803, Captain Bolton acted as proxy for Lord Nelson at his installation as a K. B., and on that occasion received the honor of knighthood. He married his first cousin, Catherine, second daughter of the above mentioned Thomas Bolton, Esq. of Cranwich, Norfolk, (whose eldest son is presumptive heir to the Nelson Earldom).

Agents.—Messrs Cooke, Halford, and Son.

SIR JAMES ALEXANDER GORDON.

Knight Commander of the Most Honorable Military Order of the Bath.

THIS officer is the eldest son of Charles Gordon, of Wardhouse, in Aberdeenshire, Esq. by a daughter of the late Major James Mercer, of Auchnacant, in the same county.

He appears to have entered the naval service about the commencement of the French revolutionary war, and to have had the honor of sharing in the partial action off Frejus, July 13, 1795; and the great battles of Feb. 14, 1797, and Aug. 1, 1798*. In 1800, we find him serving as second Lieutenant of the *Bourdelais*, a post-ship, under the command of Captain Thomas Manby, by whom he was particularly mentioned as having signalized himself in an engagement already described at p. 205 *et seq.* of this volume. His conduct in other actions on the Jamaica station will be seen by the following letter from the late Captain Austin Bissell, of the *Racoon* brig, to the commander-in-chief, dated off that island, July 16, 1803:

"Sir,—I beg leave to acquaint you, that at 11-30 A. M. on the 11th inst. while working between the island of Guanaba and St. Domingo, I observed a French national brig lying at anchor in Leogane roads, and I immediately bore up for her. On approaching I found her preparing to receive us with springs on her cables, &c. At 2-45 P. M. I anchored with springs, within thirty yards of the enemy, and immediately commenced an action, which was continued for 30 minutes, when she cut her cables and began to make off. I instantly cut and followed her; and, after about ten minutes more of well-directed fire, we so completely unrigged her that she struck her colours, and called out she had surrendered. We were obliged to anchor again immediately, to prevent driving on shore. She proves to be the *Lodi*, pierced for 20 guns, but had only 10 mounted, com-

* See Vol. I. pp. 254, 20 *et seq.* and note † at p. 180 *et seq.*

manded by M. Pierre Isaac Taupier, Capitaine de fregate. Our sails and rigging are a good deal cut, but I am happy to say I had not a man killed; and the only person wounded is Mr. Thomas Gill, Master's-Mate, whose left arm was carried off by a shot—a very worthy, promising young man, who has served his time in the navy, and will, if he survives, do credit to your patronage. The loss of the enemy is one killed and 13 or 14 wounded, by their own account.

“The conduct of Mr. James Alexander Gordon, the first Lieutenant, on this as well as many other recent occasions, has been highly exemplary and praiseworthy; and I have much pleasure in informing you, that the whole of the officers and ship's company behaved fully to my satisfaction. I have the honor to be, &c.

(Signed)

“AUSTIN BISSELL.”

“To Sir J. T. Duckworth, K. B.

Commander-in-Chief, &c. &c.”

Some time after this affair, Captain Bissell was promoted into the Creole frigate, and Lieutenant Gordon appointed to succeed him in the command of the *Racoon*. Amongst other captures made by the latter, during his continuance on the Jamaica station, was *l'Alliance* French privateer, of 6 guns and 68 men. His post commission bears date May 16, 1805.

From this period Captain Gordon does not appear to have been again employed until the spring of 1807, when he obtained the command of the *Mercury*, a 28-gun frigate, in which he convoyed some merchant vessels to Newfoundland; and on his return from that service was sent to join Lord Collingwood, on the Mediterranean station. An exploit performed by the *Mercury* and her companions, off Cadiz, on the 4th of April, 1808, has been noticed in our memoir of Sir Murray Maxwell, who reported in becoming terms, the gallantry and excellent conduct of all the officers and men employed under his orders.

About the month of August following, Captain Gordon was removed into the *Active* frigate, rated at 38, but mounting 46 guns. As the particulars of several gallant exploits achieved by his boats singly, and in conjunction with those of other ships, between June 29, 1810, and July 27, 1811, will be given in a subsequent part of this work*, we shall here merely insert an extract from his senior officer's public letter, relative to an important service performed at Ortano, on the

* See MEMOIRS of Captain WILLIAM HENDERSON, and Commanders WILLIAM SLAUGHTER and GEORGE HAYE.

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coast of Italy, and then proceed to point out the brilliant actions in which he was afterwards more immediately engaged.

"I feel particularly indebted to Captain Gordon for the judicious manner in which his ship was placed, by which means he prevented any body of the enemy from forming in the rear of our men; and the promptitude and zealous co-operation I have constantly experienced from him since we have been serving together.

(Signed)

"HENRY WHITEY."

Captain H. M. S. Cerberus.

The most important naval event which had for some time occurred in the Mediterranean, or indeed on any other station, was the victory obtained by Captain (now Sir William) Hoste, over a French squadron, near Lissa, on the 13th Mar. 1811. For its extent, the engagement was unquestionably one of the most severe, and for our countrymen, one of the most brilliant that took place during the late war. Captain Hoste's force consisted of the *Amphion*, *Cerberus*, *Active*, and *Volage*, mounting in the whole 156 guns, and carrying only 879 men. To those four ships were opposed six frigates, one brig, and four smaller vessels, numbering in guns 284, and in men 2655 *! The enemy were totally discomfited, after a conflict of six hours: two frigates being captured, another destroyed, and the remainder obliged to fly from the scene of action. The British sustained a joint loss of 50 killed and 150 wounded; only 9 of the former, and 26 of the latter belonged to the *Active*—a convincing proof that the number of casualties on board any particular ship is not to be considered as a sure criterion by which to judge of the part borne by her in a general battle. Captain Hoste, in his official letter, which we have inserted at full length in its proper place, does such ample justice to the subject of this memoir as to render any farther observations on our part superfluous.

On the 29th Nov. following, another severe engagement took place near the same spot, in which Captain Gordon was the principal actor, and his ship the greatest sufferer. The result was the capture of *la Pomone*, French frigate, of 44 guns and 322 men, by the *Active*, unassisted by her consorts, the *Alceste* and *Unité*; and of *la Persanne*, a 26-gun ship, by

* See note * at p. 472.

the latter frigate. Another ship of similar force to la Pomone was enabled to escape in consequence of the Alceste having unfortunately lost her main-top-mast when leading into action, and being afterwards much disabled in her sails and rigging*.

From a letter written by one of the Active's officers, we learn that about the middle of the action, Captain Gordon, while giving his orders with the greatest coolness, lost his leg. He was standing on a shot-rack, and leaning on the capstan, when a 36-pound shot came in through a port-hole, grazed the carriage of a carronade, took off a seaman's leg, and struck the Captain on the knee-joint, carrying all off as if it had been done with a knife, and leaving the leg hanging by the tendons. Although he instantly fell, he did not become insensible, but calmly directed the first Lieutenant (William Bateman Dashwood) to fight the ship, and, as he was being carried below, told the second Lieutenant (George Hays), who commanded on the main-deck, to do his best, should any mischance befall his senior officer. As though these words had been prophetic, poor Mr. Dashwood very soon after lost his arm, and was likewise conveyed below. Mr. Hays then assumed the command, and closed the action. When the Alceste came up with the Active, Captain Maxwell, liberally considering la Pomone as the fair trophy of the latter ship, most nobly and honorably sent the sword of the French commander to Captain Gordon, as his right by conquest.

The Active on this occasion had 8 persons killed, and 27, including 2 mortally, wounded. Her opponent's loss has been stated at p. 804, where we find Captain Maxwell drawing his brave friend's character in the most lively and glowing colours:—he says "*it is with poignant regret I inform you*" (Captain Charles Rowley), "*that Captain Gordon has lost a leg: but, thank God, he is doing well; his merits as an officer I need not dwell upon, they are known to his country, and he lives in the hearts of all who have the happiness to know him.*"

Captain Gordon fortunately survived the amputation of his limb, and, returning soon after to England, rapidly recovered his health. In the autumn of 1812, he was appointed to the

* La Pomone had on board at least 100 men more than the Active. See note † at p. 804.

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Seahorse, another fine frigate, which had just been thoroughly repaired, and was then fitting for foreign service. The Board of Admiralty about the same time presented him with a gold medal, descriptive of the action off Lissa, to be worn with his uniform in the usual manner*.

From this period we lose sight of Captain Gordon till Nov. 13, 1813, when he fell in with a large French lugger, which surrendered after a chase of three hours, but not until she was so much damaged by shot that she immediately afterwards went down, and the Seahorse was only able to save 28 of her crew, one of them severely wounded. She proved to be the Subtile privateer, of 16 guns and 72 men.

Captain Gordon subsequently joined Vice-Admiral Sir Alexander Cochrane on the American station, where he displayed his usual zeal, courage, and ability, as will be seen by the following account of his services in that quarter.

Previously to the commander-in-chief entering the Patuxent, in Aug. 1814 †, he sent Captain Gordon up the Potowmac, with a squadron under his orders ‡, to bombard fort Washington, situated on the left bank of that river, about 10 or 12 miles below the American capital, with a view of destroying that fortification, and opening a free communication above, as well as to cover the retreat of the British troops from Washington, should their return by the Bladensburg road be found too hazardous from the accession of force the enemy might obtain from Baltimore, and other places to the northward and westward.

The Seahorse and her companions entered the Potowmac on the 17th Aug.; but being without pilots to guide them through that difficult part of the river called the Kettle Bottoms, and having contrary winds, they were unable to reach fort Washington until the evening of the 27th. Nor was this effected but by the severest labour. Each of the ships was not less than twenty times aground—each time they were obliged to haul off by main strength; and their crews were employed warping for five whole successive days, with the

* See note * at p. 476.

† See Vol. I. p. 524.

‡ Seahorse 38; Euryalus 36; Devastation, Etta, and Meteor, bombs; Erebus rocket-vessel, and Anna Maria tender.

exception of a few hours, a distance of more than fifty miles.

The bomb vessels were placed in the evening of the 27th, and immediately began the bombardment of the fort, it being Captain Gordon's intention to attack it with the two frigates at day-light the following morning. On the bursting of the first shell the Americans were observed to retreat ; but supposing some concealed design, Captain Gordon directed the fire to be continued. At eight o'clock, however, his doubts were removed by the explosion of the powder magazine, which destroyed the inner buildings ; and at day-light on the 28th he took possession. Besides the principal fort, there was a battery on the beach, a martello-tower, and a battery in the rear, containing altogether 21 heavy cannon and six field-pieces. The whole of these guns were already spiked by the enemy, and their complete destruction, with that of their carriages also, was effected by the seamen and marines sent on that service, in less than two hours.

The city of Alexandria thus lost its only defence ; and Captain Gordon declined giving any answer to a proposal made to him for its capitulation, until the following morning, when he was enabled to place his squadron in such a position as ensured assent to the peremptory and humiliating conditions which he had determined to enforce. The following is a copy of the articles which were acceded to by the Common Council of that place :—

“ The town of Alexandria, with the exception of public works, shall not be destroyed, unless hostilities are commenced on the part of the Americans ; nor shall their dwelling houses be entered, nor the inhabitants molested in any manner whatever, if the following articles are strictly complied with :—

“ I. All naval and ordnance stores, public or private, must be immediately given up.

“ II. Possession will be immediately taken of all shipping, and their furniture must be sent on board by the owners without delay.

“ III. The vessels that have been sunk must be delivered up in the state they were in on the 19th August, the day the squadron passed the Kettle Bottoms.

“ IV. Merchandise of every description must be instantly delivered up ; and to prevent any irregularities that might be committed in its embarkation, the merchants have it in their option to load the vessels generally employed for that purpose, when they will be towed off by us.

" V. All merchandise that has been removed from Alexandria since the 19th instant is to be included in the above article.

" VI. Refreshments of every description to be supplied the ships, and paid for at the market price, by bills on the British government.

" VII. Officers will be appointed to see that the articles Nos. 2, 3, 4, and 5, are strictly complied with, and any deviation or non-compliance on the part of the inhabitants of Alexandria, will render this treaty null and void.

(Signed) " JAMES A. GORDON."

This capitulation was signed by the President of the Common Council on the 29th Aug. and the whole of the captured vessels that were sea-worthy, twenty-one in number, were fitted and loaded by the 31st, when Captain Henry Loraine Baker, of the Fairy brig, arrived with despatches from Sir Alexander Cochrane, and confirmed the rumours which had already reached Captain Gordon, of strong measures having been taken by the enemy to oppose the return of the squadron; the Fairy having had to fight her way up the river, past a battery of five guns and a large military force. In consequence of this intelligence, Captain Gordon deemed it prudent to quit Alexandria without waiting to destroy those remaining stores which he had not the means of bringing away.

Contrary winds again occasioned our countrymen the laborious task of warping the ships down the river, in which a day's delay took place, owing to the *Devastation* getting aground. The Americans took advantage of this circumstance to attempt her destruction by means of three fire-vessels, attended by several row-boats; but their object was defeated through the promptitude and gallantry of her commander, Captain Thomas Alexander, who pushed off with his own boats, and being followed by those of the other ships, chased the enemy's boats up to the town so recently evacuated. The cool and steady conduct of Mr. John Moore, Midshipman of the *Seahorse*, in towing the nearest fire-vessel on shore, whilst the others were removed by the smaller boats of the *Devastation*, gained him Captain Gordon's highest commendation.

The *Meteor* and *Fairy*, assisted by the *Anna Maria* tender, a prize gun-vessel, and a boat belonging to the *Euryalus*, armed with a howitzer, had greatly impeded the progress of the enemy in their works, notwithstanding which they were enabled to increase their battery to eleven guns, with a furnace for heating shot. On the 3d, the wind changing to the N. W.,

the Etna and Erebus succeeded in getting down to their assistance, and the following day they were joined by the frigates and prizes; but the Devastation, in spite of every exertion, still remained five miles higher up the river.

The Erebus, being placed by Captain Bartholomew in an admirable position for harassing the workmen employed in the trenches, was now attacked by three field-pieces, which did her considerable damage before they were silenced. Another attempt was likewise made to destroy the Devastation; but the enemy's fire-vessels were immediately obliged to retreat by some boats under Captain Baker, whose alacrity in proceeding to her assistance was highly extolled by the Commodore. His loss, however, was considerable, owing to the Americans having sought refuge under some guns in a narrow creek, from which it was impossible for him to dislodge them.

On the 5th, at noon, the wind coming fair, and Captain Gordon having made all his arrangements, the Seahorse and Euryalus anchored within short musket-shot of the batteries, while the whole of the prizes passed between them and a shoal; the bombs, &c. firing as they passed, and afterwards anchoring in a favorable position for facilitating the further removal of the frigates. At 3 P. M., having completely silenced the enemy's fire, the latter cut their cables, and the whole fleet proceeded to the next position taken up by the American troops, where they had two batteries, mounting from 14 to 18 guns, on a range of cliffs, extending about a mile, under which the British were of necessity obliged to pass very close. Captain Gordon did not intend to make the attack that evening; but the Erebus grounding within range, the other men of war were necessarily called into action. On this occasion, the fire of the Fairy had the most decisive effect, as well as that of the Erebus, while the bombs threw their shells with excellent precision, and the guns of the batteries were thereby silenced about eight o'clock.

At day-light on the 6th, Captain Gordon made signal to weigh, and so satisfied were the whole of the parties on shore *

* "Commodore Rodgers, with a chosen body of seamen from the Guerriere, at Philadelphia; Captains Perry, Porter, and other 'distinguished officers;' a party of officers and men from the Constellation, at Norfolk;

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of their opposition being ineffectual, that they allowed the whole of the shipping to pass without further annoyance.

It has been justly said, that "of the many expeditions up the bays and rivers of the United States, during the late war, none equalled in brilliancy of execution that up the Potowmac to Alexandria*." "Captain Gordon's farther success," says Sir Alexander Cochrane, in his despatches to the Admiralty, "has exceeded my most sanguine expectations; having forced the populous city of Alexandria to capitulate, and having brought down the river in triumph, through a series of obstacles and determined opposition, a fleet of 21 enemy's vessels. The difficulties which presented themselves to these ships in ascending the river, impeded by shoals and contrary winds, and the increased obstacles which the enemy had prepared against their return with a confident hope of obstructing their descent, were only to be overcome by the most indefatigable exertions. I trust, therefore, that the resolution and gallantry displayed by every one employed upon this service, which deserve my warmest applause, will be further honored by their Lordships' approbation." We shall only add, that the hammocks of the squadron were down but two nights during the whole of the operations in the Potowmac, comprising a period of 23 days. Happily, the loss in this "daring enterprise" did not exceed 7 killed and 35 wounded. Amongst the former was Lieutenant Charles Dickinson, of the *Fairy*; and in the latter list we find the names of Captains Charles Napier and David Ewen Bartholomew, of the *Enryalus* and *Erebus*. The latter vessel appears to have suffered more than any other of the squadron.

We are not exactly aware of the manner in which Captain Gordon was employed from the period of his rejoining Sir Alexander Cochrane, in the Chesapeake, until the month of December following, when he formed a junction with the naval and military forces proceeding against New Orleans; but he is mentioned in the public despatches relative to that unfortunate expedition, as having afforded his "unwearied

the men that had belonged to Barney's flotilla, regular troops, riflemen, artillerists, and militia; all flocked to the shores of the Potowmac, to 'punish the base incendiaries.'" See *JAMES'S Nav. Occ.* p. 384.

* See *id.* p. 381.

and cheerful assistance" to Rear-Admiral (now Sir Pulteney) Malcolm, during the whole of the operations, a detail of which will be found in our memoir of Sir Edward Codrington, K. C. B. * Since the peace he has commanded in succession the Madagascar, Meander, and Active frigates. The following extract from a respectable periodical publication, contains an account of a miraculous escape which he experienced in the month of Dec. 1816.

"The Meander, Captain Sir James Alexander Gordon †, is arrived at Sheerness, in a sinking state, having struck upon a shoal, lying about 18 miles S. E. of Orfordness. She sailed from Sheerness for Leith on the 16th Dec., but owing to thick weather she was obliged to anchor occasionally until the 18th. On the 19th, at 8-30 P. M. having been working to windward the whole day, endeavouring to gain an anchorage in Yarmouth Roads, it then blowing a gale of wind, breakers were reported on the lee-bow and beam; the ship, under her fore and main-top-sails and fore-sail, would not stay, and in falling off she struck upon the shoal, in 24 feet water: fortunately she went over it, and was immediately anchored in 17 fathoms. In a few minutes afterwards the carpenter reported nearly six feet water in her hold; 'and here,' says an officer belonging to her, 'it will be necessary to pause for a moment, at the dangerous and awful situation of the ship's company—the wind blowing a gale, with a tremendous sea, the ship making upwards of 20 feet water an hour, and nearly twelve hours' darkness before them: not a moment was to be lost, for not a hope of safety was entertained, save in the mercy of the Almighty, and the united exertions of every soul on board.' By the zeal and energy of the Captain and his officers, and the almost unparalleled exertions of the men, the ship was kept free until the morning: during the night, most providentially, the Great Disposer of all Events had lulled the storm, and hushed the raging sea. Minute guns were fired the whole time, and every blue-light in the ship was burnt, in the hope of drawing the attention of vessels near; but it was not until long after day-light on the 20th, that several vessels were seen approaching, some of which were afterwards directed to stay by the Meander, in the event of its becoming necessary to quit her. The wind and tide being fair for Sheerness, the cable was cut, and sail made by the officers, it not being possible to remove a man from the pumps: at this moment the leaks had increased; but two sails, fitted with thrums, were then dropped over the bows, and had a wonderful effect in checking the leaks. At noon, on the ship's arrival within signal-distance of Sheerness, her distressed state was made known, and the greatest and most prompt assistance was immediately afforded by the Captains of the different ships,

* See vol. I. note at p. 637, *et seq.* N. B. Captain Gordon superintended the landing of the advanced guard of the army on Isle aux Polx.

† Captain Gordon was nominated a K. C. B. Jan. 2, 1815.

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and the Hon. Commissioner Boyle, with the officers and men under their respective commands ; but it was not until the 22d, with all the skill and exertions employed, that the ship was safely secured in dock. On examination, it was ascertained she had carried away the whole of her fore-foot, about ten feet of the garboard strake on the larboard side, and a great part of her false and main keels. While these serious and alarming defects evidently shew what must have been the exertions at the pumps, for upwards of 20 hours, before any personal assistance was afforded, they also most satisfactorily prove what gracious goodness and mercy must have been vouchsafed to them by that Almighty Being, whose arm alone can save the wanderers of the trackless deep. * * * * The officers of the Meander speak of Captain Gordon in terms of the highest respect and most affectionate regard ; his firmness and zeal gave animation to all around him in the midst of this awful time, in which not a murmur was heard, nor the slightest disposition shewn towards intoxication. It appears that the pilot of the ship is a clever, steady, deserving man, and not the slightest blame whatsoever is to be attached to him. The Meander is ordered by the Admiralty to be fitted with all possible dispatch."

Sir James A. Gordon was presented with the freedom of Aberdeen in 1817. He married Aug. 27, 1812, the youngest daughter of John Ward, of Marlborough, Wilts, Esq.

Agent.—J. Copland, Esq.

HON. FREDERICK WILLIAM AYLMER.

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 Henry, fourth Lord Aylmer, by Catharine, second sister of Charles, Earl Whitworth, G. C. B.

He was born Oct. 12, 1777 ; and first went to sea in the Syren of 32 guns, commanded by the late Vice-Admiral John Manley, in which frigate H. R. H. the Duke of York embarked for Holland, at the commencement of the French revolutionary war.

