



SIR GEORGE ROOKE,

From an Original Drawing the Property of Vice Admiral Kingsmill.

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BIOGRAPHIA NAVALIS;

OR,

IMPARTIAL MEMOIRS

OF THE

LIVES AND CHARACTERS

OF

OFFICERS OF THE NAVY OF GREAT BRITAIN,

FROM THE YEAR 1660 TO THE PRESENT TIME;

DRAWN FROM THE MOST AUTHENTIC SOURCES, AND DISPOSED IN A
CHRONOLOGICAL ARRANGEMENT.

BY JOHN CHARNOCK, ESQ.

WITH PORTRAITS, AND OTHER ENGRAVINGS

By BARTOLOZZI, &c.

Nautique, per omne
Audaces mare qui currunt, hæc mente laborem
Sese ferre, fenes ut in otia tuta recedant.

HORACE, SAT. 1. LIB. 1.

IN FOUR VOLUMES.

VOL. I.

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1794.



TO
PHILIP STEPHENS, Esq,
SECRETARY TO THE ADMIRALTY,
REPRESENTATIVE IN PARLIAMENT FOR THE
TOWN AND PORT OF SANDWICH,
AND
FELLOW OF THE ROYAL SOCIETY.

SIR,

THE protection and patronage with which you have been pleased to honour the following fleets, are too valuable, too flattering to myself, to be concealed from the world; were you less known and esteemed than you are, I might proceed to recapitulate those more serious obligations which bind me, in common with the rest of my countrymen, to respect and admire your character.

BUT the general notoriety, Sir, of your public services makes such a detail unnecessary from any individual, while the uniform

testimony which men of all ranks and all parties have born to your abilities and integrity, would render the smallest attempt at a competent applause, from so humble a pen as mine, fulsome to the public and troublesome to yourself.

I have the honor to be,

SIR,

your most obedient

and most humble servant,

LONDON,
Sept. 29, 1794.

JOHN CHARNOCK.

PRE-

PREFACE.

THAT particular influence which frequently sways the human mind, and has been, in modern times, generally distinguished by the well-known phrase, popular opinion, has, probably, proved a greater impediment to historical truth than even that venerable scepticism which attends antiquity, and involves, *in so pleasing a doubt and obscurity*, the events of ages long since past.

The birth and nurture of this monster in literature has so roused and encouraged the labours both of calumny and panegyric, that it is a matter of some difficulty to decide which has been the most ingenious, spirited and indefatigable. The more exalted the rank, and meritorious the service of any particular personage, the greater extent does he furnish for those lists in which the tournament is to be held for the establishment or destruction of his posthumous reputation.

The event of this contest might be expected to produce truth, but this is not invariably the case; and it has become a very grievous task to supersede those decrees which, however unjust they may be, the authors of them endeavour to propagate as fixt and immutable; at the same time they wish to impress the idea, and, indeed, universal belief of their sandour and propriety.

It probably would be, in some respects, a wise and wholesome act of literary legislature, were it expressly to forbid, under pain of being everlastingly consigned to moths and book-worms, any promulgation of opinion as to individual merits or delinquency, till time had mellowed the asperity of prejudice, as well as cooled the warmth of partiality and private friendship; for it is a certain and serious truth, that among the worst means of attaining a true knowledge of a man's character, are the accounts written of him during his life, or soon after his decease. On the other hand, to the risk of asserting what never existed, by placing an implicit confidence in reports or opinions which time has established as truths, we may add the danger of omitting many important facts which really did happen. These are perpetually occurring, and presenting themselves to us in those inmost recesses of private life which biography delights so much in exploring; so that it may, with tolerable propriety, be compared to a painting on which fresh touches are daily bestowed, as they appear necessary to the connoisseur, or strike the fancy of the artist, who scarcely ever knows how to say, with satisfaction to himself, that his labours are fully completed.

After this short apology for any omissions or inaccuracies that may be discovered in the course of the following sheets, it is necessary to acquaint the reader with some peculiar difficulties under which this work labours, in order to rescue its author from an imputation of neglect, which, without a knowledge of those circumstances, he might, perhaps, be charged with.

Among those who have attained the rank of naval commanders since the restoration, the period

period when our history commences, there are many of whom it has been utterly impossible to collect any particulars or account, except a mere list of their several appointments and promotions; nor will this be wondered at by the reader, when he is informed that, in the twenty-eight years which intervened between the restoration and revolution, we find a greater number of persons acting as commanders in the navy, than in the sixty years that followed the abdication of James the Second.

This circumstance which, till explained, may appear singular to some, is easily accounted for. Every person intrusted with the command of a vessel, however small and insignificant it might be, immediately ranked as a commander or captain; and there does not appear to have been any material distinction previous to the revolution between the captain of a first rate and the most inconsiderable sloop in the royal navy. There was not, at this time, any fixed establishment of rank, so that we have frequent instances of commanders who, after having acted as admirals with the highest reputation, returned, without disgrace, to the rank of private captains; and of captains, who having served many years in that station, did not think it at all derogatory to their characters to become again lieutenants.

Promotions and alterations of command were, at that time, when compared with the present usage, almost incredibly rapid, so that those commissions which have, in a variety of instances, entitled persons to a place in the following very honourable list, have, perhaps, been enjoyed for a few days only. Every officer who was appointed what is now denominated "*acting*," or, to speak intelligibly to persons not acquainted with

with the technical terms of the service, a temporary commander, as is still frequently the case, particularly after an action, is given as an actual captain; and it has not been possible to discriminate one from the other previous to the revolution.

Anecdotes of the public service of officers cannot be expected in time of profound peace. This is another circumstance that abridges the lives of a multitude to the simple enumeration and recital of their several commands, all which would have been inserted merely as notes had it been possible to have done it uniformly, without the greatest inconvenience and interruption to the lives of those, whose good fortune, length of service, and gallantry has enabled us to render the account of them more interesting.

As it is not the fortune of every man to have that opportunity of distinguishing himself, which is necessary to the acquisition of high renown, there have been several commanders who have attained the most elevated rank in the service, and with the greatest intrinsic honour, without acquiring that fame which has indelibly established the characters of others; yet are these men not a tittle less entitled to the thanks and applause of their countrymen. But, as in civil life, honour and troops of friends usually attend prosperity, while those who experience the frowns of fortune almost as generally live neglected and die unlamented and disregarded, so have historians and biographers been lavish of their praises of those who, in the public picture, stand foremost of the group, while they are almost totally silent about the rest, whom chance only has, indeed, thrown into the back ground, perhaps with
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equal merit, though with less advantages than the most prominent and distinguishable.

Let not this remark be understood as the smallest depreciation of those truly valuable characters which all persons are acquainted with, because general and deserved applause has placed them high in the public notice, but as an humble reproof to that ingratitude which has disregarded those, who have the merit of producing to us the most rigid, and unremitting attention to the duties of their station, and whose prudence, and general conduct calumny itself has never dared to arraign.

This partiality has, however, proved a grand inconvenience and impediment to the arrangement of a complete and proper system of naval biography. The lives of some are unavoidably extended, though not to a greater length than their merits really deserve. This also may tend to throw their less celebrated contemporaries into obscurity, and induce, from the unavoidable shortness of their memoirs, the paltry reflection, that little must have been the merit of that man of whom so little is known. This inconvenience relates principally indeed, to those who lived at the period most remote from the present, and which gradually diminishes as they progressively advance to the present time.

To supply such deficiency as far as may be, to rescue the characters of an incredible number of brave men from a state almost of oblivion, and to expose also those shameful attacks of particular party writers, whose defamation and calumny have, in some instances, hitherto proved too successful in the world, is the humble intention of the following work. As its credit must rest merely on its authenticity, while truth is preserved, there can be little room for censure; and
still

Still less do we expect praise, on any other ground than that of industry. The facts contained in it have been selected, with much care, from the best histories and accounts that have hitherto been published; and where these, as has been too frequently the case, have proved insufficient, the deficiency has been supplied, with all possible assiduity, from the public repositories and records, and the numerous manuscripts of private families who have, from time to time, been connected with the navy.

It is on this occasion necessary that the public should be informed, to whom they are principally indebted for such information and amusement as, it is hoped, they may derive from the perusal of the following pages. Without this assistance it would have been impossible to have extended the memoirs, in any considerable degree, farther than the general notice which has already been taken, by historians, of certain great characters, amounting, to speak numerically, to about thirty in the whole.

The British Museum, and the College of Arms, claim, as public bodies, our first thanks; the former, as a repository to which the munificence and liberality of the nation affords admittance to us in common with the rest of our fellow-citizens, and the latter, to which we owe our admission to the private friendship and politeness of its individual members.

Our acknowledgements are next due to William Lockes, Esq. lieutenant-governor of Greenwich hospital, who, by an indefatigable attention to the study of naval biography for many years, has collected from authentic documents, or private information not less respectable, the major part of those anecdotes which are here arranged collectively.

lectively. We need only say of them, that they relate not only to the public conduct, but the private history also of the principal number of those characters who have contributed, under different sovereigns, to defend and aggrandize their native country. We have also particular obligations to Edmund Lodge, Esq. Lancaster herald, for the very great politeness with which he has assisted our researches among the valuable archives of his society.

On the proper arrangement of these materials the public will have to decide; and as we are not conscious of any possible endeavour having been spared in collecting, or attention in digesting them, we shall submit, with patience, to the candour and sentence of the critic, thinking the labour amply repaid, if a single person only shall be rescued from oblivion, or saved from the envious attacks of malice and detraction,

INTRODUCTION.

THERE is a certain predilection for particular pursuits which appears implanted, by Providence, in our natures, to distinguish nations from each other. This predilection seems, in some instances, the effect of whim and caprice, in others of unavoidable necessity. That particular system of defence which all societies or bodies of people have been compelled to adopt for their protection against the attacks of their restless and more powerful neighbours, is intimately connected with the pursuits alluded to.