Mr. Aylmer served as a Lieutenant on board the Swiftsure 74, in the memorable battle of Aug. 1, 1798 ; and was frequently employed on boat service during the subsequent operations in the neighbourhood of Aboukir, and on the coast of Italy*. His name is frequently mentioned by the Rev.

* See vol. I. pp. 469—478 ; and vol. II. pp. 820—830.

Cooper Willyams, and it is from that gentleman's publication that we make the following extract :—

“ When the *Swiftsure* appeared off Civita Vecchia, a French officer of distinction came on board with a flag of truce ; but nothing was then decided upon. At another time, when some Neapolitan vessels, supposing the place was evacuated by the French, were making towards it, the French armed-boats, and gun-vessels of a large size, pushed out to bring them in ; but the boats of the *Swiftsure* were sent to their assistance, and soon made the enemy retire, pursuing them with great spirit till under the guns of their own batteries, and nearly capturing them. Lieutenant Alymer, in the launch, had a narrow escape ; a shot from the shore, which killed a man who was in the act of taking aim, having struck the powder-horn from his hand. Captain Hallowell had already entered into a negotiation with the enemy, and paved the way for the surrender of the place, when he was recalled to attend the Admiral at Palermo.”

Lieutenant Alymer received the Turkish gold medal, at the close of the Egyptian campaign ; and obtained the rank of Commander in 1802 ; previous to which he had acted as such in the *Fury* bomb, during the absence of Captain Richard Curry, whom we have already described as the bearer of Lord Keith's dispatches relative to the surrender of Grand Cairo, June 26, 1801*.

We subsequently find Captain Alymer commanding in succession the *Delight* and *Wasp*, sloops of war ; and in July, 1803, capturing a French privateer, on the Mediterranean station. From the latter vessel he was posted into the *Glory*, of 98 guns, bearing the flag of Sir John Orde ; but he appears to have been soon afterwards superseded, in consequence of that second rate being required for the flag of Rear-Admiral Domett, who had selected an old shipmate to command her. His post commission bears date May 18, 1805.

After quitting the *Glory*, we lose sight of Captain Alymer till July 1809, when he assumed the command of the *Narcissus*, a 32-gun frigate, employed on Channel service. Early in the following year he captured the French privateers *Duguay Trouin*, of 14 guns and 75 men ; and *Aimable Josephine*, of 14 guns and 105 men. A merchant brig, which had been taken by the former, was also recaptured by him.

The result of an expedition, undertaken by the late Commodore Sir Robert Mends, in conjunction with the Spanish

* See vol. I. p. 463.

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VOL. I

Brigadier-General Porlier, in the summer of 1810, has already been stated at p. 272, *et seq.* The following is the detail, we there promised, of the proceedings of the naval brigade, commanded by Captain Aylmer.

Early on the 5th of July, 500 Spanish patriots, and a detachment of seamen and marines from the squadron, were landed on the beach to the westward of Santona, and the allied commanders immediately pushed forward to the town, which they entered without loss, the French troops having retired across the river. The British advanced guard, under Lieutenant Desbrisay R. M., with the Spanish tirailleurs, succeeded in stopping a part of the enemy's rear guard, killed two, wounded a few more, and took several prisoners. In the course of the day, Brigadier-General Porlier sent off some of his men on the road to St. Andero, and Mr. Hugh Pearson, first Lieutenant of the *Arethusa*, was detached with a party of seamen to destroy the guns in the forts, which he completely effected. The 6th was spent in examining the ground, as there was reason to expect the enemy would advance in force from St. Andero.

The following morning, Captain Aylmer directed the boats' carronades to be placed on a hill which commanded the isthmus leading to the town; and the men were at the same time posted along the hedges and vineyards in front of the position, the main body of the Spaniards on a sand-hill to the right, and the English, with the tirailleurs, in the centre and to the left. At about 11 A. M. a firing was heard, and the advanced parties retired, in the most perfect order, closely followed by the enemy. Very shortly after, the French were observed advancing rapidly in three columns, but they were almost immediately checked by the steadiness of the reception they met with, and at length obliged to retire, leaving many killed and wounded on the field.

"The enemy's force," says Captain Aylmer, "appeared to consist of between 700 and 800 men, and I have only to regret that they did not advance nearer; for had they done so, I am convinced a most complete and entire destruction of their whole force would have taken place. Brigadier-General Porlier detached his sharpshooters to harass their rear: they succeeded in killing and wounding several, and making some prisoners. On the whole I conceive the loss of the French in killed, wounded, and prisoners, amounts to about 150 men. The whole of the guns, &c. in San-

tona and Laredo are destroyed, consisting of twenty-two 24-pounders, and four 13-inch brass mortars."

The importance of this service may be inferred from the expressions of gratitude contained in a letter of thanks which the Junta of Galicia sent to Sir Robert Mends *, who, when reporting the proceedings of his squadron to Lord Gambier, declared himself much indebted to "the zeal and ability of that excellent officer" (Captain Aylmer), "as well as to Captain Bowles, of the *Medusa*, who most anxiously solicited to be attached to the brigade, and acted as second in command."

From this period we have no certain information respecting Captain Aylmer, until the summer of 1815, when we find him conducting an expedition up the Gironde, after an ineffectual attempt to open a communication with General Clausel, commandant at Bourdeaux, the inhabitants of which town, although principally staunch royalists, were still kept in subjection by a considerable body of the ex-imperial troops. The complete success attending Captain Aylmer's enterprise, will be seen by his official letter to Viscount Keith, dated on board the *Pactolus* frigate, in the Gironde, July 14, 1815:—

"My Lord,—I arrived off this port on the 3d instant, and in compliance with the wishes of General Donnadieu, sent in a flag of truce, with one of his aides-de-camp, for the purpose of communicating with General Clausel, commanding at Bourdeaux; but as two days more elapsed without any answer or news of the aide-de-camp, I sent another flag in to a corvette lying in the river; and I learnt from her commander that he had received the most positive orders from General Clausel not to hold any kind of communication with us. In addition to this we received a proclamation, signed by the General, declaring Bourdeaux and its whole vicinity in a state of siege, and threatening with military execution any who manifested signs of disaffection to his government. The aide-de-camp, it appeared, was detained.

"While this negotiation was attempting, the *Hebrus* (frigate) arrived with the charge of a small expedition, with arms and supplies for the royalists; and when it became evident that no good could arise out of any attempt to conciliate General Clausel, Captain (Edmund) Palmer made me a very strong representation upon the necessity which he conceived there was for his attempting to enter the Gironde, and open a direct communication with the royalist party. After weighing the circumstances, I thought

* See p. 273.

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it my duty to accede to the proposal, and I united the ships for the prosecution of the service. General Donnadieu being anxious to pursue his mission on the coast, I dispatched the *Larne* with him to Passages.

“ On the 11th, the squadron weighed from an outer anchorage we had taken, and formed for the purpose of entering the river; but, as we stood in, the enemy's corvette was observed to weigh and manœuvre in the north entrance, while five sail pushed out through the southern passage to sea. Under these circumstances it became necessary for the intercepting these vessels, that the squadron should separate for the time; and consequently the forcing of the river was given up for that day. During the night the squadron united again, after having examined the vessels which had sailed in so suspicious a manner, and which circumstance was developed by the embargo having been that morning discontinued in the river.

“ Yesterday the wind being favorable, the squadron again weighed, and formed in a close line for entering the Gironde. The *Pactolus* led, the *Hebrus* followed, and the *Falmouth* (of 20 guns) brought up the rear; the two former had transports in tow. As we proceeded, a person came off, with a message from the people of the town of Royan, saying, that they would not fire at us, provided we did not assail them. We passed on, with the royal colours of France at our mast-head: the tri-coloured flag flew along the batteries, which were all in preparation; but no act of hostility occurred until we reached the heavy battery at Verdun, which opened its fire upon us, and continued it until the ships reached the anchorage. No injury, however, was sustained, and the squadron did not return a gun, for I was unwilling to disturb the feeling which appeared so generally and so happily to prevail.

“ Directly the ships were secured, a communication was sent up, with a flag of truce, to General Clausel, by the Comte de Lasteur, deputed by M. la Duchesse d'Angouleme, and we are in expectation of his answer. In the mean time nothing can wear a more favorable aspect than the face of things in this river. I beg to assure you that every measure shall be adopted, in conjunction with the Baron de Montalembert, to arm and organize the royal party, and establish the power of predominance of his Majesty the King of France, in the vicinity of wherever our means can operate.

“ I lose no time in despatching the *Falmouth* to your Lordship, and Captain Knight will explain our situation, as well as that we are taking every precaution in respect to the defence of the river, in the event of General Clausel sending down any strong force to stifle the spirit of the people. I shall also write to Sir Henry Hotham, and perhaps the Rear-Admiral may strengthen our means here, so that we may fully avail ourselves of such opportunity of pushing the royal cause with vigour and celerity, and of cherishing the excellent disposition with which all here seem inspired. I have just learnt that the enemy evacuated the fort of Verdun last night, and retired with his garrison. We have sent a force on shore to dismantle and destroy the guns, &c. This is the fort which disputed our entrance, and it is a very strong work.

" I have also the pleasure to add, that the propositions of the Baron de Montalembert, and his mission, have hitherto been every where attended with success. The forts and the positions are gradually pulling down their tri-coloured flags, and hoisting that of their legitimate sovereign; and several of them have saluted the squadron upon their hoisting the white flag. While writing this letter, another battery has followed their example, and there now remains only the fort at Mûche with the tri-coloured flag. * *

* * I have the honor to be, &c.

(Signed) " F. W. AYLMEK."

" To Admiral Lord Viscount Keith, &c."

General Clausel soon after heard of the events at Paris, occasioned by the second abdication of his master; and knowing well the disposition of the inhabitants of the country around him, those of Bourdeaux in particular, he at length entered into negociations with Captain Aylmer and the French King's officers, which ended in the royal colours being hoisted on the castle of Bourdeaux, and over all the surrounding districts.

Early in 1816, Captain Aylmer was appointed to the *Severn* of 50 guns, which frigate formed part of Lord Exmouth's fleet at the memorable attack upon Algiers, on which occasion she is said to have expended nearly 13,000 lbs. of powder, and 2920 round shot*. Her loss consisted of 37 men killed and wounded. A full account of that splendid achievement will be found at p. 225 *et seq.* of our first volume.

For his conduct on that glorious day, Captain Aylmer was nominated a C. B. immediately after the tidings of the victory had been received in England; and the insignia of a K. F. M. was conferred upon him in consequence of his having conveyed to Naples, the whole of the emancipated Italian slaves, and 357,000 dollars, which the Dey of Algiers had been compelled to return to the King of the Two Sicilies.

Captain Aylmer is heir-presumptive to his brother Major-General Lord Aylmer, K. C. B., Adjutant-General in Ireland †.

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

* See "SALAMÉ'S Narrative of the expedition to Algiers," p. 172.

† The first Lord Aylmer was a page to the celebrated Duke of Buckingham, and through his persuasion embraced the naval profession. He acted as second to Russell in the battle off Cape la Hogue, and was made a Rear-Admiral in consequence of the valour and good conduct displayed by

RICHARD THOMAS, Esq.

THIS officer is the brother of Dr. Charles Thomas, Physician to the Devonport and Stonehouse Public Dispensary. He was born at Saltash in Cornwall, entered the royal navy at an early age, and served as Midshipman from June 1790 till Jan. 1797, on board the Cumberland 74, commanded by Captain John M'Bride; Blanche frigate, Captain Robert Murray; Nautilus sloop of war, Lord Henry Paulet; and Boyne and Victory three-deckers, bearing the flag of Sir John Jervis, whose patronage he obtained by his gallant conduct at the storming of Fort Royal, Martinique, Mar. 20, 1794, an event already described at p. 859 of our first volume*.

We next find Mr. Thomas serving as a Lieutenant on board the Excellent 74, commanded by Captain Cuthbert Collingwood, in the battle off Cape St. Vincent, which took place a very few weeks after his promotion †. On that glorious occasion the Excellent is acknowledged by Nelson to have taken a very distinguished share, and to have rendered him the most effectual support in the hottest part of the battle, as will be seen by the following laconic note, which he addressed to her commander, and an extract from his own account of the transactions in which he himself was personally engaged †:—

“ Dear Collingwood!—A friend in need is a friend indeed.”

him on that renowned occasion. In the succeeding reign he rendered himself formidable to the Barbary corsairs, and greatly enhanced his reputation by compelling the piratical states of Algiers, Tunis, and Tripoli, to conclude a peace, equally humiliating to them, and honorable to the cause of humanity. He obtained an Irish barony in 1718, and died Aug. 18, 1720. Captain Aylmer's father was his great-grandson.

* The Cumberland formed part of the squadron sent to the West Indies, under Rear-Admiral Cornish, during the Spanish armament in 1790. The Nautilus assisted at the capture of Tobago, April 15, 1793; and at the reduction of Martinique and St. Lucia, in 1794. The Boyne was destroyed by fire, at Spithead, May 1, 1795. See vol. I. pp. 59, 514, and 19; also vol. II. part I. p. 83.

† See memoir of Earl St. Vincent, in vol. I.

‡ The document alluded to is given at full length in vol. I. at p. 774, *et seq.*

" At this time (about 2-15 P. M.) the *Salvador del Mundo* and *San Isidro* dropped astern, and were fired into, in a masterly style, by the *Excellent*, Captain Collingwood, who compelled the *San Isidro* to hoist English colours; and I thought the large ship, *Salvador del Mundo*, had also struck; but Captain Collingwood, disdainng the parade of taking possession of a vanquished enemy, most gallantly pushed up, with every sail set, to save his old friend and messmate, who was to appearance in a critical state; the *Blenheim* being a-head, the *Culloden* crippled and a-stern. The *Excellent* ranged up within two feet of the *San Nicholas*, giving a most tremendous fire. The *San Nicholas* luffing up, the *San Josef* fell on board her; and the *Excellent* passing on for the *Santa Trinidad*, the Captain resumed her station abreast of them, and close alongside *."

Lieutenant Thomas continued in the *Excellent* until Oct. 1798, at which period he was appointed to the *Thalia* frigate, from whence he removed into the *Defence* 74, commanded by his former Captain, Lord Henry Paulet, with whom he served till the year 1800, when he rejoined the worthy Collingwood, whose flag, as a Rear-Admiral of the White, was then flying on board the *Triumph*, another third-rate, stationed off Brest. He subsequently followed the same officer into the *Barfleur* of 98 guns, and remained with him, on Channel service, till the suspension of hostilities in 1802. His last appointment as a Lieutenant was to the *Cambrian* frigate, from which ship he appears to have been promoted to the rank of Commander, in the *Chichester* 44, at Halifax, Jan. 18, 1803.

Returning from Nova Scotia, as a passenger on board the *Lady Hobart* packet, commanded by William Dorset Fel-
lowes, Esq. (now Secretary to the Lord Great Chamberlain of England), Captain Thomas experienced shipwreck on an island of ice; but after being exposed to the most imminent peril in an open boat for seven days, with scarcely any thing to subsist on, succeeded in reaching Island Cove, to the northward of St. John's, Newfoundland, from whence he returned to Bristol in a merchant vessel, Aug. 3, 1803. The

* The *Excellent* succeeded in getting close under the lee of the *Santissima Trinidad*, mounting 130 guns, and engaged her for nearly an hour, assisted by the *Orion*, *Irresistible*, and *Blenheim*. According to an entry in the *Orion's* log, this huge ship was compelled to haul down her colours, and hoist a British ensign; but the approach of 13 other Spanish ships prevented her opponents from profiting by the advantage they had gained. The *Excellent's* total loss was 11 men killed and 12 wounded.

following are extracts from the official narrative of Captain Fellowes, published by authority soon after their arrival.

After giving an account of his sailing from Halifax, June 22, 1803, and the capture of a French schooner on the 26th, laden with salt fish, Captain Fellowes, thus proceeds :—

“ *Tuesday 28th June.*—Blowing hard from the westward, with a heavy sea and hazy weather, with intervals of thick fog. About 1 A. M., the ship then going by the log at the rate of seven miles an hour, struck against an island of ice, with such violence, that several of the crew were pitched out of their hammocks. *Being roused out of my sleep by the suddenness of the shock*, I instantly ran upon deck. The helm being put hard a-port, the ship struck again about the chest-tree, and then swung round on her heel, her stern-post being stove in, and her rudder carried away, before we could succeed in our attempts to haul her off. At this time the island of ice appeared to hang quite over the ship, forming a high peak, which must have been at least twice the height of our mast-head ; and we suppose the length of the island to have been from a quarter to half a mile.

“ The sea was now breaking over the ice in a dreadful manner, the water rushing in so fast as to fill the hold in a few minutes. Hove the guns overboard, cut away the anchors from the bows, got two sails under the ship's bottom, kept both pumps going, and baling with buckets at the main-hatchway, in the hope of preventing her from sinking ; but in less than a quarter of an hour she settled down to her fore-chains in the water.

“ Our situation was now become most perilous. Aware of the danger of a moment's delay in hoisting out the boats, I consulted Captain Thomas of the navy, and Mr. Bargas, my Master, as to the propriety of making any further efforts to save the ship ; and as I was anxious to preserve the mail, I requested their opinion as to the possibility of taking it into the boats, in the event of our being able to get them over the ship's side. These gentlemen agreed with me, that no time was to be lost in hoisting them out ; and that, as the vessel was then settling fast, our first and only consideration was to endeavour to preserve the crew.

“ Having fortunately succeeded in hoisting out the cutter and jolly-boat, the sea then running high, we placed the ladies in the former. One of them, Miss Cotenham, was so terrified, that she sprung from the gunwale, and pitched into the bottom of the boat with considerable violence. This accident, which might have been productive of fatal consequences to herself, as well as to us all, was unattended by any bad effects. The few provisions which had been saved from the men's berths were then put into the boats, which were quickly veered a-stern. By this time the main-deck forward was under water, and nothing but the quarter-deck appeared: I then ordered my men into the boats ; and having previously lashed iron pigs of ballast to the mail, it was thrown overboard.

“ I now perceived the ship was sinking fast, and called out to the men to haul up and receive me, intending to drop myself into the cutter from

the end of the trysail-boom, fearing she might be stove under the counter ; and I desired Mr. Bargus, who continued with me on the wreck, to go over first. In this instance, he replied, that he begged leave to disobey my orders ; that he must see me save over before he attempted to go himself. Such conduct, and at such a moment, requires no comment ; but I should be wanting to myself, and to the service, if I did not faithfully state to their Lordships every circumstance, however trifling : and it is highly satisfactory to me to have this opportunity of recording an incident so honorable to a meritorious officer.

“ The sea was running so high at the time we hoisted out the boats, that I scarcely flattered myself we should get them out in safety ; and indeed, nothing but the steady and orderly conduct of the crew could have enabled us to effect so difficult and hazardous an undertaking : it is a justice to them to observe, that not a man in the ship attempted to make use of the liquor, which every one had in his power. Whilst the cutter was getting out, I perceived one of the seamen (John Tipper) emptying a demijean, or bottle, containing five gallons, which, on inquiry, I found to be rum. He said that he was emptying it for the purpose of filling it with water from the scuttle-cask on the quarter-deck, which had been generally filled over night, and which was then the only fresh water to be got at : it became, afterwards, our principal supply. I relate this circumstance, as being so highly creditable to the character of a British sailor.

“ We had scarce quitted the ship, when she suddenly gave a heavy lurch to port, and then went down head foremost. * * * * I cannot attempt to describe my own feelings, or the sensations of my people Exposed as we were, in two small open boats, upon the great Atlantic ocean, bereft of all assistance, but that which our own exertions, under Providence, could afford us, we narrowly escaped being swallowed up in the vortex. Men used to vicissitudes are not easily dejected ; but there are trials which human nature alone cannot surmount. The consciousness of having done our duty, and a reliance upon a good Providence, enabled us to endure our calamity ; and we animated each other with the hope of a better fate. * * * *

“ Having at length surmounted dangers and difficulties which baffle all description, we rigged the foremast, and prepared to shape our course in the best manner that circumstances would admit of, the wind blowing from the precise point on which it was necessary to sail, to reach the nearest land. An hour had scarcely elapsed from the time the ship struck, till she foundered. The distribution of the crew had already been made in the following order, which we afterwards preserved :

“ In the cutter, of the following dimensions, *viz.* 20 feet long, 6 feet 4 inches broad, and 2½ feet deep, were embarked three ladies and myself ; Captain Richard Thomas, of the navy ; the French commander of the schooner, the master's-mate, gunner, steward, carpenter, and eight seamen ; in all 18 people : whose weight, together with the provisions, brought the boat's gunwale down to within 6 or 7 inches of the water. From this confined space, some idea may be formed of our crowded state ; but it is

scarcely possible for the imagination to conceive the extent of our sufferings in consequence of it.

“ In the jolly-boat, 14 feet from stem to stern, 5½ feet broad, and 2 feet deep, were embarked Mr. Samuel Bargas, Master; Lieutenant-Colonel George Cooke, of the First Regiment of Guards *; the boatswain, sail-maker, and seven seamen; in all 11 persons †

“ The only provisions, &c. we were enabled to save, consisted of between 40 and 50 pounds of biscuit; one vessel containing 5 gallons of water; a small jug of the same, and part of a small barrel of spruce beer; one demi-jean of rum, a few bottles of port wine, with two compasses, a quadrant, a spy-glass, a small tin mug, and a wine-glass. The deck-lantern, which had a few spare candles in it, had been likewise thrown into the boat; and the cook having had the precaution to secure his tinder-box and some matches that were kept in a bladder, we were afterwards enabled to steer by night.

“ The wind was now blowing strong from the westward, with a heavy sea, and the day had just dawned. Estimating ourselves to be at the distance of 350 miles from St. John's, in Newfoundland, with a prospect of a continuance of westerly winds, it became at once necessary to use the strictest economy. I represented to my companions in distress, that our resolution, once made, ought on no account to be changed; and that we must begin by suffering privations, which I foresaw would be greater than I ventured to explain. To each person, therefore, were served out half a biscuit and a glass of wine, which was the only allowance for the ensuing 24 hours, all agreeing to leave the water untouched as long as possible ‡. During the time we were employed in getting out the boats, I had ordered the Master to throw the main-hatch tarpauling into the cutter; which being afterwards cut into lengths, enabled us to form a temporary bulwark against the waves. I had also reminded the carpenter to carry with him as many tools as he could: he had accordingly, among other things, put a few nails in his pockets, and we repaired the gunwale of the cutter, which had been stove in hoisting her out. Soon after day-light we made sail, with the jolly-boat in tow, and stood close-hauled to the northward and westward, in the hope of reaching the coast of Newfoundland, or of being picked up by some vessel. Passed two islands of ice, nearly as large as the first. We now said prayers, and returned thanks to God for our deliverance. At

* The present Lieutenant-General Sir George Cooke, K.C.B., who commanded the Guards, and lost an arm, at the battle of Waterloo.

† Two French prisoners are included among the seamen mentioned in the above list. Two of the schooner's crew were left on board to assist in navigating her into port. The remainder were put on board two English merchantmen, for a passage to Newfoundland, soon after her capture.

‡ This small allowance was obliged to be curtailed on the following day, in consequence of the biscuit being much damaged by salt water during the night.

noon, observed in lat. 46° 33' N.; St John's bearing about W. $\frac{1}{4}$ N., distant 350 miles."

It was not until the 4th July, after encountering a succession of heavy gales, and being reduced by famine to almost the lowest possible state of existence, that they made the land in Conception Bay, on the coast of Newfoundland. Those alone who have been in similar situations, can accurately judge of the sensations experienced by them on seeing the shore. By Captain Fellowes they are thus affectingly described :—

" I wish it were possible for me to describe our sensations at this interesting moment. From the constant watching and fatigue, and from the languor and depression arising from our exhausted state, such accumulated irritability was brought on, that the joy of a speedy relief affected us all in a most remarkable way ; many burst into tears ; some looked at each other with a stupid stare, as if doubtful of the reality of what they saw ; several were in such a lethargic state, that no consolation, no animating language, could rouse them to exertion.

" At this affecting period, though overpowered by my own feelings, and impressed with the recollection of our sufferings, and the sight of so many deplorable objects, I proposed to offer up our solemn thanks to Heaven for our miraculous deliverance. Every one cheerfully assented ; and as soon as I opened the prayer-book (which I had secured the last time I went down to my cabin), there was an universal silence ; a spirit of devotion was so singularly manifested on this occasion, that to the benefits of a religious sense in uncultivated minds, must be ascribed that discipline, good order, and exertion, which even the sight of land could scarcely produce.

" The wind having blown with great violence from off the coast, we did not reach the landing-place at Island Cove till four o'clock in the evening. All the women and children in the village, with two or three fishermen (the rest of the men being absent), came down to the beach, and appearing deeply affected at our wretched situation, assisted in carrying us up the craggy rocks, over which we were obliged to pass to get to their habitations.

" This small village afforded neither medical aid nor fresh provisions, of which we stood so much in need ; potatoes and salt fish being the only food of the inhabitants. I determined, therefore, to lose no time in proceeding to St. John's, having hired a small schooner for that purpose. On the 7th July we embarked in three divisions, placing the most infirm in the schooner ; the master's-mate having charge of the cutter, and the boatswain of the jolly-boat : but such was the exhausted state of nearly the whole party, that the day was considerably advanced before we could get under weigh. * * * * * Towards dusk it came on to blow hard in squalls off the land, when we lost sight of the cutter, and were obliged

soon after to come to an anchor outside of St. John's harbour. We were under great apprehensions for the cutter's safety, as she had no grapnel, and lest she should be driven out to sea; but at day-light we perceived her and the schooner entering the harbour; the cutter, as we afterwards learned, having had the good fortune to fall in with a fishing-vessel, to which she made fast during the night.

"The ladies, Colonel Cooke, Captain Thomas, and myself, conducted by Mr. Lilly (a planter resident at Island Cove) in the jolly-boat, having left the schooner when she anchored, notwithstanding the badness, as well as extreme darkness of the night, reached the shore about midnight. We wandered for some time about the streets, there being no house open at that late hour; but were at length admitted into a small tenement, where we passed the remainder of the night on chairs, there being but one miserable bed for the ladies. Early on the following day, our circumstances being made known, hundreds of people crowded down to the landing-place: nothing could exceed their surprise on seeing the boats that had carried 29 persons such a distance over a boisterous sea; and when they beheld so many miserable objects, they could not conceal their emotions of pity and concern. I waited on Brigadier-General Skerrit, who commanded the garrison, and who immediately, upon being informed of our situation, ordered down a party of soldiers to take the people out of the boats, and with the utmost kindness and humanity directed beds and every necessary article to be prepared for the crew*."

Being anxious to return to England, Captain Fellowes engaged the cabin of a small vessel bound to Oporto; and on the 11th July he embarked with Lieutenant-Colonel Cooke, Captain Thomas, and Mr. Bargus, leaving the Mate in charge of his late crew.

"During a voyage of 15 days we had a few difficulties to encounter, such as pumping continually, the vessel having sprung a leak in a gale of wind; and we were obliged to throw overboard a considerable part of her cargo. On the 26th July, we fell in with an American ship, the Bristol Trader, of New York. The owner, Mr. William Cowley, being told our distressed situation, and that we had been shipwrecked, immediately hove to, and, with a benevolence and humanity that will ever reflect the highest honor on his character, received us on board, and brought us safe to Bristol; where we had the happiness to arrive on the 3d August †.

* The greatest circumspection was found necessary in administering nourishment to the men, who were so much frost-bitten as to require constant surgical assistance. Many of them lost their toes; and it was determined they should continue at St. John's until the whole were in a fit state to be removed to Halifax in a schooner hired by Captain Fellowes for that purpose.

† The Oporto trader was never heard of after Captain Fellowes and his

" POSTSCRIPT. I regret that, in the hurry of drawing up this Narrative, I should have omitted to make more particular mention of Captain Richard Thomas, R. N., from whose great professional skill and advice, throughout the whole of our perilous voyage, I derived the greatest assistance."

The character of the work from which we have made the foregoing extracts, and the praise to which Captain Fellowes and his associates in misfortune are entitled, for their firm and pious conduct in the hour of danger, are so admirably touched in the following minute thereon, made by their Lordships the Post-Master-General, as to render any farther eulogium on our part unnecessary.

" August 16, 1803.

" We have perused this report with a mixed sentiment of sympathy and admiration. We are satisfied, that in the loss of the packet and of the public correspondence, no blame is imputable to Captain Fellowes, to his officers, or to his seamen. In their exertion after the ship had struck on the floating mass of ice, and in their subsequent conduct, they appear to have shewn all the talents and virtue which can distinguish the naval character.

" Let a proper letter be written in our names to the friends and family of the very worthy French officer who perished *. And we shall be solicitous to learn the entire recovery of the other passengers, who met such dangers and sufferings with the most exemplary fortitude.

" Mr. Freeling will return the Narrative to Captain Fellowes, with our permission to him to communicate it to his friends ; or, if he shall think proper, to give it to the public. It cannot fail to impress on the minds of all who may read it, the benefit of religion, and the consolation of prayer under the pressure of calamity ; and also an awful sense of the interposition and mercies of Providence, in a case of extreme peril and distress. To seamen it will more especially shew that discipline, order, generosity of mind, good temper, mutual benevolence, and patient exertion, are, under the favor of Heaven, the best safeguards in all their difficulties.

" With respect to Captain Fellowes, we feel highly gratified in having

companions left her ; but there is every reason to believe that she perished in the same gale that proved so fatal to H. M. sloop Calypso, and the Jamaica fleet under her protection, in Aug. 1803.

* M. Rossé, commander of the French schooner captured by the Lady Hobart, threw himself overboard in a fit of delirium, on the 3d July. He had for some days laboured under a despondency which admitted of no consolation. One of the other prisoners, at the same time, became so outrageous, that it was found necessary to lash him to the bottom of the boat.

it in our power so immediately to give him a promotion, which we have reason to believe will be particularly acceptable.

(Signed)

“ AUCKLAND.

“ C. SPENCER *.”

The subject of this memoir commissioned the *Ætna* bomb in Dec. 1803, and soon after joined the fleet under Lord Nelson on the Mediterranean station, where he was very actively employed covering Sardinia, and on various other services, till the glorious battle of Trafalgar; from which period he served as Flag-Captain to Lord Collingwood, in the *Queen*, *Ocean*, and *Ville de Paris*, 3-deckers, until the death of that gallant and worthy nobleman, which took place off Minorca, on the 7th Mar. 1810. His post commission bears date Oct. 22, 1805.

It should here be remarked, that Lord Collingwood, satisfied with the ability of his *protégé*, wholly dispensed with the assistance of a Captain of the Fleet, and consequently much of the duty of that office was performed by Captain Thomas, who continued in the command of the *Ville de Paris*, as a private ship, till the autumn of 1810, when he gave her up in consequence of private concerns requiring his attendance in England.

Captain Thomas's next appointment was, about Feb. 1811, to the *Undaunted*, a fine 38-gun frigate, employed in co-operation with the Spanish patriots on the coast of Catalonia, where he displayed great zeal and activity on a variety of occasions, for which the thanks of the Admiralty were conveyed to him through his senior officer, the present Sir Edward Codrington. He was subsequently entrusted with the com-

* Captain Fellowes, who then held the rank of a commander in the navy, by commission dated in 1800, was appointed Agent for the Packets stationed at Holyhead, in Aug. 1803, and held that office till his retirement from the service in 1815. He became Private Secretary to the late Lord Gwydir in 1819; and received his present appointment as Secretary to the Lord Great Chamberlain of England, in 1820. He is the author of “An Account of the celebrated July 1815,” written to Lord Gwydir; and of “A Visit to the Monastery of La Trappe, and the interesting country of La Vendée.” His eldest brother, James, served as Physician to the British army during the peninsular war, and received the honor of knighthood, Mar. 21, 1810. Another brother, Thomas, who greatly distinguished himself as a commander of flotilla at Cadiz, obtained post rank Mar. 4, 1811; and was nominated a C. B. in 1815.

mand of a squadron stationed in the gulf of Lyons; and on the 29th April 1812, we find him directing an attack to be made by the boats of his own ship, the *Volontaire* frigate, and *Blossom* sloop, upon a fleet of French merchantmen near the town of St. Mary's. This service was ably performed under the orders of Lieutenant John Eager, who succeeded in capturing seven vessels, and destroying thirteen others, laden with provisions and stores, together with a national schooner of 4 guns and 74 men, under whose protection they were proceeding to the relief of Barcelona.

In Aug. following, Captain Thomas was charged with the blockade of Toulon, which port he watched with a squadron consisting of four frigates and two brigs, during the absence of Sir Edward Pellew, who had determined to try the experiment of watering his fleet at the mouth of the Rhone, and afterwards to create a diversion in favor of the army under Sir John Murray, by proceeding to the Spanish coast, and making a shew of attacking the enemy's posts in the bay of Rosas. This object being effected, Captain Thomas was sent back to resume his command off Marseilles, where he remained till Jan. 1813, when ill-health obliged him to resign his ship and return to England. He has recently been relieved in the superintendence of the Ordinary at Portsmouth, to which service he was appointed in April, 1822.

JOHN QUILLIAM, Esq.

This officer may be truly styled a favorite of Fortune. He is a native of the Isle of Man, and was impressed into the navy, but at what period we have not been informed. As a commissioned officer we first find him serving as third Lieutenant of the *Ethalion* frigate, commanded by Captain James Young, who bore official testimony to his good conduct at the capture of a Spanish treasure ship, Oct. 17, 1799. Mr. Quilliam's share of prize-money on that occasion exceeded 5000*l.* *

The *Ethalion* was soon after doomed to experience a sad reverse, she being wrecked on the coast of France in little

* See Vol. I. p. 684.

more than two months after the above capture*. A narrative of her loss is given at full length in Schomberg's Naval Chronology, vol. iii. p. 219 *et seq.* After that disaster, we lose sight of Mr. Quilliam until the glorious 21st Oct. 1805, on which day he served as first Lieutenant of Nelson's flagship, the Victory of 100 guns,—a circumstance which secured his promotion to post rank, without ever having been a Commander; and at the same time produced much mortification to those of Nelson's followers who were senior to himself, and whom the hero had ordered to perform the duties of junior Lieutenants, for no other reason than that of avoiding a constant succession of executive officers—the whole of them being before Mr. Quilliam on his Lordship's list for promotion. We state this on the credit of a Post-Captain, who, when mentioning the subject, evinced not the slightest disposition to detract from his former messmate's merits.

Captain Quilliam's post commission bears date Dec. 24, 1805; but being put in charge of the *Ildefonso*, a Spanish 74, and having to refit her at Gibraltar, he did not arrive in England till May 16th in the following year. He subsequently commanded the *Alexandria*, *Inconstant*, and *Crescent* frigates; the latter employed on the Newfoundland station, where he captured an American privateer, pierced for 14 guns, with a complement of 66 men, Sept. 16, 1813.

Agents.—Messrs. Barnett and King.

JOHN PILFOLD, Esq.

† July 1836

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

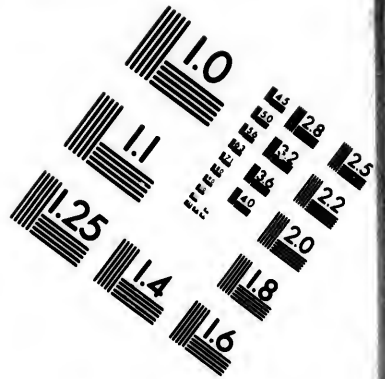
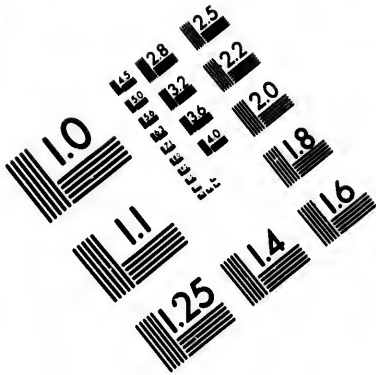
THIS officer is the second son of the late Charles Pifold, Esq. by Bathia, daughter of William White, Esq. both of Horsham, co. Sussex, of which place he is a native.

Mr. Pifold first went to sea as a Midshipman on board the *Crown* 64, bearing the broad pendant of the Hon. William Cornwallis, in which ship he continued from Oct. 1788, until her return from the East Indies, in May, 1792.

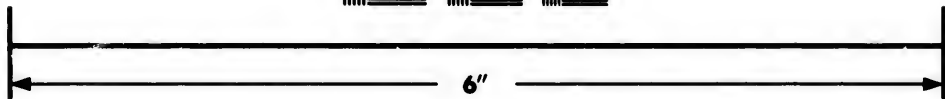
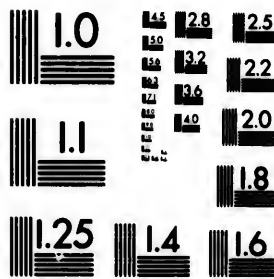
Soon after his arrival at Spithead he joined the *Brunswick* 74, then commanded by Sir Roger Curtis, Bart., and forming

* See Vol. I. p. 729.





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part of the fleet of observation under Lord Hood; but subsequently commanded by Captain John Harvey, and attached to the grand fleet under Earl Howe, by whom he was received into the Queen Charlotte on promotion, through the recommendation of his dying commander, whose particular notice he had attracted during the lengthened contest between the British and French forces, which terminated with such glory to the former on the memorable first of June, 1794*.

On the 14th Feb. 1795, Mr. Pilfold received an order from Earl Howe to act as a Lieutenant on board the *Russel* 74, which appointment was immediately confirmed by the Admiralty; he consequently bore a part in Lord Bridport's action off l'Orient, June 23d following, on which occasion three French line-of-battle ships were compelled to surrender; the *Russel* sustaining a loss of 3 men killed and 10 wounded.

Mr. Pilfold's next appointment was, Sept. 1795, to the *Kingsfisher* sloop of war, in which vessel he continued for a considerable time, under various commanders, and assisted at the capture of several privateers, principally on the Lisbon station, where he received the thanks of Earl St. Vincent for his spirited conduct in suppressing a daring mutiny among her crew, several of whom were slain before subordination could be restored, as will be seen by reference to our memoir of Rear-Admiral Maitland, with whom he was then serving as first Lieutenant.

During his continuance in the *Kingsfisher*, Lieutenant Pilfold was successively appointed to his old ship, the *Russel*, and to the *Commerce de Marseilles*, a first rate, at the request of Sir Hugh C. Christian and Sir Charles M. Pole; but the kind intentions of those distinguished officers towards him were frustrated in consequence of no other gentleman being sent to supply his place, which rendered it impossible for him to obtain his discharge from that vessel. In 1798, however, we find him on board the *Impetueux* 78, of which ship he also became first Lieutenant previous to her being paid off at Plymouth, April 14, 1802. A gallant action performed by him in the Morbihan river, June 6, 1800, called forth the

* See Vol. I. note at p. 613 *et seq.* and memoir of Captain ROWLAND BRYAN. N. B. The *Brunswick* had no less than 158 officers and men killed and wounded. Mr. Pilfold was then serving as Master's Mate.

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marked approbation of Earl St. Vincent, then commanding the Channel fleet, and is thus noticed by his own Captain, the present Viscount Exmouth, in his public letter to that noble Admiral, reporting the transactions of a squadron employed in co-operation with the French royalists * :—

“ On the 4th the Thames, Cynthia, and small force, attacked the S. W. end of Quiberon, silenced the forts, which were afterwards destroyed by a party of troops landed under Major Ramsay ; several vessels were brought off, and some scuttled ; the only loss 2 killed and 1 wounded on board the Cynthia. * * * * On the 6th, before day, we succeeded in an attempt upon the Morbihan, from whence were taken 2 brigs, 2 sloops, 2 gun-vessels, and about 100 prisoners ; a corvette, l’Insolente of 18 guns, was burnt, with several other small craft, the guns all destroyed, and the magazine blown up.

“ Three hundred of the Queen’s regiment were employed upon this service ; and the gun-launches and naval force were under the direction of Lieutenant John Pilfold of this ship, who boarded the corvette with much bravery, and performed the service with much judgment and officer-like conduct ; the loss was only one seaman killed in his boat, and some slight hurts.”

At the renewal of the war, in 1803, Lieutenant Pilfold was appointed to the Hindostan 54 ; and subsequently to the Dragon and Ajax third rates ; of which latter ship he was first Lieutenant in the action off Ferrol, July 22, 1805 ; and commanding officer in the glorious battle off Cape Trafalgar, on the 21st Oct. in the same year, his Captain (William Brown) being then absent attending the trial of Sir Robert Calder for his conduct on the former day.

According to Mr. James’s account of the Trafalgar fight, the Ajax was only approaching l’Intrepide French 74, when that ship surrendered. Captain Brenton, in his view of the hostile fleets, places the Orion close to l’Intrepide, but takes no notice of the Ajax. This, we think, is giving too much credit to one officer at the expence of another. The fact is, Lieutenant Pilfold had been long engaged with l’Intrepide (as well as Captain Codrington, who was lying on his starboard quarter) ; but the enemy having hauled up athwart hawse of the Ajax, enabled the Orion to drop alongside, which obliged Lieutenant Pilfold to make way for fear of entangling the whole. He ultimately towed the prize to windward of the

* See Vol. I. p. 219.

fleet, but was obliged to cut her adrift in the fatal gale which succeeded that unparalleled victory, and she was finally destroyed by the *Britannia* *, as was the *Argonauta*, a Spanish 80, by the *Ajax*.

Passing over the intermediate step of rank, the subject of this sketch was made a Post-Captain, Dec. 25, 1805; and soon after presented with a gold medal for his services on the above occasion. In April, 1808, our late Monarch was graciously pleased to grant him an honorable augmentation to his family arms; and he obtained the insignia of a C. B. at the first establishment of that order in June 1815.

Captain Pilfold married, June 20, 1803, Mary Anne Horner, daughter of the late Thomas South, of Donhead, co. Wilts, Esq., and niece of the late Thomas Horner, of Mells Park, in Somersetshire, Esq., by whom he has issue two daughters. One of his sisters is the lady of Sir Timothy Shelley, Bart., another is married to Thomas Grove, of Fern, Esq., and a third is the widow of the Rev. Gilbert Jackson, D. D.

Agent.—Harry Cook, Esq.

WILLIAM HENNAH, Esq.

This officer is the son of a clergyman, formerly resident at St. Austle, in Cornwall. He received his first commission in 1793; had the good fortune to be senior Lieutenant of the *Mars* 74, in the glorious battle off Cape Trafalgar; and having succeeded to the command of that ship on the death of Captain George Duff, who fell during the conflict †, was promoted to post-rank on the first day of the following year (1806). He is married, and has a large family.

Agents.—Messrs. Stilwell.

WILLIAM PRYCE CUMBY, Esq.