The rude uncultivated face of ancient Scythia, incapable, perhaps, of being fertilized by culture, first induced that wandering habit which distinguished its inhabitants from those of any other part of the world, and custom has converted it into a second nature in their modern descendants, the Tartars. Their military force has, ever since their establishment as a nation, been strictly conformable to their civil polity, and that mode of life, the necessity just mentioned compelled them to adopt. Consisting entirely of cavalry, and inured to constant fatigue, the motions of their armies are incredibly rapid, and they traverse, with the utmost ease, those deserts which, to a people less alert than themselves, would be utterly impassable.

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The liberty they now enjoy, and the success with which they have defended it for such a series of ages against the jealousy and the attacks of the most powerful empires in the universe, added to that terror which the very apprehension of their inroads has, at different times, created in those empires themselves, all contribute to prove the wisdom of that policy which first suggested the measure, and has preserved them in all the national happiness they are capable of enjoying, by preventing a servile compliance with those more improved systems of war and discipline which have been constantly advancing in, what are called, the more civilized nations.

The heavy infantry of the Germans was no less politically adapted to the face of their country and the forests and morasses with which it abounded. The progressive civilization and culture which, in latter days, induced the more enlarged use of cavalry, and troops somewhat lighter armed, is an additional proof how soon national prejudice, and attachment to ancient customs, will give way to true policy and prudence.

Political or ambitious reasons may, indeed, at some particular period, persuade nations to forget, as it were in spite of themselves, that system of defence which custom and prudence have, in earlier times, induced them to adopt; so that military establishments have suddenly been converted into a navy: and states, almost unknown in the maritime world, have covered the ocean with their fleets, as it were by enchantment. On the other hand, states, which first raised themselves into consequence by attention to their marine, have since appeared to have ungratefully forgotten the means by which they rose, and dwind-

dwindling almost into their original obscurity, endeavour to maintain a shattered political existence by a violence to prudence, policy and second nature.

There are three national objects which render essentially necessary the maintenance of a proper naval power to support them—commerce, colonial territory, and the actual defence of the state itself. The first originating in the genius of the people, the second probably in accident, and the last derived from local situation. To enable us to conceive, with greater clearness, how each of these are more immediately connected with the existence of a naval power, it will be proper to take a short review of the origin and progress of the different maritime states of Europe; and we shall thence be able to judge, in what instance the first establishment of such a power has separately arisen from the necessities of the state, the inclination of the people, the fickleness or ambition of the prince.

When that part of Europe, at present known by the name of the United Provinces, first severed itself from the dominion of Spain to which it had been long subject, its insignificance, in point of territorial extent, rendered it necessary for the people to turn their thoughts to some pursuit which might raise them into consequence and respect. Their numbers, and their situation, were insuperable objections to their ever being able to accomplish more, as a military state, than their own defence from the attacks of the various potentates who surrounded them. The same objection operated against extensive colonization. Commerce, the only alternative left them, was rendered, by the luxury and different pursuits of other nations, the most certain road to independ-

ance, as well as to the power of maintaining it. Intimately as the two objects must ever be connected with each other, more particularly in all infant governments, it cannot be a matter of surprise that the navy of their state grew in the same proportion with that of their merchants, till, by unwearied assiduity, they exhibited to the world the phenomenon of a people emerging suddenly, as it were from the deep, and assuming a wonderful consequence in the political balance of Europe.

The novelty of the sight drew upon them a variety of contests, which, ending to their advantage, tended to strengthen and augment their power, till their enemies, weary of fruitless warfare, were content, at last, to receive, as friends, those whom they found themselves incapable of subjecting to the condition of their slaves.

To this necessity was Louis the Fourteenth reduced, after the expenditure of several millions of his treasure, and the lives of many thousands of his subjects. The naval power of France, which was first raised into consequence under the auspices of that monarch, originated merely in his own ambitious projects. Europe with astonishment beheld a great and powerful people, who had, till then, contemned every pursuit but military glory, transforming themselves, in spite of their natural inclination, into seamen, merely to please the fancy, and gratify the pride of their sovereign. Nothing is impossible to wealth and assiduity. France quickly raised herself from the utmost obscurity as a naval potentate, so that, at the end of twenty years, she felt herself in a condition to brave the attacks of the two greatest maritime states in the universe, England, and the United Provinces.

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The cause which first gave birth to this capricious alteration in their national system of defence has been already stated; and the very inadequate advantages the French have derived from it, in proportion to the expence of treasure they have expended, as well as other inconveniences in which this pursuit has, at different periods, involved them, sufficiently prove the impolicy of the change.

Their local situation demanded it not: their eminence and power, as a great and warlike nation, sufficiently secured them from every restless attack meditated either by the Spaniards or the Germans, the only two countries with which a quarrel could arise, except on such grounds as must be either ridiculous or wicked. Colonies they had none; or, considering them at the highest, they were of too little consequence to render the equipment of a marine, on their account, necessary or prudent. Louis had unhappily framed, in his mind, a visionary system of conquest which was to be effected, if possible, and rather than not so, by the worst means. But his romantic scheme of aggrandization, founded on false principles of glory, experienced the fate which rarely fails to attend ambitious vanity.

Treacherous even to those allies for whose aid the fleet was pretended to be first raised, it fell into disrepute; and soon afterwards, when principal in its own quarrel, almost into contempt. Defeated squadrons were compelled to seek safety in their harbours; and sometimes to impose, when attacked even by an inferior force, a voluntary destruction on themselves, rather than oppose the enemy they feared. It has lately been remarked, by a very ingenious writer, that the fate, both of empires and of war, has ceased to be de-

cided by naval contests ever since the battle of Actium. This observation was probably founded on the little effect produced by the dreadful conflicts during the wars between the two rival nations, England and Holland. It is perfectly just with regard to the greater maritime powers: their attention, ever directed to that grand object, soon renders them capable of repairing misfortune by assiduity, and enables them again to face their foes almost before the first extacies of triumph have subsided in the victors.

With France it has always been otherwise: when once discomfited she has, in sullen silence, brooded over her defeat, while the triumphant foe insulted her very harbours. After the destruction of his ships at La Hogue, the king of France, though with indefatigable pains he had reinforced his fleet by the speedy construction of several vessels of the first class, quietly suffered his ports to be bombarded, rather than attempt to deliver them from impending ruin by a second action. The victory at Malaga, in the succeeding war, closed all the grand marine operations for the remainder of that contest, the future exploits of France being committed to petty squadrons, and confined to attacks on convoys. The memorable defeat she sustained at Belleisle is too recent to render a recital of its consequences necessary. The little advantage derived by the French nation from its marine appears as a punishment, inflicted by Providence, for the frequent wanton disturbance of the tranquillity of Europe. Since after all the immense treasure that has been, in the course of the last century, lavished on this mode of defence, unnatural to the country and the genius of its inhabitants, it may fairly be asserted, it has gained

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gained no dominion, it has acquired no augmentation of commerce, nor additional security to the country itself. In short, the fleet of France has never appeared as any thing but a mischievous bauble in the hands of its monarch, incapable of being converted to any other use than the torment and disturbance of neighbouring states.

No country in Europe has, perhaps, experienced greater vicissitudes of consequence and obscurity in the maritime world than Spain: at one time the apparent arbiter of the fate of nations; at another, unequal to a contest with the most petty state in it. The discovery of America laid open to her a mine of wealth, which, as it excited the envy, of course subjected her to the assaults of every country able and bold enough to contend with her. The prospect of plunder induced attack which seldom needs a better excuse than the hopes of advantage.

To preserve a treasure originally acquired by, perhaps, not the most honourable means in the world, it became necessary to establish a force capable of protecting it; and it quickly rose to an height capable, had it been properly conducted, of contending with the united naval strength of all the rest of the world. This armament* being ruined, Spain abandoned all her visionary ideas of conquest, and contented herself with defending, and with indifferent success, those fleets of treasure she annually received from her new acquisition.

The feuds and animosities; as well as internal civil commotions, which were perpetually breaking out between those nations, whose naval power would otherwise have enabled them to commit

*The Armada.

depredations on them, lulled the Spaniards into a security and neglect, which might have proved fatal to them. In the year 1694, when Ruffel was sent into the Mediterranean to assist the Spaniards, and raise the siege of Barcelona, their navy consisted of ten ships only; four of these were of the line of battle, the rest were of small force, and so rotten that they would scarcely endure the firing of their own guns. But the ill consequences that might have arisen from this torpidity were prevented by the claim of the duke of Anjou to their throne, which attracted the support of that formidable navy which Lewis the Fourteenth had so indefatigably laboured to raise.

Singular and paradoxical as it may appear, this dispute, which involved Spain at one and the same time in a war both foreign and domestic, (misfortunes that generally tend to weaken and impoverish, if not utterly ruin a nation) proved, in the end, the resuscitation of its power. Roused from its lethargy, the government, as soon as peace was re-established, applied itself earnestly to the revival of a naval force, a force which, if it has been incompetent to procure victory and conquest, has, at least, had the negative success of placing the country in a tolerable state of security from any sudden attack or depredation *on its commerce*. This, which is the only real benefit Spain can ever hope to reap from her navy, is a very sufficient, prudential, and political reason, why it should never be enlarged beyond its present extent. The face of the country, extremely adverse to hostile attack or impression, sufficiently secures it from foreign invasion. Of this truth England has, alas! purchased her experience in the early part of this

century, although, at that time, established mistress of the seas, and Spain not possessed of any naval force to oppose her. In addition to these circumstances, so favourable to conquest, England had also the support of a very powerful internal party, to which was added a very formidable and well-disciplined body of her own veteran troops, and yet she failed.