This officer is the only surviving son of the late Captain David Pryce Cumby, R. N., by his first wife, Eleanor, second

* See vol. I. p. 207.

† See Captain NORWICH DUFF.

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daughter of William Jepson, of Heighington, co. Durham, Esq.*

He was born at Dover, in Kent, Mar. 20, 1771; and entered the naval service in May 1784, as a Midshipman on board the *Kite* cutter, commanded by Lieutenant Henry Gunter, and employed as a cruiser against the smugglers on the N. E. coast of England. That vessel being paid off in Nov. 1786, he then embarked on board a merchantman, and made several voyages to Holland, the Baltic, and Canada, for the purpose of improving himself in nautical science. In 1789 we find him joining the *Brazen*, a King's cutter; and during the Spanish armament, he appears to have been successively removed into the *Alfred* 74, *Meleager* 32, and *Leviathan*, a third-rate, the latter commanded by the late Lord Mulgrave, who subsequently placed him under the protection of Captain Henry Savage, of the *Pomona* frigate, a most active, zealous, and experienced officer, with whom he continued until the termination of the Russian armament, towards the close of 1791. Mr. Cumby then joined the *Hebe*, of 38 guns, and served in that ship, under the command of Captain Alexander Hood, on the Channel station, till Mar. 1792; when he passed his examination for a Lieutenant, and was soon afterwards sent by Lord Mulgrave to the Newfoundland station, in the *Assistance* 50, bearing the flag of Rear-Admiral Sir Richard King, Bart., with whom he returned to England at the commencement of the ensuing winter.

On his arrival at Portsmouth, Mr. Cumby had the grief and mortification to learn that his excellent friend and powerful patron had paid the debt of nature; his Lordship having died at Spa but a very few weeks before. The prospect of a war, however, with republican France, still induced him not to despair of promotion; and his hopes were fortunately realized, through the influence of the present Lord Mulgrave, in Oct. 1793, when he received a commission as third Lieutenant of the *Assistance*, at that time commanded by Captain Nathan

* His grandfather, Mr. John Cumby, died of fever, when serving as Master of the flag-ship at Jamaica; his great uncle, David Pryce Cumby, died a Master and Commander; and his maternal uncles, Anthony and Sandford Jepson, were Lieutenants in the royal navy.

Brunton, under whom he had before served in the *Meleager* frigate*.

Mr. Cumby's next appointment was, in May 1795, to the *Astræa* 32, commanded by his old shipmate, Lord Henry Paulet, who had requested him to become his first Lieutenant, and whom he afterwards followed into the *Thalia* 36, where he continued until his Lordship's removal from the command of that frigate, by the sentence of a court-martial assembled off Cadiz, in the month of June, 1798 †.

From the *Thalia*, Mr. Cumby was removed into the *Excellent* 74, Captain Cuthbert Collingwood, in which ship he remained, as third Lieutenant, until paid off, at the latter end of the same year. In June 1799, he was again called into service; and for three years from that period we find him holding the appointment of Flag-Lieutenant to Vice-Admiral Græme, commander-in-chief in the *Medway*.

At the renewal of the war between Great Britain and France (May 1803), Lieutenant Cumby obtained the command of the *Swift* cutter, on the North Sea station; and in May 1804, he received an appointment to the Norfolk district of Sea Fencibles; from which service he was removed in Nov. following, the late Captain John Loring having applied for him to be appointed his first Lieutenant, in the *Bellerophon* of 74 guns. Fortunately for Mr. Cumby's interests, Captain John Cooke, who succeeded to the command of that ship, consented to his remaining with him in the same capacity; and it consequently fell to his lot to command a third rate in the most glorious battle ever fought at sea.

The *Bellerophon*, it will be remembered, was one of Lord Nelson's fleet, and bore a most distinguished part in the memorable engagement off Cape Trafalgar. The death of Captain Cooke is thus described by the subject of this memoir, in a letter addressed to the brother of that heroic officer:—

* Captain Nathan Brunton had served under Lord Mulgrave, in the *Courageux* 74, and was long honored with that nobleman's friendship and confidence. He was afterwards promoted to the rank of Vice-Admiral, and died at Stockton-upon-Tees, Nov. 19, 1814.

† Lord Henry Paulet's trial will be more fully noticed in our Supplement to the *Addenda*, see Vol. I. p. 883.

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" You will naturally expect to know the circumstances attending Captain Cooke's death, which must ever reflect the highest honor on himself, and endear his memory to his friends and country. Having, with the greatest gallantry and judgment, conducted the *Bellerophon* into action and broke through the enemy's line, under the stern of a Spanish 74 (*Monarca*), in hauling up to engage her to leeward, we fell on board the French ship, *l'Aigle*, which the smoke hindered us from seeing till too late to prevent our laying her on board on the weather quarter. She being a much loftier ship than ours, and full of troops, our quarter-deck, poop, and fore-castle, became exposed to their musketry, from which we suffered much. About this time I was sent down by Captain Cooke to explain to the officers on the main and lower-decks the situation of the ship, and with his orders to direct their principal efforts against the ship we were foul of, *viz.* to take the beds and quoins from under the guas, and blow up the enemy's decks. On my return to the quarter-deck, a few minutes after, I found he had fallen at 11 minutes past one o'clock, whilst in the act of reloading his pistols, which he had discharged two or three times. He was taken below, and on the surgeon opening his waistcoat, he found him just dead, having received a musket-ball or grape-shot in his right-breast, which had broken two of the ribs, and passing through the lungs, occasioned almost instant death. On inquiring of the men who carried him below, I find that when seeing him fall, they asked him if they should take him down—he answered, 'Let me lay one minute,' which they did;—these were the last words he spoke *."

At this early period of the battle, the *Bellerophon* was closely engaged with the *Monarca*, as well as *l'Aigle*, and exposed to a distant cannonade from three other of the enemy's ships. Lieutenant Cumby, however, had soon the satisfaction to see his more immediate opponent disentangle herself and drop astern, of which he took advantage by pouring several broadsides into her stern as she was in the act of falling off; and then directing his fire against the *Monarca*, compelled her to surrender.

In this tremendous conflict, the *Bellerophon* had no less than 150 officers and men killed and wounded †: *l'Aigle* is supposed to have lost nearly two-thirds of her crew. The

* It had ever been Captain Cooke's strongest wish, even when he had no thought of employment, to be once placed under the command of Nelson:—to be in a general engagement with Lord Nelson, would, he used to say, crown all his military ambition. By the concurrence of events, this actually happened, and they were both doomed to fall at the same moment, and almost in the same manner.

† See Vol. I. p. 205.

Monarca must also have suffered severely, but her loss has never been recorded.

On his return to England, Lieutenant Cumby was promoted to the rank of Post-Captain, by commission, dated Jan. 1, 1806, as a reward for his gallant conduct; and in the course of the same month he had the melancholy gratification of following the remains of Nelson to the tomb. In July, 1807, he was appointed *pro tempore* to the Dryad 36, in which frigate he made several valuable captures during a three months' cruise on the Irish station. His next appointment was, May 1808, to the Polyphemus 64, fitting for the flag of his friend Vice-Admiral B. S. Rowley, commander-in-chief at Jamaica; to which station he proceeded in July following, convoying thither a large fleet of merchantmen, the whole of whom he conducted safely to their respective destinations.

The Vice-Admiral residing constantly on shore, his flag was frequently shifted to the Shark sloop, for the purpose of affording Captain Cumby opportunities of cruising against the enemy. On one of those occasions the boats of the Polyphemus captured the Colibry, French national schooner, of 3 guns and 63 men, reputed the fastest sailing vessel attached to the colony of St. Domingo.

In June, 1809, Captain Cumby was appointed to command a squadron sent from Port Royal, with a military detachment, under Major-General Hugh L. Carmichael, to co-operate with the Spanish troops investing the city of St. Domingo. The following extracts from Vice-Admiral Rowley's public letter to the Hon. W. W. Pole, will shew the success which attended his exertions.

" Sir,—I have the honor to acquaint you, for the information of my Lords Commissioners of the Admiralty, that H. M. sloop Tweed arrived here last night, from off St. Domingo, bringing me a despatch from Captain Cumby of the Polyphemus, announcing the surrender on the 6th inst. (July) of the French troops composing the garrison of that city. * * *

* * * The exemplary vigilance and unremitting exertions of the officers and men composing the crews of his Majesty's ships and vessels named in the margin *, employed during this short but vigorous blockade, under the

* Polyphemus, Aurora, Tweed, Sparrow, Thrush, Griffin, Lark, Moselle, Fleur-de-la-Mer, and Pike.

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immediate orders of Captain Cumby, have contributed most essentially to accelerate the reduction of this last possession of the enemy on the Jamaica station. The fullest testimony is borne by Major-General Carmichael to the cordial support which he received from them after the arrival of the British troops; and I have no doubt that the conduct of Captain Cumby, and that of the officers, seamen, and marines under his orders, will be distinguished by their Lordships' approbation, as it has already been by mine. I have the honor to be, &c.

(Signed)

" B. S. ROWLEY."

Soon after the death of Admiral Rowley, Oct. 7, 1811, Captain Cumby proceeded to Vera Cruz and Havannah, on his way to England, in the *Hyperion* of 42 guns, to which ship he had been appointed in the preceding month of March. After refitting at Portsmouth, he was ordered to Davis's Straits, where he cruised for the protection of the whale fishery during the whole summer of 1812. He subsequently took a convoy from Newfoundland to Barbadoes, and then returned to St. John's harbour, where his ship was frozen up almost immediately after her arrival.

By the above statement our readers will observe that the *Hyperion* had been twice in the West Indies, spent a whole summer amidst icebergs, and commenced a long and severe winter at Newfoundland, all within twelve months: an instance of sudden and repeated change from one extreme of temperature and climate to the other, rarely equalled. The health of her crew, however, suffered less from these rapid and severe changes than might have been expected, owing in a great degree to the precautions taken by Captain Cumby, who obliged his men to purchase a large supply of warm cloathing when they received their arrears of pay at Portsmouth.

In Nov. 1813, Captain Cumby sailed from Newfoundland with the trade bound to Portugal under his protection; and during the remainder of the war we find him employed cruising in the British Channel and Bay of Biscay, where he captured, after a long chase, the American privateer *Rattlesnake* of 16 guns, an uncommonly fine brig, nearly new, 298 tons burthen, which had already taken twenty-eight of our merchant vessels, (several with valuable cargoes); and from her extraordinary fast sailing, would no doubt have done still greater injury to the trade of his Majesty's subjects. The *Hyperion* was paid off at Portsmouth, Aug. 31, 1815.

Captain Cumby married, first, in 1801, Miss Metcalf, of Richmond, in Yorkshire; and by that lady, who died in Jan. 1815, he had two sons, one of whom is intended for holy orders; the other has already embarked as a Midshipman R. N. Secondly, Dec. 29, 1818, Elizabeth, eldest daughter of the late Rev. Thomas Wilson Morley, of Eastby House, near the same town, by whom he has one son. He has also a daughter by his former marriage. His half brother, Charles Cumby, is a Commander in the navy.

Agent.—Isaac Clementson, Esq.

GEORGE DIGBY, Esq.

THIS officer was made a Commander in 1802, and obtained post rank Jan. 2, 1806. He appears to have been almost constantly employed during the whole of the late war, commanding in succession the *Fleche* of 16 guns, *Beagle* 18, *Cossack* 24, and *Lavinia* frigate. He married, Sept. 13, 1821, Elizabeth, only daughter of Sir John Walsh, Bart.

Agents.—Messrs. Brine and Chards.

JAMES RICHARD DACRES, Esq.

THIS officer is the only surviving son of the late Vice-Admiral, J. R. Dacres*, by Eleanor Blandford, daughter and heiress of — Pearce, of Cambridge, Esq.

He entered the naval service at a very early age; was made a Lieutenant, Nov. 15, 1804; promoted to the command of the *Elk* sloop of war, July 5, 1805; and posted into the *Bacchante* of 24 guns, on the *Jamaica* station, Jan. 14, 1806.

On the 14th Feb. 1807, Captain Dacres captured the French national schooner *Dauphin*, of 3 guns and 71 men; a vessel which had done much mischief to British commerce in the West Indies, and was then returning, from a successful cruise, to St. Domingo.

Finding that the *Dauphin* was well known at Samana, and

* See Vol. II. Part I. p. 29.

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having consulted with Captain William Furlong Wise, of the *Mediator* 44, who had witnessed her capture, Captain Dacres determined to send her in under French colours, to disguise the *Bacchante* as a prize, and the *Mediator* as a neutral; which stratagem so completely deceived the enemy, that he got through the intricate navigation of the harbour, and anchored within half a mile of the fort, before they discovered their mistake. A heavy cannonade was now commenced on both sides, and continued for four hours, when the fort was gallantly stormed by a detachment of seamen and marines, landed under the command of Captain Wise, assisted by Lieutenants Baker, Norton*, and Shaw. Possession was then taken of two French schooners, fitting for sea as cruisers; an American ship and an English schooner, both of which had been recently captured by privateers. The *Mediator* appears to have been the greatest sufferer on this occasion, the fire of the enemy being chiefly directed against her, but not so much as might have been expected from the commanding situation of the fort, which was manned principally by the crews of the schooners. Her loss consisted of 2 men killed and 12 wounded; the *Bacchante* had not a man slain, and only 4 wounded. The fort and cannon were afterwards destroyed by Lieutenant Gould, and the place was evacuated by Captain Dacres on the 21st of the same month.

From this period we find no mention of Captain Dacres until his appointment to the *Guerrière* frigate, which took place about April 1811. The following is a copy of his official letter to Vice-Admiral Herbert Sawyer, describing his action with the United States' ship *Constitution*, on the 19th Aug. 1812†:—

“ *Boston, September 7, 1812.*

“ Sir,—I am sorry to inform you of the capture of *H. M.* late ship *Guerrière*, by the American frigate *Constitution*, after a severe action on the 19th of August, in lat. 40° 21' N. and long. 55° W. At two P. M. being

* Lieutenant Norton had previously distinguished himself by his gallantry in an attack made by the boats of the *Bacchante*, upon a brig and two feluccas lying in the harbour of St. Martha, the whole of which he brought out in triumph under a tremendous fire from the shore.

† The following notes are extracted from Mr. James's account of the action.

by the wind on the starboard tack, we saw a sail on our weather-beam bearing down on us. At 3 made her out to be a man of war; beat to quarters, and prepared for action. At 4, she closing fast, wore to prevent her raking us. At 4-10, hoisted our colours, and fired several shot at her; at 4-20, she hoisted her colours, and returned our fire, wore several times to avoid being raked, exchanging broadsides. At 5, she closed on our starboard beam, both keeping up a heavy fire and steering free, her intention being evidently to cross our bow. At 5-20, our mizen-mast went over the starboard quarter, and brought the ship up in the wind; the enemy then placed himself on our larboard-bow, raking us, a few only of our bow-guns bearing, and his grape and riflemen sweeping our deck. At 5-40, the ship not answering her helm, he attempted to lay us on board: at this time, Mr. (Samuel) Grant, (Master's-Mate), who commanded the fore-castle, was carried below, badly wounded. I immediately ordered the marines and boarders from the main-deck; the Master was at this time shot through the knee, and I received a severe wound in the back. Lieutenant (Bartholomew) Kent was leading on the boarders, when the ship coming to, we brought some of our bow-guns to bear on her*, and had got clear of our opponent, when at 6-20, our fore and main-masts went over the side, leaving the ship a perfect unmanageable wreck. The frigate shooting a-head, I was in hopes to clear the wreck, and get the ship under command to renew the action; but just as we had cleared the wreck, our spritsail-yard went; and the enemy having rove new braces, &c., wore round within pistol-shot, to rake us, the ship lying in the trough of the sea, rolling her main-deck guns under water †, and all attempts to get her before the wind being fruitless: when, calling my few remaining officers together, they were all of opinion, that any further resistance would only be a needless waste of lives, I ordered, though reluctantly, the colours to be struck.

* The loss of the ship is to be ascribed to the early fall of the mizen-mast, which enabled our opponent to choose his position. I am sorry to say we suffered severely in killed and wounded, and mostly whilst she lay on our bow, from her grape and musketry; in all, 15 killed, and 63 wounded ‡, many of them severely. None of the wounded officers quitted the deck till the firing ceased.

† The frigate proved to be the United States' ship Constitution, of thirty 24-pounders on her main-deck, and twenty-four 32-pounders and two 18-pounders § on her upper-deck, and 476 men; her loss in comparison

* Some of the wads of which set fire to the Constitution's cabin, but the flames were soon extinguished.

† To secure which required increased efforts, the rotten state of the breaching, as well as of the timber-heads through which the long bolts passed, having caused many of them to break loose.

‡ Six mortally, thirty-nine severely, and eighteen slightly.

§ These were English 18's, bored to carry a 24-pound shot. The Guerrière mounted thirty long 18's, sixteen 32-pounder carronades, and two long nines.

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with ours is trifling; the first Lieutenant of marines* and 8 men killed; the first Lieutenant and Master of the ship, and 11 men wounded; her lower masts badly wounded, stern much shattered, and very much cut up about the rigging.

"The *Guerrière* was so cut up, that all attempts to get her in would have been useless. As soon as the wounded were got out of her, they set her on fire; and I feel it my duty to state, that the conduct of Captain Hull and his officers to our men has been that of a brave enemy, the greatest care being taken to prevent them losing the smallest trifle, and the greatest attention being paid to the wounded, who, through the attention and skill of Mr. Irvine, Surgeon, I hope, will do well.

"I hope, though success has not crowned our efforts, you will not think it presumptuous in me to say, the greatest credit is due to the officers and ship's company for their exertions, particularly when exposed to the heavy raking fire of the enemy: I feel particularly obliged for the exertions of Lieutenant Kent, who, though wounded early by a splinter, continued to assist me; in the second Lieutenant (Mr. Henry Ready), the service has suffered a severe loss; Mr. (Robert) Scott, the Master, though wounded, was particularly attentive, and used every exertion in clearing the wreck, as did the warrant officers. Lieutenant Nicholl, of the royal marines, and his party, supported the honorable character of their corps, and they suffered severely. I must recommend Mr. (William J.) Snow, Master's Mate, who commanded the foremost main-deck guns, in the absence of Lieutenant (John) Pullman, and the whole after the fall of Lieutenant Ready, to your protection, he having received a severe contusion from a splinter. I must point out Mr. (John) Garby, acting Purser, to your notice, who volunteered his services on deck, commanded the after quarter-deck guns, and was particularly active, as well as Mr. (John W.) Bannister, Midshipman.

"I hope, in considering the circumstances, you will think the ship entrusted to my charge was properly defended; the unfortunate loss of our masts, the absence of the third Lieutenant, second Lieutenant of marines, three Midshipmen, and twenty-four men, considerably weakened our crew, and we only mustered at quarters 244 men and 19 boys, on coming into action; the enemy had such an advantage from his marines and riflemen, when close; and his superior sailing enabled him to choose his distance.

"I have the honor to be, &c.

(Signed)

"JAS. R. DACRES."

On the 2d Oct following, a court-martial was assembled on board the *Africa* 64, at Halifax, to try Captain Dacres for surrendering his ship to the enemy: the following is, we believe, a correct copy of the address, which was delivered by him, after the evidence had been gone through:—

* He was killed by a British marine when leading his party forward to board the *Guerrière* at 5-40 P. M.

“Mr. President and Gentlemen of the Court,—By my letter to Vice-Admiral Sawyer, and the narrative of the principal officers, I trust that you will be satisfied that every exertion was used in defending the ship, as long as there was the smallest prospect of resistance being useful. In my letter, I mention the boarders being called: it was my intention, after having driven back the enemy, to have boarded in return; and in consequence I ordered the first Lieutenant down on the main-deck to send every body up from the guns; but finding his deck filled with men, and every preparation made to receive us, it would have been almost impossible to succeed. I therefore ordered the men down again to their quarters, and desired Mr. Kent to direct part of his attention to the main-deck, the second Lieutenant being killed. The main-mast fell without being struck by a single shot, the heart of the mast being decayed; and it was carried away solely by the weight of the fore-mast*. Though every thing was done, we could not succeed in getting the ship under command; and, on the enemy wearing round to rake us, without our being able to make any resistance, and after having used every exertion, to the best of my abilities, I found myself obliged to order the colours to be struck; which nothing but the unmanageable state of the ship (she lying a perfect wreck) could ever have induced me to do, conceiving it was my duty not to sacrifice uselessly the lives of the men, without any prospect of success, or of benefit to their country.

“On the larboard side about thirty shot had taken effect, nearly five sheets of copper down; the mizen-mast had knocked a large hole under her starboard counter, and she was so completely shattered, that the enemy found it impossible to refit her sufficiently to attempt carrying her into port, and they set fire to her as soon as they could get the wounded out. What considerably weakened my quarters was, permitting the Americans belonging to the ship to quit their guns, on the enemy hoisting the colours of that nation, which, though it deprived me of the men, I thought it was my duty to do.

“I felt much shocked, when on board the Constitution, to find a large proportion of British seamen among her crew, many of whom I recognized as having been foremost in the attempt to board.

“Notwithstanding the unlucky issue of the affair, such confidence have I in the exertions of the officers and men who belonged to the *Guerrière*, and I am so aware that the success of my opponent was owing to fortune, that it is my earnest wish, and it would be the happiest period of my life, to be once more opposed to the Constitution, with them under my command, in a frigate of similar force to the *Guerrière*.

“I cannot help noticing, that the attachment of the ship’s company in general to the service of their King and Country, reflects on them the highest credit; for though every art was used to encourage them to desert,

* The main-mast had been struck by lightning some months previous to the action.

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and to inveigle them into the American service, by high bounties and great promises, in direct contradiction to the declaration of the American officers to me, that they did not wish such a thing; only eight Englishmen have remained behind in the United States, two only of which number have volunteered to serve in the Constitution.

"Leaving the character of my officers and ship's company, as well as my own, to the decision of this honorable Court, the justice of whose sentence no person can presume to question, I close my narrative, craving indulgence for having taken up so much of their time."

Having attended to the whole of the evidence, and also to the defence of Captain Dacres, the Court agreed,—

"That the surrender of the *Guerrière* was proper, in order to preserve the lives of her valuable remaining crew; and that her being in that lamentable situation was from the accident of her masts going, which was occasioned more by their *defective state, than from the fire of the enemy*, though so greatly superior in guns and men. The Court did, therefore, unanimously and honorably acquit Captain Dacres, his officers, and crew, of all blame on account of her capture."

Captain Dacres was subsequently appointed to the *Tiber* frigate, the command of which ship he retained until she was paid off at Deptford, on the 13th Oct. 1818. He married, in 1810, Arabella Boyd, third daughter of Lieutenant-General Sir Hugh Dalrymple, Bart.

Agents.—Messrs. Maude.

PETER RAINIER, Esq.

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

This officer obtained post rank, Jan. 17, 1806; his proceedings at Batavia in Oct. following are thus described by himself, in an official letter addressed to Rear-Admiral Sir Thomas Troubridge, Bart. commander-in-chief in the Eastern Seas :—

"H. M. S. Caroline, off Batavia, Oct. 19, 1806.

"On the morning of the 18th instant, I captured a small brig from Bantam, and learnt that the *Phoenix*, a Dutch frigate of 36 guns, was undergoing repairs at Onroost. It appearing to me that she might be brought out, I was making the best of my way there, when between Middleby and Amsterdam islands, I discovered two men of war brigs at anchor, one of which I captured, the other made her escape by being too close in shore for us to pursue her; the captured brig was the *Zeerop* of 14 guns, commanded by Captain Groot. Whilst taking possession of her, I observed

the Phoenix slip from Onroost and run for Batavia road. From the officers of the Zeerop we gained intelligence, that the Maria, a Dutch frigate, was lying in the roads, manned from the shore, being aware of our approach. A short time after I observed her, and likewise the William sloop of war, with the brig that before escaped us.

"As I distinctly made out the frigate to be the largest ship in the road, I ran for her with springs on both cables; the enemy commenced firing at us as soon as we were within gun-shot, which was not returned till we came as close as the wind would allow us, which was within half-pistol-shot, when we opened our fire. The action continued about half an hour, when the enemy hauled down her colours. On boarding, she proved to be the Dutch republican frigate Maria Reygersbergen, of 36 guns, 18-pounders on the main-deck, and 270 men, commanded by Captain Jager, second in command. The Maria was launched in 1800, and is a fast sailing ship. We had to encounter, besides the frigate, the William of 20 guns, Patriot 18, and Zeelong 14, with several gun-boats; and there were thirty gun-boats lying in shore, which did not attempt to come out. I beg leave to state, that when the action commenced we were short of complement, by men away in prizes, sick at hospitals, &c. 57 in number.

"I am sorry to say that it was not in my power to capture either Phoenix, William, Patriot, or Zeelong, as H. M. S. Caroline and the Maria were after the action in four fathoms water, and surrounded by many dangerous shoals. Whilst running out of the roads I observed the Phoenix, with the vessels above mentioned, and all the Dutch merchant ships run on shore.

"I have not been able to get a correct account of the killed and wounded on board the prize, but from the surgeon's report they had 50 killed and wounded *."

On the 27th. Jan. 1807, Captain Rainier discovered a strange sail in the neighbourhood of the Phillippine islands, and immediately bore up in chase of her. When nearly within gun-shot, she hoisted Spanish colours and fired a gun to windward. As the Caroline approached, the enemy was taken aback with the land wind, and having studding-sails set on both sides, Captain Rainier got close alongside before she could take them in; when either from temerity, or not knowing the force of her opponent, she commenced firing, and it was not until 27 of her crew were killed and wounded, that she hauled down her colours. She proved to be the St. Raphael (alias Pallas), Spanish register ship, belonging to the Phillip-

* The Caroline was an 18-pounder frigate, mounting 42 guns, and had on board 204 men and boys, 3 of whom were killed, 6 mortally and 12 slightly wounded. Four Dutch prisoners, confined in the hold, were also slain by the Maria's fire.

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pine company, mounting 16 guns, with a complement of 97 men, having on board 500,000 dollars in specic, and 1700 quintals of copper, besides a valuable cargo. In securing this rich prize the Caroline had 7 men wounded.

In Nov. 1813, we find Captain Rainier commanding the *Niger*, a 38-gun frigate, and capturing the *Dart*, American letter of marque, pierced for 16 guns, but only 6 mounted, from New Orleans bound to France. On the 6th Jan. 1814, he assisted at the capture of *la Ceres*, French frigate, of 44 guns and 324 men, after a long and anxious chase, in the neighbourhood of the Cape de Verd islands*. He was nominated a C. B. in 1815.

Agents.—Messrs. Maude.

HON. HENRY DUNCAN,

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

THE Duncans are a very antient and highly respectable family in Perthshire, N. B. of which the late Lord Duncan became the representative on the death of his brother, to whose estates he succeeded, in 1797. We need scarcely add, that they owe their present elevated rank to one of our most splendid naval victories.

The late Admiral Viscount Duncan entered the naval service when very young, and distinguished himself under Keppel, at the reduction of Goree, Belleisle, and the Havannah, in 1769, 1761, and 1762. He commanded the *Monarch* of 74 guns, in the action between Rodney and de Langara, Jan. 16, 1780; and on that occasion compelled a Spanish two-decker to surrender, after a sharp conflict, in which she was assisted by two other ships, each mounting 70 guns. He also commanded the *Blenheim*, a second rate, at the relief of Gibraltar by Lord Howe; and bore a part in the engagement with the combined fleets, off Cape Spartel, in Oct. 1782. At the age of 66 years, after a life of hard service, it fell to his lot to obtain a victory, which at once excited the gratitude of his country, and gained him the honors of the British

* See Captain PHILIP PIPON.

peerage. His patent of nobility passed the Great Seal, on the 30th Oct. 1797.

Numberless are the instances of Lord Duncan's greatness of mind, which shone forth in an uncommon degree during the general mutiny that took place the second year after his appointment to the chief command of the North Sea fleet. At that alarming epoch, being deserted by the rest of his ships, he blockaded the Dutch fleet for many weeks, amidst the most tempestuous weather, with only the Venerable 74, and Adamant of 50 guns, anchoring whenever it was possible in the narrow channel leading out of the Texel;—by his firmness and sage advice, prevented the contagion from spreading among their crews; and, by his masterly manœuvres, deterred Admiral de Winter from sailing to the assistance of the rebellious forces in our sister kingdom*. On one occasion, when the enemy shewed a disposition to force the passage, he desired the Master of the Venerable to sound, and let him know what depth of water there was; and on being told, he coolly observed, that "should the ship be sunk, his flag would still be seen flying!" This proves what his resolution was; and it was his conduct at this dread period which caused the peers of Great Britain to pay him the compliment they did, by ordering that all the Lords should be summoned to attend the House on the occasion of returning him thanks: "a distinction," as stated by the Lord Chancellor when addressing the noble Admiral, "unprecedented, but called for by the general admiration his conduct had inspired."

We cannot on the present occasion omit to present our readers with a copy of the speech which Admiral Duncan is said to have made to the Venerable's crew, June 3d, 1797; bearing, as it does, every mark of authenticity in its unaffected piety, its ardent patriotism, its indignant grief, and its simple yet impressive eloquence, so admirably adapted to the hearts and understandings of its auditors.

"My lads,—I once more call you together, with a sorrowful heart, occasioned by what I have lately seen—the disaffection of the fleets: I call it *disaffection*, for the crews have no *grievances*. To be deserted by my fleet, in the face of an enemy, is a disgrace which I believe never before happened to a British Admiral; nor could I have supposed it pos-

* See Vol. 1, note at p. 581.

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sible. My greatest comfort, under God, is, that I have been supported by the officers, seamen, and marines, of *this* ship; for which, with a heart overflowing with gratitude, I request you to accept my sincere thanks. I flatter myself much good may result from your example, by bringing those deluded people to a sense of the duty which they owe, not only to their King and Country, but to themselves.

“The British navy has ever been the support of that liberty which has been handed down to us by our ancestors, and which, I trust, we shall maintain to the latest posterity; but that can only be done by unanimity and obedience. This ship’s company, and others who have distinguished themselves by their loyalty and good order, deserve to be, and doubtless will be, the favorites of a grateful country: they will also have, from their inward feelings, a comfort which will be lasting, and not like the false and fleeting confidence of those who have swerved from their duty.

“It has often been my pride with you to look into the Texel, and see a foe who dreaded coming out to meet us. My pride is *now* humbled indeed: my feelings are not easily to be expressed—our cup has overflowed, and made us wanton! The all-wise Providence has given us this check as a warning, and I hope we shall improve by it. On HIM then let us trust, where our only security can be found. I know there are many good men among us; for my own part, I have full confidence in you; and once more I beg to express my approbation of your conduct.

“May GOD, who has thus far conducted you, continue to do so: and may the British navy, the glory and support of our country, be restored to its wonted splendour; and be not only the bulwark of Britain, but the terror of the world. This can only be effected by a strict adherence to our duty; therefore let us pray that the ALMIGHTY GOD may keep us in the right way of thinking. GOD BLESS YOU ALL.”

This speech is said to have so affected the Venerable’s crew, that scarce a dry eye was to be seen on their retiring from the quarter-deck. On a subsequent day, when conversing with the Captains who had been sent to reinforce him, the veteran chief wound up his observations respecting the probability of a battle soon taking place, with the following laconic and humorous address:—“Well, gentlemen, when *Winter* does approach, I have only to advise you to keep up a good *fire*!” The result of his combat with Admiral de Winter has been stated in a note at p. 150 *et seq.* of our first volume.

The hero of CAMPERDOWN married Henrietta, second daughter of the Right Hon. Robert Dundas, Lord President of the Court of Session in Scotland, M. P. for Edinburgh, and elder brother of the late Viscount Melville. By that lady he had eight children, one of whom, Henry, the youngest

son, is the officer whose services we are about to notice. His Lordship retained the chief command on the North Sea station till the commencement of 1800; from which period he enjoyed the sweets of retirement, the delightful retrospect of a long life spent in the service of his country, the *otium cum dignitate* in the fullest force of the expression, till his lamented demise, which took place at Cornhill, in the county of Durham, when on his way from London to Edinburgh, Aug. 4, 1804.

THE HON. Henry Duncan was born at Gosport, in Hampshire, April 27, 1786; his father then commanding the Edgar 74, stationed at Spithead as a guard-ship.

Having evinced an early predilection for the royal navy, he was allowed to quit the High School, Edinburgh, in order to join the Lutine frigate; but happily Lord Duncan changed his mind as to the officer under whose protection he should place his son, the very evening before that ship sailed from North Yarmouth with specie for the British army in Holland, and only twenty-four hours previous to her total destruction on a sand-bank near the Texel*.

The first ship in which Mr. Henry Duncan actually went to sea, was the Maidstone of 32 guns, commanded by Captain Ross Donnelly (an officer possessing the esteem and confidence of all his superiors), whom he joined at Spithead, about the 6th of April, 1800.

A few days after his embarkation, the subject of this memoir had a second narrow escape: a boat which he had just before left, in consequence of his obtaining leave to remain on shore, having upset on her return to the ship, by which accident one man perished, and the rest of her crew were for some time placed in a state of imminent danger.

From this period the Maidstone was employed convoying the trade to and from Quebec and Oporto, and cruising on the Havre station, till the suspension of hostilities in 1801, when Mr. Duncan removed with Captain Donnelly into the Narcissus, a new 32-gun frigate, fitted with Gover's 24 pounders on the main-deck, and then preparing to receive

* Oct. 9, 1799. See note at p. 16 of this volume.

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on board the annual presents for the Dey of Algiers, whose Ambassador she also conveyed to Barbary.

During the peace of Amiens, the *Narcissus* visited Gibraltar, Algiers, Malta, Toulon, Leghorn, Palermo, Messina, Syracuse, Smyrna, Athens, and most of the Greek islands; captured a large piratical galley*, and assisted at the evacuation of Egypt. While engaged in the latter service, Mr. Duncan, who had previously received an order from Lord Keith to act as a Lieutenant, was nearly carried off by a disorder which proved fatal to many persons, both naval and military, then employed at Alexandria.

Being advised to try change of air, Mr. Duncan left Egypt in a transport, Jan. 18, 1803; and after performing full quarantine in the lazaretto at Malta, went on board the *Kent* 74, lying in Valette harbour, where he continued until an opportunity offered of rejoining his proper ship, in the month of April following; at which period his commission appears to have been confirmed by the Admiralty. The proceedings of the *Narcissus*, from that time till her departure for England, are sufficiently described in our memoir of her worthy commander †.

Mr. Duncan continued to fill the station of Lieutenant on board the *Narcissus* until that ship was ordered home, in Sept. 1804. He then exchanged into the *Royal Sovereign*, a first-rate, bearing the flag of Sir Richard Bickerton, Bart., and was serving as junior Lieutenant of that ship when his excellent father's death was communicated to him; on which melancholy occasion he received a letter from Lord Nelson, particularly characteristic of that great man, who was always peculiarly happy in choosing the moment proper for conferring his favors. The following is a copy:—

“ *Victory*, Oct. 4, 1804.

“ My dear Sir,—There is no man who more sincerely laments the heavy loss you have sustained than myself: but the name of Duncan will never be forgot by Britain, and in particular by its navy, in which service the remembrance of your worthy father will, I am sure, grow up in you.

“ I am sorry not to have a good sloop to give you, but still an opening offers which I think will ensure your confirmation as a Commander: it is

* See vol. I. p. 664 * *.

† See vol. I. p. 665, *et seq.*

occasioned by the very ill state of health of Captain Corbett, of the *Bittern*, who has requested a few weeks' leave to reside on shore at the hospital. You will be confirmed before he resumes his command.

"You had better get your things on board the *Seahorse* this afternoon, as she will go to Malta in the morning. I am ever, my dear Sir, with every kind wish, most faithfully yours,

(Signed)

"NELSON & BRONTE."

"*Hon. H. Duncan.*"

Finding on his arrival at Malta, that Captain Corbett had recovered his health sufficiently to retain the command of the *Bittern*; and that he did not feel disposed to give her up, Captain Duncan returned to the fleet, as a passenger, in the *Active* frigate, and served as a volunteer on board the *Royal Sovereign*, during Nelson's excursion to the coast of Egypt in quest of M. Villeneuve, whose ships, it will be remembered, were dispersed in a heavy gale shortly after their departure from Toulon, and thereby escaped for a time an encounter they so much dreaded*.

Captain Duncan's commission as a Commander having been confirmed Nov. 6, 1804, he returned home in the *Renown*, a third-rate, commanded by Sir Richard J. Strachan, Bart.; and after a short stay with his friends in Scotland, was appointed to the *Minorca*, a new brig of 18 guns, which vessel he commissioned at Chatham on the 21st Aug. 1805. He obtained post rank, while serving under the orders of Lord Collingwood, on the Mediterranean station, Jan. 18, 1806; but was not superseded in the command of the *Minorca* until April 19th following, when he joined the *Britannia* of 100 guns, at Gibraltar, for a passage to England, where he arrived in company with three of the *Trafalgar* prizes, on the 17th of the ensuing month.

From this period, Captain Duncan used every effort to obtain another appointment; but having at that time no other claim than his father's services, they were not deemed sufficient by the then first Lord of the Admiralty, and he did not succeed until Lord Howick was replaced at that Board by Mr. T. Grenville †, who immediately nominated him to the *Porcupine* of 24 guns, then recently launched at Plymouth,

* See *ibid.* at note p. 589.

† In the spring of 1807.

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in which ship he sailed for the Mediterranean with despatches and specie, on the 10th July; and joined Lord Collingwood off the Dardanelles, Sept. 2, 1807. During the remainder of that year, we find him most actively employed in the Adriatic, where the Porcupine and her boats captured and destroyed upwards of forty vessels, laden chiefly with grain and wine for the French garrisons at Ragusa and Cataro; also an Italian gun-boat, mounting one long brass 24-pounder and several swivels, with a complement of about 50 men; and a trabacolo loaded with ordnance stores of every description necessary for fortifying the island of Curzola. The importance of this service was thus acknowledged by his commander-in-chief, in an official letter, dated on board the Ocean, at Syracuse, Dec. 21, 1807:—

“ I cannot too strongly express my high approval and admiration of the zeal and activity with which you have annoyed the enemy in their operations off Cataro, and prevented their supplies, a service which at this moment is particularly important, and I beg you will express my approbation of the conduct of Lieutenant Price and the officers and men under his orders in the attack and capture of la Safo gun-boat, as also in the other instances you have particularized *. I am, &c.

(Signed)

“ COLLINGWOOD.”

“ *Hon. Captain Duncan.*”

In Jan. 1808, Captain Duncan captured two large French armed ships, laden with grain and gunpowder for the relief of Corfu, and having on board a reinforcement for the garrison of that island. A Russian transport mounting 18 guns, a merchant brig under similar colours, and a French vessel laden with hospital stores, were also intercepted by him in the course of the same month; but, unfortunately, the state of the weather obliged him to destroy many of his former prizes; and one of the above ships, although quite new, foundered alongside of the Porcupine, in consequence of some deficiency in the fastening of her stem; by which accident 2 men were drowned, and 23 others narrowly escaped sharing the same fate.

During a subsequent cruise, Captain Duncan fell in with two French squadrons, one from Rochefort, the other from Toulon, consisting altogether of nine sail of the line and seven

* The particulars of several gallant exploits performed by the Porcupine's boats, will be given in our memoir of her first Lieutenant, the present Captain George Price.

frigates. This formidable force he continued to watch (in company with the *Active*), keeping almost constantly in sight of one division or the other, for nearly three weeks, at the end of which time the enemy formed a junction and put into Corfu, from whence the *Porcupine* was sent by Captain Moubray, the senior officer, to apprise Lord Collingwood of their arrival. His Lordship, however, had not the good fortune to meet with them on their return to the westward, and they were consequently enabled to reach Toulon in safety.

After cruising for some time off Tunis, and to the westward of Sicily, where he re-captured one British merchantman and prevented several others from falling a prey to four French privateers, which he discovered dogging a large convoy, Captain Duncan conveyed Mr. Hill, his Majesty's minister to the court of Sardinia, from Palermo to Cagliari, where he was landed on the 4th June, 1808. The *Porcupine* then proceeded to cruise between Naples and Toulon, where she was frequently engaged with the enemy's land batteries, while capturing and destroying vessels under their protection.

On the 25th June, Captain Duncan fell in with a French schooner, near Monte Christo, which he captured, after a chase of eleven hours, the enemy having in vain endeavoured to run her on shore, about four leagues south of Bastia. She proved to be *la Nouvelle Enterprise*, a remarkably fine letter of marque, pierced for 14 guns, mounting six 6-pounders, with a cargo of bale goods, from Leghorn bound to Turkey. Alluding to this capture, Lord Collingwood, in a letter written off Cadiz, says :—

"I approve of your having seen this vessel into Palermo, for the reasons you have assigned*. I hope you will have had further success against the enemy in your return to Toulon along the coast of Italy—at least I feel satisfied that your exertions will merit it; but those things depend much on chance, and the enemy are very cautious in getting out of gun-shot of their numerous batteries. As the schooner appears well calculated for the service of Malta, I have ordered her to be surveyed and valued, and if found fit, to be taken into the service, to supply the place of the late *Ventura*."

In July 1808, on the revolution breaking out in Spain, the Duke of Orleans, who was at the time residing at Palermo, wished to be sent to Spain to join the insurgents against the French under Buonaparte, and persuaded our minister in Sicily

* The *Porcupine's* crew consisted entirely of impressed men.

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to apply to Captain Duncan, then commanding the Porcupine in Palermo bay, to convey his Highness to Cadiz. Captain Duncan was sent for by Sir W — D —, and the wishes of the duke, backed by those of the minister, communicated to him in presence of his Highness. Captain Duncan would have wished that the minister had consulted with him privately; but as he did not do so, he took upon himself to refuse. He saw at once that a Frenchman was not the person to go to Spain at that moment. It was in vain that Sir W — and the duke tried to bring him to their way of thinking; the first by pointing out to him the responsibility he would incur, the latter by flattering him with the idea that he would have the honor of conveying a Prince of Bourbon to head an army about to restore that family to the throne of France. At length, somewhat irritated, the duke said he was surprised at so young a man * standing out against their opinions, and added, "If an officer in *our* marine had refused to do what a minister ordered him, he would have been broke for it." The cool answer was, "Please your Highness, it is perhaps our misfortune that our marine has not yet attained to the perfection yours *had*: but our commander-in-chief is not under any minister. I am young, it is true; but I am to do what he would do if he were here: and I am sure he would never consent to your going to Spain." They then asked him to convey the duke to the fleet; he replied he would take till next day to consider of it. Next morning he wrote a letter to Sir W — D —, saying that he thought the duke going to the fleet would leave the Admiral no alternative but that of sending him on; and it would therefore be better to write to Vice-Admiral Thornbrough, and let him know what his Highness's wishes were, and that the Halcyon brig would sail at 12 o'clock for the fleet, but could not wait longer, *even for his despatches*. Captain Duncan prevented further remonstrance with himself, by going to sea in the Porcupine. A day or two after a ship of war arrived at Palermo, took the duke on board, conveyed him to Cadiz, where he was not permitted to land, and Lord Collingwood returned him forthwith to Palermo.