The distance of those colonies on which Spain places her chief dependance, and whose value might be expected to attract the avarice of other nations, has ever, hitherto, proved a sufficient security to them. But the certain protection from permanent conquest must ever depend on the internal resources of those colonies themselves, which are so far distant. The united maritime power which Europe, at this instant, possesses, would not be sufficient to guard possessions, so dispersed and extensive, from the possibility of insult or attack, by nations whose territories are more compact, and whose strength should even be inferior to them: but from all those, on a more enlarged scale, destined for the absolute reduction of the country, Spain may, probably, rest secure; as the profit of the fullest success would scarcely defray the expence of attack, and atone for the difficulty and risk of attempting to hold, by the mere right of conquest, a country of greater extent than most European nations.

The convoy of her treasure being the only grand object that should attract the attention of Spain, when this is provided for, no other political consideration ought to excite in her any alarm, or betray her into any expence. All attempts to acquire greater consequence, as a maritime state,

have hitherto proved unsuccessful, as they are opposed by the natural bent and genius of the people as well as the situation of the country they inhabit.

The insignificance of Portugal, which obliges her to depend on the alliance of a foreign power for her protection, renders it unnecessary to make any remark on the necessity of her maintaining, or the folly of her disregarding a naval consequence. This, however, not always having been her situation, it will not, perhaps, be impertinent to observe that we may trace in the fate of this nation the datum we first wished to establish. "That those, on whom maritime power is not bestowed by nature, may, indeed, for a short period, dazzle and amaze the world by a transient view which vanishes almost with the first glimpse, but cannot impress mankind with an idea of their real greatness. One resembles the regular and splendid carriage of the personage of real distinction and fortune, the other that of the proud upstart, whose fall is ridiculed before even his elevation, and temporary magnificence is generally known."

Those who are unacquainted with the history of Europe during the fifteenth, and part of the sixteenth centuries, certainly will be astonished to learn, that, during that period, the consequence of the Portuguese, as a naval power, eclipsed that of every state in Europe, Spain excepted. Du Perrier gives the following honourable account of their discoveries, and of the celebrated decision of Pope Alexander the Sixth, of a dispute between Portugal and her sister kingdom, Spain, relative to the maritime right of each.

"John,

“ John, king of Portugal, predecessor to the Emanuels, then reigned, and caused the first discoveries to be made in the ocean, wherefore the Portuguese thought themselves privileged to forbid the commerce of any other nations with those countries newly discovered. After long contests both parties agreed to submit the dispute to the decision of Pope Alexander the Sixth, each promising to remain in peace till such time as judgement was passed. The Pope, to decide this grand quarrel, published a brief, by which he divided the world into two halves, drawing a line which passed over the islands of Cape de Verde, and from thence, proceeding for the space of 360 leagues westward, penetrated the terra firma of America, a little distant from the river Maragnon, which was to be considered the boundary of the two rival powers, that is to say, that the Portuguese should have, for their share, *all that was comprised within 180 degrees of longitude advancing to the east*, and the Spaniards as many towards the west.”

Such was the ease and impartiality with which his holiness partitioned out the world, and such the implicit obedience paid to his decree by these two powerful states, that they both declared themselves perfectly satisfied with the decision!

Of the northern powers of Europe it is needless to say much. Sweden, Russia, and Denmark, form, as it were, a species of state society independent of the rest of the world; their commerce, which consists principally of raw commodities the produce of their countries, and which are common to all three, might be expected to have been the source of more frequent differences than really have taken place between them. Their situation with respect to other maritime powers renders any dispute with

with them highly improbable, while their distance and inhospitable climate are a sufficient security to them from any southern enemy. The same reasons operate as a powerful inconvenience and bar to the first commencement of any hostilities on their part; so that the only service they will ever probably have occasion to require from a naval force, is the protection of their commerce, and the separate defence of each individual state from the attack of either of their two neighbours.

These nations appear perfectly aware of the policy of maintaining such an establishment only. For though each of them possess, within themselves, all the materials requisite to the formation of the most extensive marine force, an advantage none of the southern powers can boast, they have confined their equipments merely to the limits of their wants. They have not indulged that love of pageantry and parade which induced Louis XIV. to become a warrior, and to lavish so much treasure, in doing a violence to nature, by endeavouring to create a maritime power superior to any of those states whose situation and necessities peculiarly adapted them to the acquisition, and whom Providence appears ever to have favoured in the maintenance of it.

Casting our eye over the map of Europe, we instantly comprehend those relative advantages which flow from the possession of a naval force; we behold Prussia, Hungary, Bohemia, Poland and Germany, with other inferior kingdoms and states, many of which scarcely possess a port. Several of those who even do enjoy that advantage, have an interest comparatively so trivial in preserving a right of navigation, which, from its insignificance, is so little likely to be combated by other nations, that it would be as ridiculous in

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them to build a single ship in support of it, as it would be for one of the Swiss Cantons to equip a navy for the security of commerce on the lake of Geneva.

The insular situation of Britain might have been naturally expected to have pointed out a naval force, even to its aboriginal inhabitants, as the most certain protection against those attacks to which continental states are more immediately liable. This advantage of situation appears, however, to have been almost totally neglected in the earlier ages; and the consequences were, of course, fatal both to the liberty and possessions of our forefathers.

The Romans, the Danes, the Saxons, the Normans, if they rendered not themselves absolute and undisputed masters of this country, became, in succession, its terror and its scourge. To the want of naval strength were those depredations owing; committed by nations which, now sunk almost into obscurity, have no other proof to produce of their former prowess than an historical record that such was *once* the miserable state of Britain.

It is of little consequence to any people, antiquarians excepted, what were either the materials or the form of those ill-shaped crazy vessels, in which the ancient Britons were bold enough to trust themselves to the water, as they were certainly equally incompetent both to the necessities of war and commerce. The proof of naval sovereignty is not established by such trifles, or maintained by the empty pomp of words or ingenious declamation. One of the most learned men who ever lived endeavoured to do it argumentatively, and failed in the attempt. The best, and, indeed, only certain mode of proving that,

that what is properly called the dominion of the sea, of right belongs to Britain, is by taking care that she shall always continue competent to the assertion and maintenance of it. With those which are called rival nations there never will be any argument so forcible as the intrepidity of British seamen, and the mouths of their cannon.

As almost every country then has, by custom or prejudice, acquired a habit of carrying on war peculiar to itself, the excellence in that mode which they individually acquire, in consequence of this separate usage and pursuit, is by no means wonderful or extraordinary: and it would be as absurd to expect an Hessian or an Hungarian should be an expert mariner, as to expect a British seaman should render excellent service as a light dragoon or an hussar.

The commerce of Britain having, through industry and indefatigable attention, attained an height capable of attracting the envy, at least, of foreign countries, no means ought to be left unattempted to cherish and preserve it; for though it may be a doubt among sceptics, and speculative reasoners, whether it be in reality a benefit or disadvantage to a country, or colony, newly erected, no person can be hardy enough to dispute the benefit it affords to a country with which it has progressively risen, and to whose existence it has in a great measure become absolutely essential.

The wars in which Britain has been involved for the last fifty years, having been all primarily or secondarily connected with this cause, it is therefore become the duty of the present, and every succeeding generation, to prevent even the risk of insult, which may probably be prevented by timely precaution, and vigorous preparation.

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When we compare the lassitude and inattention of antiquity with the care and vigour which has characterised the management of the naval empire of Britain for the last century and half, we scarcely know how sufficiently to applaud the prudence and political wisdom which first gave material energy to this system. It is a trite observation, that Providence frequently produces the greatest benefits by the basest and worst means; so has it in the present case. From the time of the defeat of the Spanish Armada in the year 1588, the naval power of Britain slumbered in inactivity, till roused suddenly from its torpid state, it burst with splendor the more dazzling, because unexpected, under the auspices of that faction which, led by Cromwell, put one king to death, and drove another into exile.

Treason and rebellion may sully bravery, and tarnish the most glorious actions; but there still remains behind a degree of applause which even royalty cannot withhold from them. Cromwell, whose hypocrisy, aided by his intrepidity and ability, had enabled him to usurp the power of a king, appeared willing to make the nation he had injured every compensation in his power for the violence done to it, by raising it to a political consequence, to which it had been, till that time, a stranger. The navy of Britain carried terror and conquest with it wherever it came; and the fame of its exploits overawed those nations who had not courage to wait the violence of its attack.

Such was the state and credit of the British naval power at the time Charles the Second recovered possession of his throne. Under a sovereign so addicted to pleasure as himself, the
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first establishment of such a power could not have been hoped. Without the formidable basis he found ready prepared for him, it might have been impossible to have raised a force able to check the rising ambition of the Dutch, who, ever jealous of the smallest appearance of commercial prosperity in other nations, wanted nothing but the means to arrogate to themselves a monopoly of the whole.

Scarce was the assumed consequence of the Dutch checked, when that of Louis XIV. appeared as a baneful meteor portending ruin and destruction to Britain. This malevolent aspect, averted by assiduity and courage, having at different times, under princes of similar temper and political influence of the same mischievous tendency, assumed the same appearance, has always been repelled by the same exertions; and Britain may at least felicitate herself, that in the midst of the most calamitous wars, from her insular situation, and the protection of her fleet, she has never experienced those ravages which rarely fail to mark the progress of an invading army, and to which every other horror of war becomes comparatively trivial.

From the foregoing statement, which, as it depends merely on facts, cannot be erroneous, we are naturally led into a reflection not much to the advantage of those princes who have, during the last century, cherished their ambition by a fruitless and wicked disturbance of the public peace. We behold with gratitude that disposition of Providence which, succoured by the bravery of the people, has enabled Britain, alone and unsupported, to resist the united attack of more than half the maritime force in the universe: and we must admit, without hesitation, that

that nothing can continue to her the possession of the same power, but an unremitting attention to those means which have so long preserved to us the comparative tranquillity already pointed out. This is readily to be acquired by a firm adherence to a mode of defence ever hitherto successful; and which we trust, while persevered in, it will ever continue so.

Commerce, colonial territory, and the defence of the country itself, all require, at the hands of Britons, their firm and unanimous support of a formidable navy. While principles only of ambition, or envy, can induce other nations to equip a fleet capable of contesting, what is called, the dominion of the sea, even her enemies must have candour enough to confess, that the political existence and independence of Britain solely depends on the possession of a force competent to establish that irresistible proof of her right, acknowledged power, and decided superiority.

BIOGRAPHIA NAVALIS, &c.

1660.

YORK, JAMES, duke of,—probably, as having been the personage under whose authority all naval commissions were issued, from the time of the restoration to the year 1673, has been omitted in every list of admirals we have hitherto been able to obtain. The introduction of him, however, in this place, cannot be improper, although the omission of his name, in the instances just pointed out, might appear, in some degree, to warrant a similar conduct in us. The general history of James, duke of York, is too well known to render a regular, uninterrupted account of his life necessary, or even warrantable; we have only to take notice of such part of it as is connected with his abstract character of an admiral. Among the first acts of royalty exercised by Charles the second, after taking regular possession of his throne, was that of declaring his brother (the personage we allude to) lord high admiral. This appointment took place on the 4th of June, 1660. The diligence and indefatigable attention shewn by him to the functions of his office, was extremely grateful to the people, and convinced them their sovereign's choice had been influenced by prudence, as well as by fraternal affection. Immediately after the declaration of war against the Dutch, in the year 1665, his royal highness disdain- ing that quietude, and retreat from danger his very high birth and elevated station might appear to have warranted in a man less gallant than himself, declared his intention of commanding the fleet in person. Pursuant to this resolution, having hoisted his flag on board the Royal Charles, a ship mounting eighty guns, he put to sea, on the 25th of April, at the head of a fleet consisting of an hundred and

fourteen sail, all men of war and frigates, besides near thirty fire-ships, and other small vessels. After a month's fruitless cruise on the coast of Holland, productive of no other advantage (if that could be called one) than terrifying those who lived near the sea with the apprehensions of invasion, and probable ruin; tempestuous weather, and scarcity of provisions compelled the duke, to return to our own coast. Opdam, the Dutch admiral, seized this opportunity of putting to sea, and capturing a homeward bound fleet from Hamburgh, together with its convoy, a frigate of four-and-thirty guns. The duke, on his part, lost not a moment in hastening, as well to revenge the insult, as to acquire some satisfaction for the injury done to our commerce. At last the two fleets met on the 3d of June, and after a most severe and bloody contest, in which the personal gallantry* of the different commanders has rarely been equalled, and never exceeded, a most decided and complete victory was obtained by the English. It has been said, and probably with some truth, that this signal advantage was not pursued with that energy necessary to render it so beneficial and conclusive as it might have been; but no proof has ever yet been made out that the duke was in any degree accessory to such miscarriage. Nevertheless, it is more than probable, the discontent and murmuring excited on this occasion, might be among the principal reasons why he declined going to sea again, for some years, but contented himself with staying at home, to superintend and direct the civil duties of his high office; when his attention to popular clamour, and the rage of party, prevented his being, consistent with his own feelings, any longer serviceable in his military capacity. At the commencement of the second Dutch war, in 1672, his royal highness again commanded the fleet in person, and again displayed the same degree of spirit and gallantry he had shewn before; engaging the great De Ruyter ship to ship, till his own, the St. Michael, was completely disabled; and he was, in consequence of her being reduced to a mere wreck, obliged to quit her, and hoist his flag on board the *Loyal London*. Notwith-

* Opdam's ship, the *Eendracht* of 84 guns, was blown up while engaged with the *Royal Charles* ship to ship.

standing the ill behaviour and almost total inactivity of the van squadron (the French under the count d'Estrees,) the gallantry of the English again prevailed over the obstinacy and superior numbers of the Dutch; and the duke had, a second time, the satisfaction of returning a conqueror, and in triumph. A well known political event taking place soon afterwards, deprived the nation of all further service from his highness, as well in the civil, as military line; this was the passing of the Test Act in 1673. From that time, till his accession to the throne, he lived totally unconnected with the service. But one of the first steps taken by him after that happened, was to new model, and arrange the management of the navy, which had been miserably neglected, and suffered to fall to decay during the latter part of the preceding reign. To his extraordinary attention and zeal, we are indebted for that very fleet which was afterwards so gloriously, and successfully employed in checking the ambitious projects of his old friend and ally, Louis the fourteenth; a fleet which, though it rendered so little service to the cause of its founder, consisted, at the time of his abdication, of no less than one hundred and seventy-three sail, an hundred of which were fourth rates and upwards. The subsequent part of his life being totally irrelevant to our present purpose, we have only to remark, on the character of James the second, that however inattentive he might have been to the welfare of his kingdom, and his own glory, considering him in his exalted character of a sovereign, yet, in the earlier part of his life, before his religious prejudices had enveloped, and clouded his better understanding, no man was more the idol of the people, and few have taken greater pains to render himself the object of their favour*. Burnet, who cannot be suspected of partiality to him, admits him to have been naturally candid and sincere, and a firm friend, 'till religion wore out his first principles and inclinations:—that *in his youth* he was brave, insomuch that he was perfectly idolized by the great Turenne:—and, according to the good bishop's phrase, “*came to know all affairs of the sea very particularly.*”

* Although in the latter part of his life no one, perhaps, ever did more to incur and merit their dislike.

ALLEN, Sir THOMAS,—of Lowestoffe, in the county of Suffolk, having been always warmly attached to the cause of royalty, and served as commander of a ship in the part of the fleet which revolted to the prince of Wales*, was appointed to command the *Dover* on the 24th of June, 1660, this being among the first ships commissioned by the duke of York. In 1661 he commanded, first, the *Plymouth*, and, secondly, the *Forelight*; the *Lyon*, in 1662, and the *Rainbow* in 1663. In the same year he was appointed commander in chief (as commodore only) of the ships and vessels in the Downs, and had, on this occasion, the singular privilege allowed him of wearing the union flag at his main top. He hoisted it on board the *St. Andrew*. In the following year (1664) he had the same command, with the same privilege attached to it, renewed. On the 11th of Aug. 1664, he was appointed commander in chief in the Mediterranean, to succeed sir John Lawson, who was ordered to return home. He failed on this service in the *Plymouth*, in company with the *Crown*, which was put under his orders. Having arrived at Tangier, and communicated his instructions to sir John, he entered upon his command, hoisting his flag at the main-top-mast head, as his commission specially authorized him to do on the departure of his predecessor. Early in the ensuing spring, being then on a cruise with his squadron, consisting of eight or nine ships, off the Straights mouth, he had the good fortune to fall in with the Dutch Smyrna fleet, consisting of forty sail, under convoy of four men of war. Having just before received intelligence that war was declared, by England, against the States General, he hesitated not a moment to attack them. The Dutch having, according to their usual custom, drawn the stoutest of their merchant ships into the line to support, and assist their men of war, the contest was obstinate. But in the end Brackel, the Dutch commodore, being killed, their line broken, and several of their ships sunk, four of the richest were captured; one of which had received so much damage in the action, that she unfortunately foundered on her passage to England: the rest of the fleet took refuge

* Hist. of Lowestoffe, p. 211.

in Cadiz, where they remained blocked up for a time, till the return of the admiral to England liberated them from their confinement. In the beginning of this year he had shifted his flag from the Plymouth to the Old James: and on his return to England, in the month of June following, just after the engagement with the Dutch, was promoted to the rank of admiral of the blue*. He commanded that squadron during the remainder of the year, having his flag on board the (afterwards unfortunate) Royal James; but no farther general action took place. In 1666 he was appointed admiral of the white, and still continuing on board the Royal James, was detached, (in consequence of express orders from the king, to prince Rupert, who was himself on board the Royal James with sir Thomas,) with his squadron, to oppose the French, against whom war had just been declared, and whose fleet was reported to be then coming up the channel for the purpose of joining the Dutch. This intelligence proving false, prince Rupert, and sir Thomas Allen's division, returned just in time to turn the scale in favour of the English, and rescue the duke of Albemarle, who had been hard pressed by the superior numbers of the Dutch, during a fight of three days continuance. The English were not long ere they had complete satisfaction for this temporary apparent advantage. On the 25th of July the two fleets met a second time, and an action commenced about noon the same day, sir Thomas Allen who continued to command the van, or white squadron, making a most furious attack on the Dutch admiral, Evertzen. The Friezland and Zealand squadrons, which he had the chief command of, were totally defeated; he himself, together with his vice and rear admiral, killed; and the Tolen, commanded by Bankart, vice-admiral of Zealand, taken, and soon afterwards burnt, together with another large man of war. In fine, as no man was ever more deserving of success, so did no one ever obtain it more completely. Fortune still continuing to favour gallantry, sir Thomas captured, on the 18th of September, the Ruby,

* Besides having a special commission to act as vice admiral of the fleet, then under the command of the earl of Sandwich, he also, on the 24th of the same month, received the honour of knighthood.