* Captain Duncan was then little more than 22 years of age.

On the 9th of the same month, Captain Duncan, then off Mount Circello, on the coast of Romania, observed two French gun-boats, with a merchant vessel under their convoy, going along-shore to the westward; and as the Porcupine was becalmed, he sent his boats in pursuit of them, under the orders of Lieutenant Price; who, after a row of eight hours, in a hot sun, drove the latter on shore, and forced the gun-boats to take shelter under the batteries of Port d'Anzo. At this time, seeing three very suspicious vessels coming down with a fresh breeze from the westward, Captain Duncan was obliged to recall the boats; but before he could cut the strangers off, they also got into the same harbour. Next morning, observing that one of them, a large polacre ship, lay farther out than the others, and wishing to give a check to the trade along the coast, which the enemy imagined, from their numerous fortifications, they could carry on without molestation; he determined to attack her. As soon as it was dark the boats went in, under the command of his first Lieutenant, and succeeded in bringing her out from under the heavy fire of two batteries, a tower, and three gun-boats. In the execution of this service the British had 6 men severely, and 2 slightly wounded. The prize was loaded with salt, mounted eight long 6-pounders, and had on board between 20 and 30 men, perfectly prepared for the attack.

Eleven days after this event, Captain Duncan drove on shore, near Mount Circello, a French polacre ship, which was afterwards completely destroyed by his boats, under the command of Lieutenant Francis Smith, and without any loss, though exposed to the fire of a tower, mounting two guns, within pistol-shot of her; she was about 200 tons burthen, from Naples, loaded with iron hoops and staves.

On the 8th Aug. the Porcupine chased another French ship into the passage between Planosa and Elba, where she took refuge under a tower and battery: at night Captain Duncan sent Lieutenant Smith with the boats and a party of marines to attack her; and notwithstanding the heavy fire of the vessel, the forts, the French soldiers who lined the beach to which she was moored, and one of her guns which had been landed, they most gallantly boarded and brought her out. She

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proved to be la Conceptione, mounting 4 guns, from Genoa, bound to the island of Cyprus, with bale goods. The British, on this occasion, had 2 men killed and 8 wounded; among the latter was Lieutenant James Renwick, R. M., a most excellent and gallant officer, who received three musket-ball wounds, but happily neither of them proved mortal*.

Captain Duncan continued in the Porcupine till Oct. 2, 1808, when he left her at Malta, and proceeded in the Spider brig to join the Mercury of 28 guns, at Messina, the Admiralty having appointed him, without application, to that frigate; a change by no means so gratifying to him as their Lordships doubtless intended. Writing to the commander-in-chief on the subject of his removal, he says, "I am particularly sorry at the change of ships, as this is, in my opinion, inferior to the Porcupine in almost every respect, and is so old and so bad, that I am afraid she will soon be obliged to go home, which is, of all things, what I wish least."

Notwithstanding the Mercury was so old and defective, she was destined to perform greater services before her departure from the Mediterranean, than several of our *crack* frigates were during the whole war.

After serving very actively and efficaciously, as senior officer, on the coasts of Sicily, Calabria, and Naples, where he assisted in capturing a French ship, loaded with bale goods, from Tunis bound to Leghorn; and a settee with a cargo of cotton, from Barbary, bound to Marseilles; as well as in destroying several coasting traders; Captain Duncan conveyed Mr. (now Sir Charles) Stuart to Trieste, on his way to the Austrian court, then about to declare war against the French Emperor.

Having put that gentleman on board the Amphion frigate, and placed himself under the orders of Captain Hoste, the subject of this memoir resumed his former station in the Adriatic, where the Mercury's boats, imitating those of the Porcupine, distinguished themselves by several gallant enterprises, judiciously planned by Captain Duncan,

* Lieutenant Francis Smith had previously distinguished himself in the Porcupine's boats, particularly at the capture of la Safo, and of the polacre ship, cut out of Port d'Anzo.—See Memoir of Captain GEORGE PRICE.

and ably executed by the brave officers and men under his command. The capture of *la Leda*, Venetian gun-boat, at Rovigno, on the 1st April, and of *la Pugliese*, French national schooner, in the harbour of Barletta, on the 7th Sept. 1809, will be found amply described in our forthcoming memoir of Captain Watkin Owen Pell, who commanded the boats on each of those occasions.

In April, 1809, Captain Duncan co-operated with the Austrian forces in obtaining possession of Capo d'Istria, a town near Trieste, during the course of which service the *Amphion* and *Mercury* were obliged to anchor on a lee shore, in a gale of wind, and to destroy the signal posts in order to prevent the enemy having a knowledge of their situation, and bringing guns against them from Venice.

Subsequent to this event, the *Mercury* assisted at the attack of Pesaro and Cesenatico, the result of which was the destruction of the enemy's fortifications at the entrance of those harbours, and the capture of twenty-five sail laden with oil, hides, hemp, almonds, grain, &c., besides one large vessel loaded with iron, burnt in the latter port; and the seizure of a large quantity of hemp and iron, which had been collected in the magazines on shore*. Captain Duncan's conduct in these attacks is thus noticed by Sir Jahleel Brenton, the gallant officer under whom he was then serving:—

“As the enemy made no active resistance (at Pesaro), I can only express my admiration of the zeal and promptitude with which Captain Hoste and the Hon. Henry Duncan executed the orders they received, and the manner in which they placed their ships.

“The *Mercury*, from Captain Duncan's anxiety to place her as near the town (of Cesenatico) as possible, took the ground, but in so favorable a position as gave the fullest effect to her fire: she was, however, hove off by 6 P. M. without having sustained any injury. I never witnessed more zeal and energy than were evinced by Captain Duncan on this occasion.”

Returning down the Adriatic, on his way to Malta, Captain Duncan observed seven large trabacolos and several smaller ones, hauled upon the beach at Rotti, near Manfredonia, and sent a flag of truce to desire them to be given up, as he was unwilling to hurt the town; which being refused, the *Mercury* was anchored within half gun-shot, in four fathoms;

* See p. 267 of this volume.

and after a few broadsides the boats' crews and marines were enabled to land and destroy them, under the directions of Lieutenant Robert James Gordon, who had already distinguished himself on many occasions, and who was in this instance severely burnt by an explosion of gunpowder, while blowing up one of the vessels.

Two days after the affair at Rotti, Captain Duncan, being off Cape St. Angelo, discovered three ships and a cutter in the N. E. coming down before the wind, and four French privateers in chase of and firing at them. He immediately hauled towards the strangers, and had the satisfaction of saving four Sicilian merchantmen, with valuable cargoes, from being captured. On the Mercury's approach, the enemy hauled their wind, and Captain Duncan did not pursue them, he having on board important despatches from the British Ambassador at Vienna, and there being but little or no prospect of cutting them off from the land. It is almost superfluous to add, that his continued exertions were duly appreciated by Lord Collingwood, who expressed, "great satisfaction that the Mercury had been able to effect such good service."

On his return to the Adriatic, Captain Duncan was sent, with the Redwing of 18 guns under his orders, to blockade a French frigate and several brigs of war, then lying at Ancona. Whilst off that harbour, he captured three merchant vessels, destroyed several signal posts in the vicinity of the port, and challenged the frigate, but could not induce her commander to come out and fight him. From thence he proceeded off Ragusa, where he took sixteen sail of merchantmen, during a cruise of only 10 days.

A short time subsequent to the capture of la Pugliese, (already adverted to), Captain Duncan was selected by Lord Collingwood to command a squadron employed in guarding Sicily from an invasion then threatened by the usurper of the Neapolitan throne; but the Mercury, on being surveyed, was found to be too defective for farther active service; and indeed declared to be even in an unfit state to go home at that season of the year. Circumstances, however, rendering it necessary for all the effective ships on the station to be retained, Captain Duncan received orders to take charge of the trade,

then collecting at Malta, the whole of which he escorted in safety to the Downs, where he arrived, after a tempestuous passage, in the month of Feb. 1810.

The Mercury was paid off, at Woolwich, shortly after her arrival; and in June following Captain Duncan received an appointment of a much more gratifying description, it being to the Imperieuse, a fine 38-gun frigate, of which he assumed the command at Gibraltar, on the 22d Sept., having followed her thither, as a passenger, in the Milford 74.

In May 1811, the Imperieuse and Resistance were detached to Algiers, in quest of two French frigates; but not meeting with them, Captain Duncan was obliged to content himself with obtaining the release of a Cephalonian brig, which had been carried into Tripoli by an Algerine cruiser. He was afterwards sent on two short cruises, under the orders of Captains Blackwood and Dundas, during which he assisted at the capture of ten merchant vessels. With the exception of those three trips he was constantly attached to the inshore squadron off Toulon, for upwards of nine months; a service of the most irksome nature to an officer of his enterprising spirit. The time, however, was approaching, when his talents for conducting operations along shore were again to be called into action.

In July, Sir Edward Pellew, who had recently succeeded Sir Charles Cotton in the chief command of the Mediterranean fleet, relieved Captain Duncan from his mortifying situation, by sending him to Naples on a special service, for the able execution of which he received that officer's particular thanks.

On the 11th Oct. 1811, being the fourteenth anniversary of Lord Duncan's victory, his son commenced a series of active operations in the Imperieuse, by attacking three of the enemy's gun-vessels, each carrying an 18-pounder and 30 men, moored under the walls of a strong fort, near the town of Possitano, in the Gulf of Salerno.

About 11 A. M. the frigate was anchored within range of grape, and in a few minutes the enemy were driven from their guns, and one of the gun-boats was sunk. It, however, became absolutely necessary to get possession of the fort; for although silenced, yet (from its being regularly walled

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round) the ship could not dislodge the soldiers and those of the vessels' crews who had made their escape on shore, and taken shelter in it. The marines and a party of seamen were therefore landed under the command of Lieutenant Eaton Travers, first of the *Imperieuse*, who forced his way into the battery in the most gallant style, under a very heavy fire of musketry, obliging more than treble the number of his brave companions to fly in all directions, leaving behind about thirty men and fifty stand of arms. The guns, which were 24-pounders, were then thrown over the cliff, the magazines, &c. destroyed, and the two remaining gun-vessels brought off. The *Imperieuse*, on this occasion, had her fore-top-sail-yard shot away, and sustained a loss of 3 men killed and wounded.

On the 19th and 21st of the same month, the boats of the *Imperieuse*, assisted by those of the Thames frigate, under cover of both ships, anchored close to the shore for their support, captured ten armed polacres loaded with oil, which they launched and brought off from the beach near Palinuro, on the coast of Calabria, where the vessels were banked up with sand, and defended by a large detachment of Neapolitan troops. This service was likewise executed under the directions of Lieutenant Travers, whose intrepidity and judgment we shall hereafter have frequent occasion to notice.

The above capture led to one of still greater importance, as will be seen by Captain Duncan's official report to Rear-Admiral Freemantle, dated at Melazzo, in Sicily, Nov. 7, 1811 :—

“ On the 21st ult. the *Imperieuse* and Thames discovered ten of the enemy's gun-boats in the port of Palinuro, with a number of merchant vessels, and a quantity of spars intended for the equipment of the Neapolitan navy, hauled up on the beach; but, from the strength and situation of the harbour, I did not think the force I then had sufficient to attack it with a prospect of complete success; I therefore sent the Thames to Sicily to request the assistance of a detachment of soldiers, and on the 28th she rejoined me with 250 of the 62d regiment, under Major Dailey, but unfortunately at the commencement of a S. W. gale, which precluded all possibility of landing till the evening of the 1st instant, when the troops, together with the marines of both ships under Lieutenant Pipon, and a detachment of seamen under Lieutenant Travers, the whole commanded by Captain Napier, were disembarked from the Thames at the back of the harbour, and immediately ascended and carried the heights in a very gallant style, under a heavy fire

from the enemy, who were assembled in force to oppose them, and who soon after dark endeavoured to retake their position; but one volley obliged them instantly to retire. The Imperieuse had in the mean time been endeavouring to occupy the attention of the gun-boats and battery in front; but the light and baffling winds prevented our getting any nearer than long range during the evening. Next morning, finding that nothing could be done on the land side against the battery and a strong tower that protected the vessels on the beach, and within pistol-shot of which the gun-boats were moored, I ordered the Thames to close; and, having directed Captain Napier to return on board her, we bore up at the commencement of the sea-breeze, and running along the line of gun-boats within half musket-shot, obliged them almost instantly to surrender. Two were sunk. We then anchored close to the fort, which in about fifteen minutes was completely silenced, and in a quarter of an hour more the colours were struck to his Majesty's ships, and it was instantly taken possession of by Lieutenant Travers, who, on seeing us stand in, had most gallantly pushed down the hill with a party of seamen and marines, and was waiting almost under the walls of the fort, ready to take advantage of any superiority the ships might have over it. The guns, 24-pounders, were then thrown into the sea, the gun-boats secured, and the crews of both ships sent to launch the vessels and spars, which could not be completed till after noon next day; when the troops, who had all this time remained in undisputed possession of the heights, were re-embarked, the marines withdrawn from the tower, which was completely blown up, together with two batteries, and a signal-tower on the hill, the ships and prizes putting to sea with the land breeze. Caraccioli, Captain of a frigate, commanded the division of gun-boats; and General Pignatelli Cercaro the land forces, which consisted latterly of about 700 men, including peasantry. * * * * *. Enclosed is a list of the vessels taken and destroyed, and a return of the killed and wounded: among the former I have to regret Lieutenant Kay of the 62d regiment, and Lieutenant Papon, R. M. of the Imperieuse*."

Having escorted his prizes to Melazzo, and disembarked the troops at that place, Captain Duncan proceeded to Minorca for the purpose of rejoining the fleet, and on his passage thither re-captured an English ship from Newfoundland. On his arrival at Mahon, he had the gratification of receiving the following letter from the commander-in-chief, dated Dec. 19, 1811:—

"Sir,—I have received and read with great satisfaction your letters of

* One gun-vessel, carrying two 18-pounders and 50 men, and three others of one 18-pounder and 30 men each, destroyed. Six vessels of the latter description, twenty-two feluccas laden with oil, cotton, figs, raisins, silk, &c. taken; and 20 large spars brought off from the beach. Total loss on the part of the British, 5 killed and 11 wounded.

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the 24th Oct. and 9th Nov., stating the services you have performed on the coast of Calabria, in company with Captain Napier of H. M. S. Thames. I have forwarded them to the Admiralty, recommending to their Lordships' notice these testimonies of your zeal and gallantry, and of those who have served under your orders. I sincerely regret the loss you have sustained on this occasion. I desire you will convey to Captain Napier, and to the officers, seamen, and marines employed on these services, my entire approbation of their excellent conduct, and I have directed Admiral Freemantle to express to Major Dailey, and the officers and men of the detachment of the 62d regiment, acting with you at Palinuro, my thanks for their co-operation.

"I have requested their Lordships' attention to the distinguished services of Lieutenant Eaton Travers, first of the Imperieuse, on this and former occasions. I am, &c.

(Signed)

"EDW. PELLEW."

"*Hon. Capt. Duncan* *."

With the exception of his capturing a Neapolitan cutter, while on a cruise with the Swallow brig under his orders, we find no further particular mention of Captain Duncan till June 27, 1812, on which day he assisted at the destruction of a French convoy, and the batteries of Languilla and Alassio, in the Gulf of Genoa, by a squadron under the command of Captain Patrick Campbell †. In the execution of this service the Imperieuse had 4 men killed, and a Lieutenant (William Walpole) and 10 other persons wounded.

On the 17th Aug. following, Captain Duncan then reconnoitring Naples, a squadron consisting of a 74-gun ship, bearing a Commodore's broad pendant, a frigate, a corvette, thirteen large cutter-rigged gun-boats, and nine smaller ones, got under weigh, apparently with an intention of attacking the Imperieuse and her consort, the Cephalus brig of 18 guns. Captain Duncan allowed them to approach nearly within reach, when the frigate and gun-boats, which formed the lee division, shewed an inclination to annoy him with long shot, and he ordered the brig to wear and meet them; which her commander, the late Captain Edward Flin, did in a very handsome style, under a heavy fire, and actually obliged the whole to tack from him. The line-of-battle ship was at this time on Captain Duncan's weather quarter, and had it fully

* The high approbation of the Admiralty was conveyed to Captain Duncan in a letter from their Lordships' Secretary, dated Jan. 23, 1812.

† See p. 293 of this volume.

in her power to run down and close with him; but she seemed not to wish to leave her own shore at a greater distance; and on the *Imperieuse* making all sail towards her, she took in hers, and continued firing at long range. It was now sunset, and every likelihood of a calm; the British therefore gave the headmost vessels a well-directed broadside, and stood off. The enemy hauled close under the land, except the gun-boats, which, trusting to their oars, followed the *Imperieuse* and *Cephalus* a short time, keeping up a distant fire. At day-light, on the 18th, Captain Duncan observed that the whole had returned to their anchorage. It was his intention, had the breeze continued, to have laid the 74 on board; and with such men as he commanded there is no doubt that she would easily have been carried. The enthusiastic zeal of the crews of the *Imperieuse* and *Cephalus* exceeded any thing he had ever witnessed, and made him "doubly regret, that the situation of the enemy would not allow of his giving full scope to their valour*." This spirited affair took place before thousands of spectators; and certainly did not leave King Joachim much to boast of the improvement of his navy. We believe the 74 bore his name; she fell into the possession of the British, by the capitulation of Naples, in 1815.

Captain Duncan continued off Naples, with two frigates under his orders, till the defects of the *Imperieuse* rendered it necessary for her to leave that station in order to be refitted. He then escorted a fleet of transports, having troops on board, from Palermo to Alicant, and returned from the latter place to Mahon, where his ship was hove down and new coppered. Whilst there he received an appointment to the *Resistance* 38, and was at the same time offered the *Undaunted*, another beautiful frigate of the same class, should he prefer her to the other. The following genuine epistle from his crew, however, prevented him from accepting either:—

"Sir,—Being informed you are going to *lave* us, we have taken the liberty at the unanimous request of all hands, to return you our most grateful thanks for your continued goodness and indulgence to us since we have

* See Captain Duncan's official letter to Sir Edward Pellew.

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had the happiness of being under your command. Your continued attention to our comforts is more than we ever experienced in any Ship, and more than we *possibly* can do with any other Captain—from gratitude for your past goodness to us, we humbly hope our best services will still be exerted under your command, and hope you will not *leave* us. Every one is praying for your continuance with us. We humbly beg to say that we will fight and *spell* the last drop of our blood under your command, more willingly than any other Ship's Company up here will do, and only wish we had the *opportunity* of convincing you by the capture of any two *Frinch* Frigates that we might be lucky enough to fall in with, and in as short time and as much to your satisfaction, as any other frigate *possibly* could do—for in fighting under your command we fight under a Captain to whom we owe Eternal gratitude, and to whom we have the strongest attachment. We humbly Beg Pardon for the liberty we have taken, and *remains* with the greatest respect and duty, Sir, your very humble Servants.

(Signed)

“THE SHIP'S COMPANY OF THE IMPERIEUSE.”

In April 1813, Captain Duncan left Mahon, in the *Imperieuse*, Sir Edward Pellew having not only yielded to the wishes of her crew, but likewise added to their gratification by appointing their favourite Captain to the command of a squadron, consisting of three frigates and two brigs, employed watching the Neapolitan marine, then composed of one 74, two frigates, and a corvette, besides several smaller vessels of war and numerous gun-boats; to which was afterwards added a second line-of-battle ship.

In addition to the duty of blockading Naples, Captain Duncan was directed to annoy as much as possible the enemy's trade along the coast, between that city and Leghorn; but those orders were rendered nugatory in a considerable degree, through his being obliged to pay particular attention to the island of Ponza, which the enemy had threatened with an attack. He, however, captured a French privateer, and one or two merchant vessels; nor did he quit that station without giving the Neapolitans frequent opportunities to engage his very inferior force. On one occasion we find him standing in with his frigates, and challenging the line-of-battle ships by firing several broadsides at them, as they lay at their anchors; but although they got under sail, and he remained in sight all the next day, they were not sufficiently high-minded to leave the bay, and resent so great an insult.

In Sept. 1813, a French convoy having collected at Port

d'Anzo, Captain Duncan proceeded off that harbour, and waited for an opportunity to make a dash at the enemy; but none occurred previous to the arrival of the Edinburgh 74, which ship had been despatched from Palermo, in consequence of the intelligence he had sent thither by Captain Manley, of the Ternagant. The result of the attack has been stated in our memoir of the Hon. George H. L. Dundas, who, being senior officer, of course assumed the command; he, however, adhering to the judicious arrangements already made by the subject of this memoir, who had a few days before lessened the enemy's means of resistance, by causing the destruction of a strong martello tower*.

Towards the latter end of the same year, Captain Duncan requested and obtained permission to accompany a squadron under the present Sir Josias Rowley, who was then about to make a descent on the coast of Italy. "The ready and useful assistance" he afforded that officer "on every occasion," during the subsequent operations at Via Reggio and Leghorn, was duly acknowledged by him in his official despatch, a copy of which will be found at p. 424 *et seq.*

Soon after the termination of this expedition, Captain Duncan was appointed to the command of a squadron employed on the coasts of Sardinia and Corsica; but hearing that an armament was preparing at Palermo to renew the attack upon Leghorn, he again volunteered his services, and assisted in escorting 5000 troops to that place, where they were landed without opposition, the French garrison having been withdrawn previous to their arrival.