a French man of war mounting 54 brass guns, commanded by monsieur De la Roche. This ship, which was quite new, was esteemed one of the finest in the French navy. She had mistaken sir Thomas's Squadron, which then lay off Dungeness, for her own, and, consequently, surrendered almost without resistance. In the year 1667, owing to the penury of Charles the second, and the duplicity of the Dutch, who had the art to deceive the British court into a belief that peace should take place early in the spring, we had no grand fleet at sea; but sir Thomas, who shifted his flag, on this occasion, into the Monmouth, had the command in chief of a small squadron sent to cruise to the westward; and of a second, in the same year, destined for a foreign expedition, but which, it is believed, never went to sea. Be that as it may, nothing worth recording took place in either service. In 1668, on information being received that the French fleet, under the duke of Beaufort, was at sea, sir Thomas was sent, with a discretionary power, to observe their motions; but nothing material took place during a long cruise at the entrance of the Channel. In the middle of August he sailed for the Straights; and having arrived off Algiers on the 8th of October, by his peremptory behaviour he quickly disposed the government to propose equitable terms of accommodation, which were immediately drawn up, and executed. Sir Thomas sailed from thence for Naples, where such honours were shewn him as proved so highly disagreeable * to a Dutch squadron then lying there, that they left the place in the greatest disgust. The same respect was also shewn him at Leghorn. From thence he returned to Algiers, where, having received every assurance that the treaty of peace he had lately concluded with them would be faithfully observed, he returned to England in the month of April. No sooner, however, was he clear of the Straights, than the Algerines, highly elated at his absence, and conceiving it would be at least a day somewhat distant, ere vengeance could be taken of their perfidy, began to renew their depredations; so that having hoisted his flag on board

* This trivial circumstance is mentioned only to prove how highly the honour of the British flag was maintained by sir Thomas.

the Resolution, he was a second time dispatched to Algiers to compel an observance of that peace we had vainly flattered ourselves with the hopes of enjoying from their justice. He sailed from Plymouth on the 22d of July, having under his command eighteen men of war, besides fireships and other vessels, making in all twenty-nine sail, and arrived on the 30th of the same month at Cadiz. On the 6th of August he appeared off Algiers, and a negotiation not taking place, he immediately prepared to inflict a proper chastisement, which he did by taking, or destroying a considerable number of their corsairs. This petty and inconsiderable warfare was continued for some time: and in the following year he was, at his own earnest request, recalled. He was succeeded in his command by sir Edward Spragge. Having arrived at St. Helen's on the 3d of November, 1670, he retired from command for some time*; and was, on his arrival in England, probably as a reward for his former services, appointed comptroller of the navy. However, in March 1678, he was again appointed commander in chief of his majesty's fleet in the narrow seas, having hoisted his flag for that purpose on board the Royal James. This was occasioned by the probability of war with France; but that soon passing away, sir Thomas again returned to his former peaceable, and honourable retirement, a retirement highly necessary to the latter days of an officer who had served so honestly, and behaved so gallantly. The time and place of his death is not positively known.

ASHFORD, Andrew,—was appointed captain of the Hawke ketch, in the year 1660, by commission from his royal highness the duke of York, at that time lord high admiral of England; and, in 1664, was promoted to the command of the Guinney, a fourth rate of thirty-eight guns. As it does not appear, either by history, or such private information as we have been able to procure, that he ever commanded any other ship, we may naturally conclude he either retired from the service, or died soon afterwards.

• BARTON, John,—commanded the John ketch in the year 1660. In the year 1664 he was promoted, by the duke of York, to the command of the Blackmore pink,

* To his seat at Somerly, which he had purchased.

which vessel (the having in the intermediate time been put out of commission) he was again made captain of, in the year 1667. The time of his death is uncertain.

BATTIN, or **BATTEN**, William,—was the son of sir William Battin, who, after having been appointed by the parliament vice-admiral of their fleet, and manifested the strongest aversion to the royal cause, at length quitted their service in disgust, and carried over one of the finest ships, the *Constant Warwick*, in their fleet, to the prince of Wales, afterwards Charles the second. His son was, probably, the same captain Battin, who, on the 30th of November, 1653, (he then commanding the *Guardland*) in conjunction with a captain Hookston, or Arkston, boarded Van Tromp's ship, and would certainly have taken him had he not been relieved by two other flag ships of his division. In the end these bold and brave commanders, so highly deserving a better fate, were themselves captured. Campbell, on what authority does not appear, asserts they both fell in the action. Lediard, who is, generally speaking, strictly to be depended upon, says, peremptorily, they were taken: if that was the case, we may reasonably conclude this gentleman to have been the person who was commander of the *Drake* at the time of the restoration, and in the same year was knighted and appointed one of the commissioners of the navy, as we find, in the duke of York's Memoirs, a report, dated the 4th of September, 1660, on the state of the navy, signed by sir William Battin, transmitted to the duke of York, the lord high admiral. It is probable he continued in this station till his death, as it does not appear he ever afterwards went to sea.

BATIS, or **BATES**, George,—was appointed commander of the *Great Gift*, in the year 1660, by the duke of York. In the year 1661 he was removed into the *Little Gift*. In 1663 he became captain of the *Francis*. In the following year he was promoted to the *Hampshire*, of forty guns. In the two actions fought between the English and Dutch fleets in 1666, he commanded the *Unicorn*, a third rate of sixty guns, by commission from prince Rupert, and the duke of Albemarle, who, at that time, executed the office of commander in chief jointly.

BEER, John,—commanded the *Cygnets* in the year 1660, by commission from the duke of York; but we have

have not been able to learn any thing further relative to this gentleman, or whether he ever served afterwards.

BOWEN, Peter,—was appointed by the duke of York, in the year 1660, to command the *Succes*. Previous to the second fight between the Dutch fleet under De Ruyter, and that of the English under prince Rupert, and the duke of Albemarle, he commanded the *Matthias* of fifty-four guns. In that action it appears, from an authentic manuscript list of the fleet, he commanded a ship called the *Digar*, probably a Dutch prize, of forty guns. He very soon was removed into the *Newcastle*. In the year 1670, he was made commander of the *Centurion*, and sent to the Mediterranean for the purpose of protecting our trade from the outrageous attacks of the Algerines, and other piratical states in that part of the world. On the 13th of November in the same year, he fell in with an Algerine frigate off Cape de Gatt: but, notwithstanding he made every possible effort, during a very long chase, and partial action, the corsair, from the assistance he derived from his oars, constantly prevented the *Centurion* from closing with him, till the darkness of the night put an end to the contest, and even rendered all further pursuit fruitless. He returned to England in the month of May following, having under his protection the homeward bound *Streights* fleet*. In the battle off *Solebay* he continued to command the same ship, and was soon afterwards promoted, probably on account of his gallantry in that action, to the command of the *Leopard*, of fifty-six guns. In all likelihood he died soon afterwards, as it does not appear he ever was appointed to any other ship.

BOWRY, John,—was appointed by the duke of York, in the year 1660, to the command of the *Drake*; but it does not appear he ever served afterwards.

BROWNE, John,—commanded the *Rosebush* in the year 1660, by commission from the duke of York, as lord

* He brought home, at the same time, the body of Mr. Clifford, eldest son of sir Thomas Clifford, who had died at Florence. This circumstance would, probably, not have been worth recording but for the extraordinary solemnity used on the occasion, and the very particular regard shewn to him by the great duke, and all those of the English nation who were in that country.

high admiral; but we have not been able to obtain any farther account of him.

BUNN, Thomas,—was appointed captain of the *Essex* in the year 1660, by the duke of York; and the following year was promoted to the command of the *Lyon*, a third rate of fifty eight guns. He, in all probability, died soon afterwards, as it does not appear he was ever appointed to any other ship.

BUTTON, William*,—was appointed, by the duke of York, to the command of the *Drake* some time in the year 1660, whether before John Bowry, or as his successor, is not known, nor does it appear he ever had the command of another ship.

CLARK, Robert,—after having severally commanded the *Mary* of fifty eight guns, to which he was appointed in the year 1660, as well as the *St. George* of sixty six, and the *Royal Charles* of eighty-two guns, in the following year, in 1663, was removed into the *Antelope* of fifty. In Lediard's *Naval History*, chap. xxxviii. there is a note which states New York to have been reduced in the year 1664, by a squadron under sir Robert Carr†: but as no such person appears on the most authentic lists, of naval officers, existing, some may naturally conclude the name to have been misprinted for Clark. In the year 1665 he again commanded the *St. George*, which he quitted soon afterwards for a smaller ship, the *Gloucester*, a third rate of fifty-eight guns. In the following year he was dispatched, as commodore of a small squadron, to lay off the mouth of the *Texel* in order to watch the motions of the Dutch fleet. He arrived on this station the 14th of May, and the following day captured seven (out of twelve sail

* It may admit of doubt with some, whether this gentleman ever existed, or whether he is not the same person who has already been taken notice of under the name of William Batin. It may be supposed an error, to which all manuscripts are liable, may have given rise to this mistake if it is one. — We are inclined, however, to think otherwise, a captain William Button having commanded a ship, called the *Mandrake*, during the time of the commonwealth.

† It is most probable, after all our investigations, that sir Robert Carr was commander of the land forces; as, from a thousand concurring circumstances, we have every reason to believe sir Robert Holmes to have had the command by sea at the reduction of New York.

which

which were in company) ships of 400 tons each from the Baltic, bound to Amsterdam; the loss of which must have distressed the enemy in the most eminent degree. The approach of the enemy's fleet obliged him to quit his station a few days afterwards. Having effected a junction with the duke of Albemarle at the Gunfleet on the 24th of May, he bore as distinguished a part in the action, which commenced on the 1st of June, as the size of the ship he commanded, she being only a fourth rate, would allow. The Gloucester being totally disabled in the action, captain Clark, in testimony no doubt of the high sense they entertained of his services, was promoted by the joint commanders in chief, to the command of the *Triumph*, a second rate. Holding this station, he again eminently signalized himself in the ever-memorable action with the Dutch, on the twenty-fifth of July. In the year 1667 he was removed by the duke of York, first into the *Monmouth*, and afterwards into the *Mary*; which last ship he was re-appointed to in the year 1669. The time and place of his death is not known.

COPPIN, John,—was appointed captain of the *Centurion* of forty-eight guns in the year 1660. In the year 1665 he was promoted to the *St. George*, a second rate. He commanded this ship at that bloody conflict of four day's continuance * between the Dutch fleet under *De Ruyter*, and the English under the duke of Albemarle and prince *Rupert*. Here, with many other brave men, he fell exhibiting that gallantry which merited a more fortunate, but not more glorious end.

COUNTRY, Jeremiah,—commanded the *Greyhound* in the year 1660; but nothing more is known of him.

COWES, Richard,—commanded the *Paradox* at the same time, and is in the same predicament with the last-mentioned gentleman.

CURTIS, Edmund,—commanding the *Newcastle* in the same year with the former, is like them equally unknown in any other respect, except that in the duke of York's *Memoirs*, there is an order from him to the principal officers of the navy board, "To permit captain Curtis to take away the brass bales and pieces of cable to his own

* In June 1666.

“ use, which were by him taken out of a galley sunk on
 “ the coast of Spain, for his service in destroying the said
 “ galley; as also that they should give direction for the
 “ payment of the wages due to captain Curtis, notwith-
 “ standing any stop put on the same.

CUTTANCE, Henry,—was appointed commander of the *Speedwell* in 1660, of the *Forrester* in 1661, and the *Happy Return* in 1665, all by commission from the duke of York.

CUTTANCE, Sir Roger,—commanded the *Royal Charles*, a first rate of eighty-two guns, in the year 1660; the *Royal James*, of the same force, in the following year; and in the year 1665 was removed into the *Prince*. In this ship sir Roger, though only stiled captain, served as vice-admiral of the blue under the earl of Sandwich. On the 1st of July, 1664, been soon after the duke of York's action with the Dutch, king Charles (among other commanders who had eminently distinguished themselves) knighted captain *Cuttings*†. No such name appears on the list of officers we have already alluded to: the mistake, on one side, or other, has evidently arisen from a corruption in the pronunciation. 'Tis probable he died soon afterwards, or retired from service, as neither public history, nor private information afford us any thing further relative to him.

DALE, William*, commanded the *Francis Prize* in 1660, the *Fox and Golden Lyon* in 1665, the *London* hired ship in 1666, and the *Hind Dogger* in 1673.

DE GENS, John,—commanded the *Mary* yacht in 1660, and the *Katherine* yacht in 1661. Nothing further is known of him.

DIAMOND, Thomas,—was captain of the *Martin* at the time of the restoration. No further mention is made of him.

DUCK, Robert,—captain of the *Hunter* at the same period, is in the same situation.

FENN, Henry,—was appointed, by his royal highness the duke of York, to command the *Bristol*, a fourth rate,

* It is most likely this gentleman never rose to any higher rank than that of master and commander: though no such distinction being then used, he is inserted in the list of captains commanding post ships; that is to say, of twenty guns and upwards.

† So spelt in the books of the Herald's college.

in the year 1660. He was promoted to the *Montague*, a third rate of fifty eight guns, in 1664; and re-commissioned for the same ship the following year. No further notice being taken of him, it is most probable he either died soon afterwards, or retired.

FISHER, Thomas,—commanded the *Guernsey* in the year 1660, but was never appointed to any other ship.

FLATCHEL, John,—was appointed captain of the *Eagle* in 1660, and in 1667 of the *Little Gift*. A circumstance which, under the present regulations of the navy would appear extraordinary, occurs in the *Memoirs* of this gentleman. After having served as commander of the *Eagle* and *Little Gift*; in the year 1669 he served as lieutenant of the *Foresight* of forty-eight guns; and in the year 1672 was again appointed a commander, as captain of the *French Victory*. In the naval list is the following note against his name, "*Lost his ship and flew from trial.*" But no intelligence can be collected from history, when, or in what manner, the ship was lost.

GILPIN, Barnard,—after having commanded the *Bredah* in 1660, the *Matthias* in 1662, the *Hector* in 1663, the *Kent* and *Breadnought* in 1664, was drowned in the month of April 1665; but the particular circumstances attending this misfortune we are not informed of.

GREEN, Richard,—we know nothing more of this gentleman than that he commanded the *Sorlings*, by commission from the duke of York, in the year 1660.

HANNAM, or HANHAM, Willoughby,—commanded the *Kent*, of forty-six guns, in the year 1660; in the year 1664 he was promoted to the *Rainbow*, a third rate of fifty-six guns. In the first engagement with the Dutch in the following year, he commanded the *Resolution* of fifty-eight guns, where he neglected not the opportunity afforded him by fortune of signaling himself exceedingly, it being asserted by some that he sacrificed his ship (which was burnt in this action) by generously interposing between the rear-admiral of the blue (*Kempthorne*) and a Dutch fireship, which was preparing to board him. Others say that the vice-admiral of Zealand finding the *Resolution* completely disabled, ordered a fireship to board her: this was performed with success, notwithstanding every effort of her gallant commander to extricate himself, and all the exertion

exertion that could possibly be made by sir Edward Spragge, vice-admiral of the blue, for the same purpose. The officers and crew were saved; and captain Hannam was soon afterwards appointed to the *Mary*, a ship of the same force and rate. In 1668 he was appointed to the *Old James*, a second rate of seventy guns. In 1672 he commanded the *St. George*, and was soon removed into the *Triumph*, a ship of seventy-two guns; in which ship he fatally but gloriously terminated a life, many years of which he had devoted to the service of his country, being killed on the 28th of May 1672, in the action, off Solebay, with the Dutch fleet under the command of De Ruyter.

HARRISON, Mark,—was appointed captain of the *Elias*, by the duke of York, in 1660; of the *Rainbow* in 1663, the *Cenurion* in 1665, the *Unicorn* in the following year, and in the year 1672 was re-appointed to the *Rainbow*; after which time no farther notice is taken of him.

HAYWARD, John, sen.—commanded the *Plymouth* at the time of the restoration; and in the same year was made commander of the *Dover* by the duke of York. In 1664 he was appointed to the *Reserve*, and the following year to the *Dunkirk*. In June 1666 he was appointed, by prince Rupert and the duke of Albemarle, to succeed captain Coppin, of the *St. George*, who was killed in action. In 1667 he was promoted, by the duke of York, to the command of the *Baltimore*. In 1668 he commanded the *York* of fifty-six guns. In the following year he was removed into the *Forefight*, a fourth rate. From this time he does not appear to have been employed till the breaking out of the second Dutch war, when he was appointed captain of the *Old James*, a second rate. The following year he commanded the *Sovereign*; from which ship he was very soon afterwards removed, by prince Rupert, into the *Royal Charles*, a first rate. In this command he fell, in the action with the Dutch fleet which took place in the month of August, 1673, finishing gallantly, and covered with wounds, a long life nobly exerted in the service of his country.

HIGGINSON, Samuel.—Nothing further is said of this gentleman, than that he commanded the *Eagle* at the time of the restoration.

HQDGES,

HODGES, Richard,—was, in the year 1660, appointed captain of the *Guernsey* by the duke of York. In the year 1662 he commanded the *Westergate*; and in 1664 was promoted to the *Swallow*, a fourth rate of forty-six guns. In the duke of York's Memoirs are instructions to this gentleman, as commodore of a small squadron sent to *Elfinore*, in the year 1662, to convoy a fleet of merchant ships from that place to *Harwich*. It is most likely he died soon afterwards, no further mention being made of him.

HOLMES, Sir Robert,—commanded the *Bramble* at the time of the restoration, and was, in the course of the same year, successively appointed to the *Truelove* and the *Henrietta*. In the year 1661, he was promoted to the *Charles*, and sent, as commodore of a small squadron consisting of four frigates, to the coast of Africa to make reprisals on the Dutch, who refused to make good their treaty they had entered into with the English; and had, in other instances, been guilty of great enormities, particularly in that part of the world, where they had, contrary to all the laws of nations, and existing treaties, possessed themselves of *Capé Corse Castle* by force. Major* Holmes, as he was then called, had, on this occasion, the singular honour of being permitted to wear the union flag at his main-top-mast head†, which is now the distinguishing mark of the commander-in-chief of the fleet. Having achieved all that was possible with his very limited force, and dispossessed the Dutch from several of their forts, he returned home, and was, in the next year, (1662) appointed to command the *Reserve*, a fourth rate of forty-eight guns. In the year 1663 he was removed into the *Jersey* of the same rate, carrying fifty guns, and sent, a second time, to the coast of Africa for the express purpose of reducing *Cape Corse Castle*. Having, in his passage, possessed himself of sufficient authentic documents of the hostile and treacherous intentions of the Dutch, he resolved, with the greatest patrio-

* The distinctions now in use among land officers only, being then indiscriminately applied both to them, and naval commanders.