The evacuation of Leghorn was speedily followed by the reduction of Genoa and its dependencies; but Captain Duncan was prevented from joining the naval force employed on that occasion, in consequence of a fever which broke out among his gallant crew, and obliged him to proceed to Mahon, where he was detained from April 10th till May 8th, 1814, previous to which all military operations in Europe had terminated.

* See memoir of Commander EATON TRAVERS, and p. 423 *et seq.* of this volume. N.B. Previous to this event, one of Captain Duncan's squadron had taken a convoy, consisting of 3 gun-boats and 12 merchant vessels; and another captured a large French brig, and a privateer of 3 guns and forty men.

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Providentially, of 250 men who went to the hospital, not a single person died.

The Imperieuse returned to England about the middle of July, 1814; and Captain Duncan, immediately on his arrival, was appointed to the Glasgow, a new frigate, mounting 50 guns; in which he conveyed Viscount Melville from Portsmouth to Plymouth, at the commencement of October; and then cruised between Scilly and Cape Finisterre, until the final conclusion of the war with America. He had not the good fortune, however, to meet with any of the enemy's cruisers; and the recapture of one British merchantman was the only service which he had an opportunity of effecting.

On the return of Buonaparte from Elba, the Glasgow was placed under the orders of Admiral Lord Keith; and after a short cruise on the coast of la Vendee, Captain Duncan was nominated by the Admiralty to the command of a squadron, intended at first to be employed between Capes Finisterre and St. Vincent, but ultimately sent to cruise across the Bay of Biscay, in order to intercept the fugitive usurper. Hearing at length of Napoleon's surrender to the Bellerophon, and observing the royal colours displayed at Brest, Captain Duncan put into that port, where he remained four days, and then returned to Plymouth.

From the foregoing statement, it will appear very evident to our readers, that Captain Duncan, although he never had the good fortune to encounter a frigate at sea, was both active and successful in coast operations against the enemy: he did as much along shore as any officer we have ever heard of. Having no frigates to fight, he never lost an opportunity of attacking the enemy's convoys in their own ports, destroying batteries, and cutting out work for himself in every possible shape. If the Captain of a British frigate meets an enemy's ship of that description, he fights her, and he can do no less: the officer who goes out of his way to cut out work for himself, has the credit of the planning to be added to that of the execution of any particular enterprise. Having found it impossible to specify every individual capture made by Captain Duncan, or at which he assisted, while commanding the Porcupine, Mercury, and Imperieuse, we must content ourselves with giving the grand total of vessels taken and destroyed in

his presence between Sept. 1807 and Jan. 1814; viz. fifteen gun-boats, one national schooner, three armed transports, two privateers, three letters of marque, and upwards of two hundred merchantmen, exclusive of six recaptures;—he also assisted at the destruction of eight towers and thirteen batteries. For his indefatigable exertions and valuable services, he was deservedly rewarded with the insignia of a C. B. in June 1815. The proof of the value of those services is, that they led to the promotion of four Lieutenants serving under his immediate command*.

The Glasgow being paid off at Chatham, Sept. 1 following, and Great Britain then at peace with all the world, Captain Duncan did not attempt to obtain further employment until June 1818, when he was appointed to the Liffey of 50 guns, in which ship he conveyed Field-Marshal Lord Beresford from Portsmouth to Lisbon, and then proceeded on an anti-piratical cruise round the West India Islands.

After touching at Port Royal, and the Havannah, Captain Duncan returned to Spithead; and in the autumn of 1819, we find him attending on his present Majesty, then Prince Regent, during his aquatic excursion in that neighbourhood. Whilst thus employed, the Liffey had the honor of hoisting the royal standard, the Prince having condescended to visit her, at the same time paying Captain Duncan the flattering compliment of saying that he did so "because he had never seen a ship that pleased him so much before."

The Liffey subsequently conveyed Sir Charles Bagot, H. M. Ambassador to the court of St. Petersburg, from North Yarmouth to Cronstadt; and on her return from thence was despatched in company with the Active frigate, under sealed orders, to Naples; where she continued from the 6th. Oct. 1820, until the end of Feb. 1821.

Captain Duncan was next sent to Lisbon, on secret service of a highly important nature; and whilst there he received the thanks of the Cortes for his exertions in subduing a fire which had broke out in one of the public buildings. He had also the honor of a private audience with the King of Portugal, when that monarch arrived in the Tagus, from Rio Janeiro, after an honorable exile of nearly fourteen years.

* See p. 1001.

In Aug. and Sept. 1821, we again find the *Liffey* attending upon our own sovereign, whom she accompanied first to Ireland, and afterwards to Calais. On her return from the latter service, she was ordered to be paid off at Portsmouth; and Captain Duncan has not since been afloat.

Previous to their separation, Oct. 17, 1821, the officers of the *Liffey* gave a superb entertainment to their late commander—upwards of thirty persons sat down to dinner. The accustomed patriotic toasts having been given, the President, after an appropriate speech, in which he expatiated on the uninterrupted harmony that had reigned among all classes, proposed “the health of the Hon. Captain Duncan, under whose command they had all enjoyed so large a portion of comfort and happiness; who both in his public and private character, had acquired, and would ever retain their utmost respect and esteem.” This toast was hailed with the most enthusiastic and long continued bursts of applause.—Captain Duncan, in an animated speech, returned thanks; and expressed his approbation of the conduct of all his officers, whose lot, he observed, it had been to visit together several European capitals, in all of which he was proud to say, they had left impressions highly favorable to the British name. Many other appropriate toasts followed, and the evening was spent in the greatest concord and conviviality.

Captain Duncan's great anxiety has always been, to push on the officers serving under his command; and in this respect he has been particularly successful. Not one of his first Lieutenants possessed interest, yet no less than five of them were made Commanders, and a sixth individual may be said to have obtained that rank through him. Lieutenants Price, Pell, and Travers, whom we have already mentioned in the course of this memoir, were promoted for their respective services in the *Porcupine*, *Mercury*, and *Imperieuse*. The action at Languilla and Alassio, June 27, 1812, led to the advancement of Lieutenant William Walpole*. The Prince Regent's visit to the *Liffey* was followed by the promotion of Lieutenant William Henry Higgs; and his successor, Williams Sandom, although not made until after the ship was paid

* See p. 995.

off would in all probability have been a Lieutenant still, but for the fortunate circumstance of his having attracted Captain Duncan's notice during the war, by which means alone he obtained an appointment to the Liffey.

There is another point which Captain Duncan has great reason to pride himself upon; namely, his attention to Naval Gunnery; and a recital of the circumstance which we are told first led him to see the necessity of attending thereto, may be a useful lesson to our young officers.

A few weeks after the Porcupine was manned, Captain Duncan chased a ship during the night in the Archipelago, which proved to be an American merchant vessel. While hailing her, and when the two ships were almost touching each other, a gun on board the Porcupine went off by accident, and a whole broadside followed. The guns were all double shotted, and Captain Duncan naturally supposed the neutral ship would be cut to pieces. Although happy to hear she had not suffered, his surprise was very great to find that a broadside could be fired so close without producing any effect: from that moment he saw the absurdity of the common form of exercise, which he had been accustomed to pay as much attention to as is generally done; and that real exercise, and the greatest and most constant attention to it, was necessary. In a short time the crew of the Porcupine became perfect gunners; the Mercury's were the same; and never, during the war, did the firing of any ship surpass that of the Imperieuse. One day, under a battery, the captain of a gun was asked by an officer why he did not fire? The man replied, "The quoin edgeways is too much, and not enough put in flat; I am chipping a bit of wood for it." This answer shews how cool and correct his people were in handling their guns—they used to say themselves, that they would cut a frigate asunder in fifteen minutes. Unfortunately they never had an opportunity of displaying their skill in so highly desirable a manner; but no battery they were ever opposed to could stand their fire many minutes. We should here remark, that very few of Lord Cochrane's men were then remaining in the Imperieuse: it is true his Lordship first taught that frigate's crew how to use great guns with skill and dexterity: it is also certain that Captain Duncan completed

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them in that important science ; and it is but justice to both to add, that Captain Duncan has been often heard to declare how much he admired and how much he had profited by his Lordship's system of gunnery. Lord Cochrane probably did not think otherwise of Captain Duncan's, when he recommended him as his successor to his favorite ship, although unacquainted with him until they had met on service a few months before*. The crew of the Glasgow, perhaps the finest set of men ever collected on board a ship, were well trained to their guns under Captain Duncan ; and the perfection to which he brought the Liffey's firing, aided by Sir William Congreve's sights, is sufficiently shewn in the extract from his journal, published in a treatise on that subject by the latter ingenious officer.

Captain Duncan married, April 22, 1823, Mary Simpson, only daughter of Captain James Coutts Crawford, R. N. and grand-daughter of the late Alexander Duncan, of Restalrig House, near Edinburgh, Esq. by whom he has a son, born June 23, 1824 ; and a daughter, born May 31, 1825.

Agent.—J. Woodhead, Esq.

See continuation

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HENRY VAUGHAN, Esq.

THIS officer, a descendant of the late Earl of Carberry, was born in 1757. He entered the naval service as a Midshipman on board the Boyne of 70 guns, commanded by Captain Broderick Hartwell, in 1774 ; and afterwards joined in succession, the Foudroyant 80, Captain John Jervis ; Galatea 20, Captain J. Jordan † ; Ardent 64, Captain James Gambier ; and Sandwich, a second-rate, bearing the flag of Sir George B. Rodney ; by whom he was appointed first

* During a debate on naval affairs in the House of Commons, Lord Cochrane complained that the Admiralty did not pay attention to the recommendation of officers. Mr. Croker said in reply, " that his Lordship should be the last to make such an accusation, as the Board had attended to his recommendation, even so far as to the appointment of a successor to his ship," or words to that effect. We state this from memory, consequently cannot give the exact date when the conversation alluded to took place.

† The Galatea assisted at the reduction of New York in Sept. 1776.

Lieutenant of the Panther 60, Captain John Harvey, immediately after the defeat of Don Juan de Langara, in Jan. 1780. His commission was confirmed by the Admiralty, Oct. 3d, in the same year.

Soon after Mr. Vaughan's promotion, the chief command of the naval force employed in the defence of Gibraltar, devolved on Captain Harvey; and never perhaps was cool judgment and firm resolution more necessary, than in the dangerous situation he was soon placed in. During the night of June 6, 1780, a bold and well-concerted effort was made by the Spaniards to destroy the British squadron; several fire-ships were sent over for that purpose, attended by a large number of boats. Don Barcello's squadron lay at the entrance of the bay to intercept the British, if they should cut their cables and endeavour to escape. Many favorable circumstances seemed almost to ensure success: the wind was moderate from the N. W., the night cloudy, and, considering the season of the year, uncommonly dark: the foremost of the fire-ships was within hail of the Enterprise frigate before they were discovered—not a moment was to be lost, the danger was instant and alarming: to endeavour to avoid it by putting to sea, was to fall into the hands of the enemy.

Captain Harvey, with great coolness and presence of mind, ordered all his boats out to grapple the fire-ships, and tow them on shore—the largest, equal in size to a 50-gun ship, drove past the New Mole head within the distance of 150 yards! Not only the size of the ship, but the violence of the heat, rendered it impracticable for the boats to grapple her: had she got within the mole, every vessel lying there, together with the storehouses in the naval yard, must have been destroyed. Three others were secured together with chains and cables; yet with uncommon resolution and activity, the British seamen separated, and towed them ashore. The Panther was in the utmost danger: three of the enemy's ships were directed towards her: one, notwithstanding the exertions of the boats, came so near as to melt the pitch on her side; and as some of the sails were set for canting her, part of the crew were constantly employed in wetting them. By the strong light of these seven ships, all blazing at one time, two other vessels of the same description were seen on the larboard

bow of the Panther ; but so heavy and well-directed a fire did she keep up, that their crews were obliged to abandon them before they could be placed in a situation to produce any mischievous effects. Thus was the attempt of the enemy rendered ineffectual by the valour of British seamen, under the guidance of Captain Harvey, Lieutenant Vaughan, and other resolute and skilful officers.

Orders having been sent from England, about this period, for the Panther to take the first opportunity that offered for returning home, she slipped out of the bay, with an easterly wind, during the night of July 2d, succeeded in eluding the vigilance of Don Barcello, captured a Spanish packet in her passage, and arrived at Spithead on the 25th of the same month.

Lieutenant Vaughan subsequently accompanied Captain Harvey to Barbadoes, and was present at the reduction of St. Eustatius, Feb. 3, 1781. A few hours after that event, the Panther assisted at the capture of a Dutch convoy, richly laden, as will be seen by the following letter from Captain Francis Reynolds (afterwards Lord Ducie) to Sir George B. Rodney:—

“ *Monarch, off Saba, Feb. 5, 1781.*

“ Sir,—I have the pleasure to inform you, that yesterday morning I fell in with the convoy you did me the honor to send me in pursuit of. About ten o'clock I ordered the Mars, a Dutch ship of 60 guns, to strike her colours ; which she refusing to do, occasioned some shot to be exchanged. The Monarch received no damage, excepting 3 men wounded : I am not informed of the number the Dutch had killed and wounded ; but among the former is their Admiral, though his flag was not hoisted at the time of the action. From some shot in her masts, I have ordered the Panther to take her in tow.

“ By the activity of Captain Harvey, and Lord Charles Fitzgerald *, we were enabled to take possession of the whole, and to make sail with them by four o'clock in the afternoon.”

From this period to the 1st Aug. 1781, the Panther continued cruising among the different islands : when, as she was an old ship, considerably weakened by being constantly at sea, Sir George B. Rodney sent her home with the Triumph 74, as convoy to a large fleet of merchantmen. In Jan. 1782, she was ordered into dock at Portsmouth ; and we find no farther mention of Mr. Vaughan until the commencement of the

* His Lordship commanded the Sybil of 28 guns.

French revolutionary war, when he was appointed first Lieutenant of the *Russell* 74, commanded by Captain John Willet Payne, with whom he continued until his promotion to the rank of Commander, which took place immediately after the glorious battle of June 1, 1794.

In 1801, Captain Vaughan was appointed to the *Imogene* of 18 guns, then employed cruising against the smugglers; but subsequently sent with important despatches to the Cape of Good Hope, where she arrived after a passage of only 58 days. He was afterwards employed on the coast of Guinea, and at the Leeward Islands, from which latter station he sailed for England with the homeward-bound fleet at the commencement of 1805. His post-commission bears date Jan. 22, 1806; since which date he has not been afloat. In 1807 he was appointed to the Sea Fencible service in Ireland, where he continued until the dissolution of that corps, in 1810.

Captain Vaughan married the eldest sister of Captain James Katon, R. N. *

Agent.—John Chippendale, Esq.

THOMAS CAMPBELL, Esq.

THIS officer was made a Commander in 1794; and advanced to the rank of Post-Captain, Jan. 22, 1806. He commanded the *Wright*, hired armed ship, previous to the peace of Amiens; and obtained the out-pension of Greenwich Hospital, Aug. 19, 1817.

JOSEPH LAMB POPHAM, Esq.

THIS officer is a half-brother of the late Rear-Admiral Sir Home Popham, K. C. B. He was made a Lieutenant in 1794, advanced to the rank of Commander in 1797, and posted Jan. 22, 1806. He married, June 17, 1801, Miss Wallis, of Trevanno, near Helstone, in Cornwall.

* See p. 450.

JOHN SURMAN CARDEN, Esq.

THIS officer is the eldest son of the late Major Carden, a member of the Templemore family in Ireland, by Miss Surman, of Treddington, near Tewkesbury, in Gloucestershire, at which place he was born on the 15th Aug. 1771.

At the commencement of the dispute with our colonies, Mr. Carden, senior, (then a Lieutenant in the army) proceeded to America, where his services on many occasions were so conspicuous as to obtain him the rank of Major in a provincial regiment, "The Prince of Wales's Royal Americans." During his absence, her late Majesty, Queen Charlotte, attending to the recommendation of General Rooke, commanded Mrs. Carden to return from Ireland, and take charge of one of the royal progeny, as nurse; at the same time nominating her son, the subject of this memoir, a page to the King, and procuring him an ensigncy in his father's regiment. Unfortunately, however, Mrs. Carden declined accepting the proffered situation until she could receive her husband's consent; a refusal which put an end to the youngster's prospects of advancement, either at court or in the army; his name being immediately erased from the list of pages, and subsequently struck off the strength of his regiment, which extreme youth had prevented him from joining, although repeatedly ordered to do so. Mrs. Carden shortly after departed this life, at the age of 26 years; and was soon followed by the Major, who died of wounds received in action with the enemy, leaving two sons and two daughters.

Mr. John Surman Carden having ultimately determined to become a sailor, and obtained an introduction from the late Duke of Beaufort to Captain Charles Thompson of the *Edgar 74*, was received as a Midshipman on board that ship, in 1788. In the following year we find him proceeding to the East Indies in the *Perseverance* frigate, Captain Isaac Smith, with whom he returned to England at the commencement of the French revolutionary war; when he joined the *Marlborough 74*, commanded by the Hon. George C. Berkeley, under whom he continued to serve until his promotion to

the rank of Lieutenant, which took place immediately after Lord Howe's battle, June 1, 1794*.

Lieutenant Carden, whose sight had been materially injured by an explosion of gunpowder during the above engagement, subsequently followed Captain Berkeley into the *Formidable*, a second-rate; and on leaving that ship, joined the *Barfleur*, another three-decker, commanded by the late Vice-Admiral Dacres. His next appointment was to the *Queen Charlotte*, of 100 guns, bearing the flag of his friend, Sir Charles Thompson, through whose influence he became first Lieutenant of the *Fisgard* frigate, fitting at Plymouth, in Sept. 1798. His commission as Commander, dated Oct. 25, in the same year, was presented to him on account of his gallant conduct in an action with *l'Immortalité*, of 42 guns and 580 men, the capture of which ship has already been described in our memoir of Sir Thomas Byam Martin, K. C. B. †, from whose official letter to Lord Bridport we make the following extract:—

“ I should wish to recommend the steady good conduct of Mr. Carden, first Lieutenant of the *Fisgard*, on this occasion, but not to the prejudice of any other person, as every officer and man on board behaved with that courage and intrepidity which at all times distinguish his Majesty's subjects in the presence of an enemy.”

In the summer of 1800, Captain Carden was appointed to the *Sheerness*, a 44-gun ship, armed *en flûte*, attached to the expedition then about to sail for the Helder, where he commanded a division of boats at the debarkation of the army, under cover of a warm and well-directed fire from the bombs, gun-brigs, and other small vessels ‡.

During the remainder of the war, he appears to have been employed in co-operation with the French royalists, on the coast of la Vendée; and conveying troops to the Mediterranean and Red Sea, for the purpose of reinforcing the British army in Egypt.

This latter service afforded Captain Carden an opportunity of crossing the desert of Suez, and visiting Grand Cairo, from whence he returned to his ship, bringing with him, as volun-

* See note † at p. 15 of this volume.

† See vol. I. p. 493.

‡ See *id.* note at p. 415.

teers for the different regiments in India, many of the very men whom he had previously landed at Minorca. On his return from the Red Sea he surveyed the ports of Zeyla and Barbora, in the Arabian Gulf (ports which had never before been entered by any European ship), and with much difficulty, as well as personal risk, succeeded in establishing a source of supply for his countrymen, should any reverse have obliged the army to approach that quarter. His exertions at this period are thus noticed in a letter written by the late Rear-Admiral John Sprat Rainier, dated Dec. 23, 1820 :

“ My dear Carden,—I look back with pleasure to our arduous services in the Red Sea and India ; though being performed in that remote region, they are unknown and unnoticed in this quarter of the globe. The Governor of Bombay attributed the preservation of the magazines, arsenal, and dock, almost entirely, to the zealous and active exertions of the navy, when that rich and combustible city was nearly reduced to ashes : your distinguished conduct on that occasion, I well remember. But our exertions did not terminate here ; we rescued the property of thousands, and the lives of many, at the extreme peril of our own. I imagine Sir Home Popham, if alive, would have borne testimony to the value of your assistance in that remarkable and most essential service of enabling the British army to cross the desert between Cossire and the Nile, which it is allowed would have been impracticable but with the aid the squadron afforded at the very crisis of commencing their march *.” • • • •

The fire alluded to by Rear-Admiral Rainer, broke out at Bombay on the 17th Feb. 1803, and burnt down the greater part of the town, leaving only the dock-yard, arsenal, castle, and European buildings. In the midst of the conflagration, Captain Carden distinguished himself by his intrepidity in forcing open a magazine, the outer door of which had already caught fire, and setting a noble example to his men, by seizing the nearest barrel of gunpowder, carrying it, covered with his jacket, to the ramparts, and throwing it from thence into the ditch. By this daring act, the lives of many hundred persons were saved ; yet, strange to say, the only reward Captain Carden ever received was the thanks of the Governor and Council, conveyed to him, in common with other officers, through the naval commander-in-chief. He was soon after obliged to invalid in consequence of hepatitis, brought on by his great exertions, and return home as a passenger on board an Indiaman.

• See the remainder of Rear-Admiral Rainier's letter at p. 1010.

Captain Carden's next appointment, which took place immediately after his arrival in England, was to command the Sea Fencibles quartered on the borders of the Frith of Forth, where he continued until appointed to the Moselle brig in Dec. 1804. Previous to his quitting North Britain, he was presented with the freedom of the united boroughs of Burntisland, Kirkcaldy, Kinghorn, and Dysart. His post-commission bears date Jan. 22, 1806; but he does not appear to have given up the command of the Moselle until the month of March following. A letter from Captain George Mundy, bearing testimony to his attentive and able conduct while engaged in the blockade of Cadiz, will be found at p. 336 of this volume.