† As soon as he was clear of the Channel.

tism, (inasmuch as he risked incurring popular censure by exceeding his orders) to punish their infamous conduct. With this intention, having arrived the latter end of January at the Cape de Verde, he proceeded to attack the island of Goree, which, though strongly fortified and resolutely defended, he took in the course of a few hours. Elevated by this so much merited success, he next attacked the fort of St. George Del Mina, the strongest fort in that part of the world possessed by the Dutch. Here his former good fortune failed him, though without the smallest neglect, or defect, on the part of sir Robert, or his people, either in point of courage, or prudence. In recompense, however, for his failure in this instance, Fortune aided him almost to a miracle in his next, which was the reduction of Cape Corse Castle. Having atchieved this exploit he sailed for North America, where, in conjunction with sir Robert Carr, he reduced the island of New York. After his return home * he was, in the year 1665, appointed to command the Revenge, a third rate of fifty-eight guns; and in the following year was made captain of the Defiance, a new ship of sixty-four guns. King Charles, attended by the duke of York, prince Rupert, and a number of persons of very high distinction being present at the time of launching this ship, on the 27th of March, conferred on her intended commander the honour of knighthood. After having distinguished himself very conspicuously during the first action with the Dutch, he was promoted to be rear-admiral of the red Squadron as soon as the fleet returned into port to be refitted. On this occasion he hoisted his flag on board the Henry, a second rate of seventy-two guns, and after having acquitted himself in the second fight, which took place on the 25th of July, with his usual gallantry, he was detached, by the commanders-in-chief,

* It appears by a note in Campbell's Lives of the Admirals, that sir Robert was, on his return home, put under an arrest and confined, till his conduct, as to whether he had, or had not, infringed the laws of nations, had been properly investigated. It is farther said, that he had not, through his several expeditions to the coast of Guinea, acted under commission from the crown, but as commander of a privateering expedition fitted out by the English African company, at that time patronised by the duke of York.

prince Rupert, and the duke of Albemarle, who, on this occasion, put five fourth-rates, four fifth-rates, five fire-ships, and seven bomb-ketches, under his command, to destroy a large fleet of merchantmen * lying between the islands of Ulie and Schelling. The most brilliant success crowned this enterprize. The two men of war, and all the merchantmen, ten or twelve only excepted †, being burnt. The following day, sir Robert effected a landing with eleven companies of soldiers, which he had been furnished with for this expedition, on the island of Schelling; and having burnt the town of Bandaris, and carried off a very considerable booty, he reembarked his troops, with the loss of only twelve men, killed and wounded, in the whole expedition: after taking and destroying of the enemy's property ‡, to the amount of eleven or twelve hundred thousand pounds. He sailed, soon afterwards, for the Streights, so that he may be said to have passed the remainder of the Dutch war in a kind of inactivity. Returning from thence, with a fleet of merchantmen under his convoy, in the month of September, 1667, he was appointed commander-in-chief of the Portsmouth squadron, with permission to wear the union flag at his main-top-mast head. This appointment was, probably, of the same nature as that which is now called the port admiral. On this occasion he hoisted his flag on board the *Defiance*

* The smallest of which was two hundred tons burthen. The fleet consisted of 170 sail, guarded by two men of war.

† These escaped by hawling up into a narrow creek, under the protection of a Guineaman of twenty-four guns, where their situation protected them so favourably, that our boats could not get at them.

‡ We cannot do a greater piece of justice, as well to the memory of sir Robert, the commander, as the captains under him, than by inserting the remark, published in the *Gazette*, on this great and memorable exploit.

"On our side we can only observe in it a wise and prudent counsel, seasonably taken and most vigorously executed; the whole, by the blessing of God, attended with admirable success, without any considerable loss in the attempt; the several officers and commanders on the occasion bringing home a just reward of glory and reputation, and the common seamen and soldiers their pockets well-filled with ducats and other rich spoil, which was found in great plenty."—*Gazette*, No. 79.

of sixty-four guns; from which ship, he soon afterwards removed into the Cambridge, of the same force. About the same time he was made governor of the Isle of Wight, and had the honour of entertaining king Charles for several days successively, in an excursion he made thither, accompanied by the duke of York, prince Rupert, and divers others of the nobility of the first distinction, in the month of July, 1671. Sir Robert's preparation on this occasion was every way fitting the character, and dignity of his royal and noble guests. In 1672 he was appointed commander-in-chief of a squadron fitted out to attack the Dutch Smyrna fleet*. Having hoisted his flag on board the Saint Michael, he fell in with the Dutch convoy, consisting of seventy-two merchantmen, guarded by six men of war, on the 13th of March. Their approach, owing to some delay or neglect at home, in fitting out the ships, was, at this time, rather *mal a propos*. Five frigates only, composed the whole force under sir Robert, though his fleet, if completed, was to have consisted of thirty-six men of war. On the Dutch refusing to strike, an action immediately commenced, and continued till night put an end to the combat, without sir Robert being able to obtain any advantage. When the weakness of the English force is considered, it will appear, that so far from this want of success being a matter of wonder, or owing to a want of gallantry, or good conduct, it ought only to excite our regret, in the highest degree, that so much bravery should have been exerted in vain. The Dutch convoy consisted of six men of war; and having had timely notice of our intention to attack them, they drew out, to their assistance, above twenty of their stoutest merchant ships, mounting from twenty to forty guns each: yet, disproportionate as was the force under sir Robert, he hesitated not a moment to attack them; and, if he acquired not the substantial proof of having captured his enemy, he, by mere dint of valour, obtained the hard-earned glory of having worsted him. On the following day, being reinforced by three more frigates, and two or three small vessels, he renewed his attack, but

* His orders on this occasion are to be found in the duke of York's Memoirs, bearing date the 5th of March, 1671-2.

still without success. Sir Robert, though wounded, did not yet despair;—though foiled, he ever continued undaunted:—and renewing his attack on the afternoon of the same day, after a desperate action he made himself master of one of the Dutch men of war, of fifty-four guns, which was the rear-admiral of the Squadron. Lediard says, this ship was taken by sir Robert himself: but Campbell attributes the achievement to his brother, sir John Holmes, at that time captain of the Gloucester*. The prize had received so much damage in the action, that she sunk soon afterwards; and the rest of the Dutch fleet effected their retreat, with no further loss than four or five of their merchant ships, which were taken: this was the last service ever effected by this brave and gallant man. Owing to some of those secret cabals which exist in all courts, he was no longer employed. It is asserted by Campbell, who appears to bear no great good-will to sir Robert, that his ill success on this occasion was entirely owing to his unwillingness to share, with sir Edward Spragge, the glory he might acquire in the action. This piece of information, of which no notice is taken by other historians, is extracted from Andrew Marvel's Growth of Popery, and is thus related:—"On the 12th of January sir Edward Spragge met with sir Robert Holmes's Squadron near the Isle of Wight, and upon sir Robert's enquiring news, sir Edward very frankly told him he had sailed several days with the Dutch Smyrna fleet, and that in a day or two they might be expected." Campbell further relates from *Marvel*, "that sir Edward Spragge's Squadron was still in sight, when sir Robert Holmes attacked the Dutch Smyrna fleet, and that captain Legge made sail after him, to bring him back to their assistance, till called away by a gun from his own admiral;" but this is, perhaps, trusting a little too much to report. No doubt can be entertained but that the whole Dutch fleet would have been captured if the junction of the two admirals had taken place: we have, therefore, to lament, that the thirst of glory, however commendable in itself, should be carried to such an extent, as to militate against the interests of the nation.

* In this Campbell is perfectly right.—Vide Gazette, No. 660.

It is reported, that an irreconcilable breach between *fir* Edward Spragge and *fir* Robert, was the consequence of this seeming neglect; a breach highly to be regretted, as having taken place between two men, who had both, at different periods, so well deserved of their country; and which not only injured the reputation, but also caused that country to be deprived of the services of one of them. * Retiring from active life, *fir* Robert left behind him a reputation which even the malice of his enemies has never dared to attack, and which the ravages of time will not be able to injure.

JONES, Morgan,—was appointed by the duke of York, in the year 1660, commander of the *Kinsale*. In the year 1662 he commanded the *Satisfaction*, and was soon afterwards removed into the *Fox*.—Further of him we know not.

JOWLES, Valentine,—was appointed, in the year 1660, captain of the *Dolphin*; but does not appear to have had any command afterwards.

KIRBY, Robert,—was appointed commander of the *Ruby* in the year 1660. The following year he was removed into the *Constant Warwick*; and, in the year 1664, commanded the *Bredah*, a fourth rate of forty-eight guns.—He does not appear to have served afterwards.

LAND, Henry,—commanded the *Weymouth pink* at the time of the restoration.

LARGE, Thomas,—was appointed, in the year 1660, by the duke of York, to command the *Lark*.

LAWSON, Sir John.—As a preface to the *Memoirs* of this great man, the editor of Campbell very justly observes, that “ a man of real integrity, who acts always from the dictates of his reason, will be sure to raise a high character, and to be justly esteemed even by those

* On the 2d of July, 1675, he had, a second time, the honour of entertaining king Charles the second in the Isle of Wight, of which he continued governor. And, in the reign of James the second, we find, in the *Gazettes* No. 2281, and 2315, two declarations, announcing *fir* Robert Holms commander-in-chief of a squadron destined to act in the West Indies against the pirates, or buccaners, who then grievously infested that part of the world. But it does not appear what success it met with, or whether *fir* Robert ever failed on the expedition.

“ who differ from him ever so widely in sentiments.” Admiral Lawson is a forcible instance of the truth of this opinion, differing from the royalist party, as widely as a temperate man could, both in religious and political opinions; soon as he found the welfare of his country actually stood in need of such a measure, he became highly instrumental to the restoration of Charles the second, and ever continued to possess his most unlimited confidence.