In Jan. 1809, we find Captain Carden commanding the Ville de Paris, a first-rate, and assisting at the embarkation of the unfortunate army which had entered Spain under Sir John Moore. Speaking of this service, his friend, Rear-Admiral Rainer, continues his letter in the following terms:—

“ * * * * Sir David Baird will join me in this *, as well as in the estimation of your services at Corunna. The services of the navy upon this occasion, have been depressed by the misfortunes of the period, including the state of the weather, which caused the fleet to disperse, and was destructive of all order; and they have been obscured by political misrepresentations. The fact was this, that with the boats of the men of war and transports only, and under the disadvantage of a gale of wind, and night operations, we embarked the whole army, amounting, if my memory be correct, to 24,000 men, in about 36 hours. In all this, you performed, as upon other occasions, a zealous and important part. Believe me ever, my dear Carden, most truly yours,

(Signed)

“ J. S. RAINIER.”

Captain Carden was afterwards appointed in succession to the Ocean 98, Mars 74, and Macedonian frigate. His capture, by an American man of war, is thus described by him in a letter to John Wilson Croker, Esq. dated at sea, Oct. 28, 1812:—

“ Sir,—It is with the deepest regret I have to acquaint you, for the information of my Lords Commissioners of the Admiralty, that H. M. late ship Macedonian, was captured on the 25th instant, by the U. S. ship *United States*, Commodore Decatur, commander: the detail is as follows:

* See p. 1009.

" A short time after day-light, steering N. W. by W. with the wind from the southward, in lat. 29° N. and long. 29° 30' W., in the execution of their Lordships' orders, a sail was seen on the lee beam, which I immediately stood for, and made her out to be a large frigate under American colours. At 9 o'clock, I closed with her, and she commenced the action, which we returned; but, from the enemy keeping two points off the wind, I was not enabled to get as close to her as I could have wished. After an hour's action the enemy backed and came to the wind, and I was then enabled to bring her to close battle. In this situation I soon found the enemy's force too superior to expect success, unless some very fortunate chance occurred in our favor; and, with this hope, I continued the battle to two hours and ten minutes; when, having the mizen-mast shot away by the board, top-masts shot away by the caps, main-yard shot in pieces, lower-masts badly wounded, lower rigging all cut to pieces, a small proportion only of the foresail left to the yard, all the guns on the quarter-deck and fore-castle disabled but two, and filled with wreck, two also on the main-deck disabled, and several shot between wind and water, a very great proportion of the crew killed and wounded, and the enemy, who had now shot a-head, comparatively in good order, and about to place himself in a raking position, without our being enabled to return his fire, being a perfect wreck and unmanageable log; I deemed it prudent, though a painful extremity, to surrender his Majesty's ship; nor was this dreadful alternative resorted to till every hope of success was removed, even beyond the reach of chance; nor till, I trust their Lordships will be aware, every effort had been made against the enemy by myself, my brave officers, and men: nor should she have been surrendered whilst a man lived on board, had she been manageable. I am sorry to say our loss is very severe; I find, by this day's muster, 36 killed, 3 of whom lingered a short time after the battle; 36 severely wounded, many of whom cannot recover; and 32 slightly wounded, who may all do well. Total 104*.

" The truly noble and animating conduct of my officers, and the steady bravery of my crew, to the last moment of the battle, must ever render them dear to their country.

" My first Lieutenant, David Hope, was severely wounded in the head, towards the close of the battle, and taken below; but was soon again on deck, displaying that greatness of mind, and exertion, which, though it may be equalled, can never be excelled; the third Lieutenant, John Bulford, was also wounded, but not obliged to quit his quarters; the second Lieutenant, Samuel Mottley, and he, deserve my highest acknowledgments.

* " In bearing down to attack the American ship, the whole of the Macedonian's carronades on the engaging side, had their chocks, which, in this frigate, were fitted outside, cut away by the raking fire of the United States. Thus was disabled the entire upper-deck battery of the Macedonian, before she had well begun the action."—See JAMES'S *Nav. Occ.* p. 154.

The cool and steady conduct of Mr. Walker, the Master, was very conspicuous during the battle; as also that of Lieutenants Wilson and Magill, of the marines.

“ On being taken on board the enemy’s ship, I ceased to wonder at the result of the battle. The United States is built with the scantling of a 74 gun-ship, mounting thirty long 24-pounders (English ship guns) on her main-deck, and twenty-two 42-pounder carronades, with two long 24-pounders on her quarter-deck and fore-castle, howitzer guns in her tops*, and a travelling carronade on her upper-deck; with a complement of 478 picked men.

“ The enemy has suffered much in masts, rigging, and hull, above and below water; her loss in killed and wounded I am not aware of, but I know a Lieutenant and 6 men have been thrown overboard †.

(Signed) “ JOHN S. CARDEN.”

* Eight-pounders, one in each top.

† “ The loss of the United States is stated by Commodore Decatur at no more than 5 killed and 7 wounded. Among the latter is included, ‘ Lieutenant Funk, who died four hours after the action.’ Mr. Clark (editor of a naval work published at Philadelphia, Jan. 3, 1814), also notices one of the seamen as having been mortally wounded; which coincides with Captain Carden’s statement, that a Lieutenant and 6 men had been thrown overboard. According to the proportions between the killed and wounded, the American slightly wounded cannot have been enumerated; a circumstance that receives confirmation from the fact, that the American officers, when questioned on the subject of their loss, told each a different story.”— See JAMES’S *Nav. Occ.* p. 158.

By reference to the minutes of the court-martial afterwards held on Captain Carden, &c., it will be seen that one of the Macedonian’s quarter-masters, an old British seaman, made oath, that he served his time with many of the United States’ crew, out of an English port; that his first cousin was one of the traitors, and that they had declared to him that the American ship had 18 persons slain in the action. Captain Carden, in a letter to Mr. James, dated May 17, 1824, and afterwards published in the *Hampshire Telegraph*, says, that the United States was pumped out every watch till her arrival in port, from the effect of shot received under water, and that two 18-pounders had passed through her main-mast in an horizontal line; he adds, “ had such mast been the size only of the Macedonian’s, that is the same diameter, it would most probably have fallen early in the action, five of her main shrouds having been cut away by the Macedonian’s shot, on the side engaged.” In reply to Mr. James’s assertion, “ that the British frigate bore down to the attack in a heedless and confident manner, and that the United States opened a fire from her long *twenty-fours*, almost every shot of which struck either the hull or the masts of the Macedonian,” (see *Nav. Hist.* v. 5, p. 304,) Captain Carden declares, that every shot of the enemy’s

As no correct account of the Macedonian's armament has hitherto been published, we shall here give an authentic statement, shewing the comparative force of that ship and her formidable opponent.

MACEDONIAN.		UNITED STATES.	
Main-deck . . .	28 long eighteen-pounders	30 long twenty-four-pounders.	
Quarter-deck, and Forecastle, } }	16 thirty-two-pounder carronades, and 2 long twelve-pounders, and 2 ditto brass eight-pounders*.	22 forty-two-pounder carronades, and 2 long twenty-four-pounders.	
Total 48 guns, exclusive of a boat's carronade.		54 guns, exclusive of three howitzer-pieces in the tops, and a travelling carronade.	
Broadside weight of metal { long guns, 272 } 528 pounds. { carronades, 256 }		{ long guns, 384 } 846 pounds. { carronade, 462 }	
Complement { Officers 23 } Total 297 † . . . { 30 } Total 509 ‡. { Seamen and Marines 178 } { 478 } { Landsmen 61 } { none † } { Boys 35 } { 1 }			
Size in tons 1081		1670 †.	

broadside fell far short, and that one of the first that struck her was a *forty-two-pounder*, which killed the serjeant of marines. The mizen topmast was shot away at the cap about the same time, and fell forward into the main-top.

* The two brass 8-pounders (prize guns) were only fired once—the solder by which pieces of metal for securing the locks had been affixed to them having run the first discharge, and filled the touch-holes.

† Among the Macedonian's crew were many men said to be native Americans, and other foreigners, eight of whom refused to fight, and were consequently sent below. This reduced the number actually at quarters to 289 officers, men, and boys: few of the latter were worth ship room in time of action.

‡ There is no rating for *landsmen* allowed in the American navy.

§ Captain Carden, in his official letter, gave the United States a complement of 478 men; but he did not include in that number 30 officers, whose names were not entered in her victualling book, from whence he took his account.

|| Taken from the register of New York dock-yard.—The United States was superior to any ship of her class in the American navy. Her sides, on the cells of her main-deck ports, were of the same scantling as our 74-gun ships on their lower-deck port-cells, composed of live-oak; and her sides such a mass of this wood, that carronade grape would scarcely penetrate them. She was termed the "Waggon of the American Navy," from her thick scantling, having been originally intended for a larger class ship; and her masts were precisely the same dimensions as those of our then second class *seventy-fours*.

The manner in which Captain Carden was received by his generous enemy, after the surrender of the *Macedonian*, is worthy of mention. On presenting his sword to Commodore Decatur, the latter started back, declared he never could take the sword of a man who had so nobly defended the honor of it, requested the hand of that gallant officer, whom it had been his fortune in war to subdue, and added, that though he could not claim any merit for capturing a ship so inferior, he felt assured Captain Carden would gain much, by his persevering and truly gallant defence*. The Commodore subsequently gave up all the British officers' private property, extending his generosity to even a quantity of wine, which they had purchased at Madeira for their friends in England.

Captain Carden, his officers, and surviving crew, returned to Bermuda in Mar. 1813; and on the 27th May following, a court-martial was assembled on board the *St. Domingo 74*, to inquire into their conduct during the above action, and to try them for surrendering their ship. The following is an extract from the sentence:—

“The Court having most strictly investigated (during its sitting of four days) every circumstance, and examined the different officers, and many of the crew, and having very deliberately and maturely weighed and considered the whole and every part thereof, is of opinion—

“That, previous to the commencement of the action, from an over anxiety to keep the weather gage, an opportunity was lost of closing with the enemy; and that, owing to this circumstance, the *Macedonian* was unable to bring the *United States* to close action, until she had received material damage; but as it does not appear that this omission originated in the *most distant wish* to keep back from the engagement, the Court is of opinion, that Captain John Surman Carden, the officers, and ship's company, *in every instance throughout the action, behaved with the firmest and most determined courage, resolution, and coolness*, and that the colours of the *Macedonian* were not struck until she was unable to make further resistance. The Court does, therefore, *most honorably acquit* Captain John Surman Carden, the officers and remaining company of his Majesty's late ship *Macedonian*; and they are **MOST HONORABLY ACQUITTED** accordingly.

* The national legislature voted their thanks to Commodore Decatur, the officers, and crew, of the frigate *United States*; also a gold medal to Commodore Decatur, and silver medals to each of the officers, in honor of the *brilliant victory* gained by that frigate over the *Macedonian*! See JAMES'S *Nav. Occ. Appendix*, p. xxxi.

"The Court cannot dismiss Captain Carden, without expressing its admiration of the uniform testimony which has been borne to his gallantry and good conduct throughout the action; nor Lieutenant David Hope, the other officers, and ship's company, without expressing the highest approbation of the support given by him and them to their Captain, and of their courage and steadiness during the contest with an enemy of very superior force; a circumstance, that whilst it reflects high honour on them, does no less credit to the *discipline* of the Macedonian. The Court also feels it a gratifying duty to express its admiration of the fidelity to their allegiance, and attachment to their King and Country, which the remaining crew appear to have manifested, in resisting the various insidious and repeated temptations which the enemy held out to seduce them from their duty, and which cannot fail to be fully appreciated."

The President, Commodore Henry Hotham, on returning Captain Carden his sword, highly extolled the distinguished valour displayed by him, and concluded by saying, that whenever the honor of the British flag should be entrusted to him, he felt assured it would receive additional glory.

The approbation of an enormously thronged court, on this occasion, was enthusiastic to a degree. Captain Carden was immediately charged, by the commander-in-chief, with despatches for the Admiralty, and he arrived in London the very morning previous to a discussion in the House of Commons * on the "*despondent and heartless state of the British navy,*" when the gallant defence made by the Macedonian appears to have been adduced by Ministers as the criterion of British valour, as well as to confute the unjust charge preferred by Lord Cochrane, the framer of the motion; in reply to whose animadversions, Mr. Croker, Secretary to the Admiralty, expressed himself in terms to the following effect:—

"He would assert, without the fear of contradiction, that no person in that House, or in the Country, except the noble Lord himself, ever thought of attributing the captures made from us by the Americans, to the despondent spirit and heartless state of our crews, and not to the superior dimensions and weight of metal of the enemy's ships. What would be the consequence, were the noble Lord's assertions to be admitted by the House? What was the fact with regard to the Java and the Macedonian? Were the brave and gallant men who fought the Macedonian against an overbearing superiority of size and numbers, and an overwhelming superiority of metal, despondent, faint, and heartless? The Macedonian had been fought with such determined gallantry, and such persevering intre-

* July 5, 1813.

pidity, as to give the officers and men an honor, that was as justly merited as it was pure and untainted; and it was only now attempted to be blown upon by the noble Lord. He would state one fact respecting the courageous and dauntless character maintained by the crew of that frigate in the extremity and crisis of danger.—Immediately before the surrender of the Macedonian, loud, cordial, and repeated cheering was given—he could not better describe the nature of these cheers, nor more adequately praise the noble spirit displayed by her crew, than by assuring the House, that the cheering proceeded from the cockpit; and that the wounded and the dying were those who raised the patriotic shouts. Would the noble Lord call these men depressed and heartless, who were not only susceptible of such manly and generous feelings, but who were capable of giving to them, even in the bitter moments of bodily anguish, and inevitable death, the energetic tone and expression so truly characteristic of British seamen?"

On the day after the debate alluded to, several members of the House of Commons waited upon Captain Carden, congratulated him on his arrival in England, and declared they had never witnessed more enthusiastic applause than the recital of his gallant defence had the night before created. On revisiting his native place he was received with unbounded acclamations of joy and respect; and soon after honored with the freedom of Worcester, Gloucester, and Tewkesbury. The following is an extract from the *Naval Chronicle*, vol. 30, p. 182:—

“On the 23d Aug. (1813), the Earl of Coventry entertained the Mayor and Corporation of Worcester with a splendid dinner at Croome; after which a most interesting ceremony followed, in the presentation of the freedom of that city to the gallant Captain Carden, by the Earl of Coventry, at the head of the Body Corporate, who had previously voted it to him at a Chamber Meeting. Upon which occasion the noble Earl addressed Captain Carden in the following words:—

“Captain Carden,—I feel proud to have the honor of presenting the Freedom of the ancient and loyal City of Worcester, conferred on you by this respectable assembly, in testimony of the high sense they entertain of the signal and meritorious services you have so eminently and repeatedly displayed in the defence of your King and Country; and more particularly for your gallant and memorable defence of H. M. S. *Macedonian*, against so superior and overwhelming a force. The sentence of the court-martial on this occasion has afforded universal satisfaction; and I doubt not that an early opportunity will be offered you of adding fresh lustre to the renown already acquired by the exercise of those professional talents and valour hitherto so conspicuous, and on which I have this day the happiness to congratulate you.”

On looking over Mr. James's account of the battle between the Macedonian and United States, we find that gentleman, after commenting upon what he terms the ineffectual fire of the British frigate, expressing himself as follows:—
 "A Captain, where he knows that his men, for want of practice, are deficient in gunnery, should strive his utmost to close with his antagonist; especially when he also knows, that that antagonist excels in an art, without some skill in which, no American ship of war would trust herself at sea."
 That the crew of the Macedonian were constantly exercised at the great guns, whilst commanded by Captain Carden, is sufficiently proved by the letters which he received from his late third and first Lieutenants, the present Captain George Richard Pechell, and Commander David Hope. The following are extracts from those letters:—

"Aldwich, Chichester, May 14, 1824.

"My dear Sir,—From having served as junior Lieutenant in the Macedonian, for nearly two years, under your command, till within a few weeks of the action with the United States, I cannot refuse myself the satisfaction of declaring, that in no ship in which I had served, was the exercise of the great guns so constantly attended to, as in the Macedonian. That nearly every afternoon whilst at sea, the guns were cast loose and practised, and the system altogether, striking me at that time as so extremely beneficial, that I instantly adopted the same principle of exercise when commanding his Majesty's sloop Colibri, which took place three months from my quitting the Macedonian. So far did I consider the crew of the Macedonian from being deficient in gunnery, and so confident was her commander of the result of his continued exertions in training his crew, that whilst employed in shore of the squadron in Basque Roads, every opportunity was as eagerly seized, and as confidently anticipated, to bring the enemy's advanced frigates to battle. Scarcely was there a day in which the Macedonian for months was not engaged, either with the batteries, or stopping the convoys, and not an enemy's vessel in that roadstead even moved without the Macedonian's signal being made to advance!—which alone gave repeated occasions for manœuvring and firing. And nothing but the intricacy of the navigation, and the shallowness of the water, prevented the success which otherwise would have attended this harrassing service. The precision of the fire from the Macedonian was never more observable than on the evening of the 6th of August, 1812, when a French lugger was chased on shore under the batteries, near Pisle d'Aix, which vessel was brought out the same evening, by the boats you did me the honor to place under my command; and to recapture which an attempt was made by the enemy, with two frigates, the following morning; but which, on the Macedonian's approaching to gun-shot, instantly retreated to their anchorage; and it

may here be only proper to remark, in refutation of Captain Carden's wish to keep at long range, (which in the passage above Mr. James alludes to)—that on approaching the French frigates close to the batteries of l'Isle d'Aix, a gun accidentally went off, (when at long range), which drew forth from Captain Carden, a most severe reprimand, to those who had been guilty of such apparent want of caution, as compromising the dignity of a British man-of-war.—I am, dear Sir,

“ Your very humble and most obedient servant,

“ GEO. R. PEACHELL.”

“ To Captain J. S. Carden, R. N.”

“ *Newton, by Musselburgh, June 22, 1824.*

“ Dear Sir,—I have just received your letter of the 10th instant, in which you mention that Mr. James, in his *Naval History*, has stated that you knew the ship's crew of the *Macedonian* were, for want of practice, deficient in gunnery. That statement is certainly totally unfounded; as in no ship in the British service could there have been more attention paid to the practical part of gunnery than was done by you to the crew of the *Macedonian*: the cruise previous to our unfortunate capture we were under the command of Sir P. C. Durham, in Basque Roads, and stationed in-shore, where we were almost every day engaged with the enemy. They were not only well-trained, but the greatest attention was paid to every department relating to the guns. The magazine was examined every week by the first Lieutenant, to see that the cartridges and powder were in good order, and ready for action; there was general exercise every evening before sunset; a division exercised through the day, and frequently fired at a mark; in fact, every thing was done to make the ship in all respects ready to meet the enemy.

“ As to the state of discipline in the ship, that has been so strongly expressed by the sentence of the court-martial, where the evidence was examined upon oath, that any comment of mine would be unnecessary, were I not called upon by you to state my opinion. I now do so, as an officer who has served his country nearly twenty-eight years; and having been frequently in action with the enemy, in no instance did I ever see men more devoted to the honor and service of their country than the ship's company of the *Macedonian*. * * * * *

“ And you must recollect that circumstance, Sir, which happened towards the end of the action, when the *United States* was observed making sail to get from under our lee; and as we had not a yard standing except the foreyard, with a small piece of the foresail, the helm was put a weather as a last resource, to try and lay her on board on the weather quarter, when the fore brace was shot away, and the sail fell aback and prevented us. At that moment every man was on deck, several, who had lost an arm, and the universal cheer was, ‘*Let us conquer or die.*’

“ I remain, dear Sir, yours obediently,

“ DAVID HOPE.”

“ To Captain J. S. Carden, R. N.”

That Britons were opposed to Britons, in the Macedonian's action, is no less true than lamentable. Most of her gallant defenders recognised old shipmates in the British navy among those who had fought under the American flag. We have already stated, that a quarter-master discovered his first cousin in the person of a traitor. Two other seamen met with brothers from whom they had been long separated; and Mr. James, in his *Naval History*, informs us, that an officer's servant, a young lad from London, named William Hearne, found his own brother among the United States' crew; that the hardened wretch, after reviling the English, and applauding the American service, used the influence of seniority, in trying to persuade the lad to renounce his country; and that the loyal youth, with tears in his eyes, replied:—"If you are a d—d rascal, that's no reason why I should be one." It is also worthy of remark, that many of the guns on board the United States were named after British ships and some of our most celebrated naval commanders. Captain Carden observing "Victory" painted on the ship's side over one port, and "Nelson" over another, asked Commodore Decatur the reason of so strange an anomaly—he answered, "the men belonging to those guns served many years with Lord Nelson, and in the Victory. The crew of the gun named Nelson were once bargemen to that great chief, and they claim the privilege of using his illustrious name in the way you have seen!" The Commodore also publicly declared to Captain Carden, that there was not a seaman in his ship who had not served from five to twelve years in a British man of war! These indisputable facts being duly considered, as also the disparity of force above stated, we feel assured that our readers will join with us in allowing that, although victory did not attend the exertions of Captain Carden and his brave companions, the Macedonian "did all that human nature could effect, and that the names of her defenders deserve to be handed down to posterity with love and admiration*."

Agent.—John Chippendale, Esq.

* See Lord DARNLEY'S Speech in the House of Peers, May 14, 1813.

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