It appears he was a person of mean origin, his father having been a man in a very low station at Hull. Young Lawson, either through choice or necessity, betook himself, very early in life, to the sea. He gradually, and merely in consequence of his own particular merit, rose, from the humblest office, to a most distinguished rank in the service. The first notice we find taken of him is in the year 1653, at which time he commanded the Fairfax. In the first action between the Dutch and the English fleets, Lawson, by his great gallantry, rescued the Triumph, on board which ship the admirals Blake and Dean were, from the very center of the enemy's squadron, though not without the greatest risk to himself, nor till his admiral's ship, most severely pressed, was in the most imminent danger of being either taken or destroyed, Blake himself being wounded, her captain killed, and nearly an hundred of her crew. In the second action, which quickly followed, Lawson boarded, and carried off in triumph, one of the Dutch men of war; and in the pursuit consequent to the action, made himself master of a second. In grateful testimony of his gallantry, the parliament promoted him, immediately afterwards, to the rank of rear-admiral. In the third action, which took place the same year, and began on the 1st of June, Lawson, with the blue squadron, attacked De Ruyter with so much vigour, that his division was entirely broken, and he himself would, in all probability, have been taken, or sunk, had he not been, very opportunely, relieved by Van Tromp. This succour arriving, Lawson was obliged to content himself with having sunk one of their ships, mounting forty-two guns. On the 29th of July a fourth, and more bloody action than any which had preceded it, took place. The havoc made among the enemy's ships, not less than thirty of which were sunk, destroyed, or
taken,

taken, and the slaughter of their men, compelled the Dutch to solicit a peace, on such terms as Cromwell, now become dictator to the parliament, would be pleased to allow it them. The share borne by Lawson, now a vice-admiral, was, in this action, as distinguished as it had been in either of the former; and being left, after it was over, to block up their ports, he, in a very short time, took no less than eight-and-thirty of their ships and vessels. For this, and his preceding eminent services, the parliament voted him a gold chain. The peace with the Dutch having taken place, as has been already observed, soon afterwards, no further mention is made of the vice-admiral till the year 1657, when, though steadily attached to a republican form of government, having long become hostile to that whimsical change created in it by the usurpation of Cromwell, he was (in consequence, it must be confessed, of his intrigues, intending to destroy that usurpation) arrested, and committed to the Tower. Too great for public punishment, under a government built on so very slender a foundation, he was soon discharged; and unwilling to give sanction to a man, whose tyranny he abhorred, or to support, even in appearance, measures he completely detested, he retired from public life, till the death of Cromwell, in the year 1658, brought him once more from obscurity. Experience had long since taught all moderate men, that the form of government then existing, had it even proved more congenial to the temper of the people than it actually was, could not continue longer than while that intrepid and daring, though politically, as well as morally wicked character, which had hitherto maintained it in the zenith of all its glory, subsisted: or unless some equally bold and formidable spirit should suddenly start up as a farther scourge to a nation, not yet sufficiently punished for its iniquity, and folly in pursuing a visionary fleeting phantom, and mistaking the melancholy ravings of fanatics and republicans, for the well-digested code of permanent, political liberty. Lawson, therefore, once among the foremost supporters of what was called the commonwealth, seeing at length the erroneous principles of his own politics, honestly and wisely came, very early, into the measures taken by Monk for the demolition of that tyranny

tyranny which he himself had, among others, contributed to erect and aggrandize. On the return of admiral Montague from the Baltic, Lawson was pitched upon, by the parliament, as the fittest person to take the command of the fleet: and from the measures so prudently concerted between admiral Montague, general Monk, and himself, the restoration of monarchy was effected with a tranquillity displeasing to some, and astonishing to all; a tranquillity which added new lustre to the characters of those who had, with such prudence, projected, and with so much firmness executed so great an undertaking. One of the first acts of royalty exercised by Charles, after the parliamentary acknowledgement of his office and authority, was that of conferring knighthood on Lawson, a moderate compensation, perhaps, for the services rendered by him, yet strongly indicative of their intrinsic worth, from the time* and manner in which it was bestowed. Charles, however, had scarce taken possession of his throne, when he gave sir John Lawson a more substantial proof of his good opinion, by appointing him a commissioner of the navy. Very soon afterwards† he was sent vice-admiral, under the earl of Sandwich, into the Mediterranean, and, after having assisted in the demolition of the Algerine shipping, was left, by the earl, with a squadron to harass the enemy and protect our own trade. This service he most effectually performed; but, during the time he was engaged in it, a misunderstanding arose between him, and the Dutch admiral, De Ruyter, respecting a naval compliment, a salute, which afforded the latter a pretext for withdrawing himself; and, at a future day, one to king Charles, for declaring war against the States. The conduct of sir John, in this disagreeable affair, is, however, to be attributed to its true cause, “not to any captious turn in the temper of the admiral himself, but to his positive orders, *not to return the salute*

* He being knighted in Holland immediately on his arrival there with admiral Montague and the fleet, for the purpose of conveying the king to England, he was appointed to command the London soon afterwards.

† On the 19th of June, 1667, at which time he removed into the Swiftsure.

to the ships of any prince or state whatever." In the year 1662, at the time the earl of Sandwich returned home from Lisbon, conveying the princess Catherine, the intended queen of Charles, sir John sailed for the Streights. Being then left commander-in-chief for that expedition, he removed his flag into the Resolution; and by his prudent as well as spirited conduct, compelled the states of Algiers to enter into an accommodation: but the terms insisted on by him, though equitable, and, in every respect, consistent with the laws of nations, being such as were incompatible with the temper of a state subsisting chiefly by piracy, it was broke off; and sir John had, a very few days afterwards, the satisfaction to make prize of one of their principal corsairs, mounting thirty-four guns. Being ordered home before he had been able to reduce them, a second time, to reason, he left sir Thomas Allen commander-in-chief in his room, as has been already shewn in the life of that officer. On his return to England he found the Dutch war on the point of being declared: it was, indeed, in consequence of the approaching rupture that he was recalled, in order that he might serve as rear-admiral of the red under the duke of York. This compliment paid him by his sovereign was particularly flattering to him*. And it is reported by Campbell, that the advice given † by him to king Charles, would have tended much more to bring the war to a speedy conclusion than the conduct which really was pursued: be that as it may, the remainder of the first year, after hostilities were resolved on, passed over without an action, the Dutch quietly suffering themselves to be blocked up in their ports, by the superior fleet of the English. But from their great exertions made during the winter and ensuing spring, Obdam de Wassaneer was enabled to put to sea, in the month of May, 1665, with a fleet consisting of no less than an hundred and twenty men of war, besides fire-ships. On the 3d of June both the fleets met; and, after a long and very spirited contest, a most complete victory

* He hoisted his flag, first, in his old ship the Swiftsure, and, in 1665, on board the Royal Oak.

† To direct our operations principally against their commerce; in other respects, to act on the defensive only.

fell to the side of the English, a victory which hardly compensated for the lives of those gallant persons which were lost in obtaining it. Among these was sir John Lawson, who, on this occasion, had hoisted his flag on board the London. Wounded in the knee by a musquet-shot at the conclusion of an engagement, in which he had so earnestly laboured to acquire victory, he had, however, the satisfaction of seeing those labours crowned with their so much merited success. Being conveyed to Greenwich, the warmest hopes of his recovery were entertained for some days: but at length, according to the language of physic, matters taking an unfavourable turn, a gangrene commenced, and put a period to his existence on the 29th of June, 1665*.

Such was the end of the gallant sir John Lawson, a man whose name deserves remembrance, and whose fame ought to be recorded, were it on no other account than his having said, "*that an officer had nothing to do with political discussions, or speculative opinions concerning government: his first, and indeed his only object ought to be, TO SERVE HIS COUNTRY.*"

MARTIN, Robert.—Nothing farther is known of this gentleman than that he commanded the Dover at the time of the restoration.

MIDDLETON, Hugh,—probably was the son or grandson of the celebrated sir Hugh Middleton, knight, who, in the reign of king Charles the first, projected and

* There is a curious and very interesting anecdote related of him by Clarendon, who gives him the following character. "There was an irreparable loss this day in sir John Lawson, who was admiral of a squadron, and of so eminent skill and conduct on all maritime occasions, that his counsel was most considered in all debates; and the greatest seamen were ready to receive advice from him. Just before he went to sea for the last time, he paid a visit to the chancellor and treasurer, and, after having opened to them the condition of his finances, which, it seems, were by no means in so flourishing a situation as the world in general thought them, he requested of them, (to use Clarendon's own words) that if he should miscarry in this enterprize, the king would give his wife two hundred pounds a year for her life; if he lived, he desired nothing; he hoped he should then make some provision for his family, by his own industry. The suit was so modest that they willingly informed his majesty of it, who as graciously granted it; so that the poor man went very contentedly to his work, and perished as gallantly in it."

perfected the scheme of supplying London with water: be that as it may, we are sorry we have nothing further to record of this gentleman, than that, in the year 1660, he was appointed, by the duke of York, to the command of the *Kinsale*.

MOOTHAM, Peter,—was made commander of the *Forefight*, by the duke of York, in the year 1660. He was not appointed to any other ship till the year 1665, when he was made captain of the *Princess*. He continued so till the following year, when he unfortunately fell in that action which terminated so fatally to the lives, though not to the glory, of such a number of his contemporaries, on the 4th of June, 1666.

NIXON, Edward,—was appointed captain of the *Phœnix* in 1660, of the *Mermaid* in the following year, and the *Elizabeth* in the year 1664, all by commission from the duke of York.—No further mention is made of him.

NUTTON, Michael,—was appointed captain of the *Norwich* in the year 1660, but never had any other command.

POINTZ, John,—commanded the *Richmond* in the year 1660, and the *Maryland Merchant* in the year 1664.

POOLE, Jonas,—was appointed to the *Leopard* in the year 1660, and the *Ann* in 1661, both by commission from the duke of York. In 1662 he was made captain of the *Newcastle* of fifty guns, by the earl of Sandwich, he being then under his command at Lisbon. In 1664 he was appointed, by the duke of York, first, to command the *Dover*, and, secondly, the *London*. The warrant authorising him to impress three hundred men, for the purpose of manning this ship, is published in the duke of York's *Memoirs*. In the following year he commanded the *Vanguard*, and, in all probability, died, or retired, soon afterwards, as, in the year 1666, we find that ship commanded by another gentleman.

POOLE, Sir William,—was descended from an ancient and honourable family established at Poole, in the hundred of Wirral, in Cheshire. Soon after the restoration he was appointed, by the duke of York, to command the *Martin*. In 1661 he was promoted to the *Charity*

of forty-six guns. In 1663 he commanded the *Advice*, and was re-appointed to the same ship in the year 1665. Soon afterwards, the action taking place between the duke of York and the Dutch, he was put into the *St. George*, in all likelihood to supply the place, *pro tempore*, of her former commander, who had either been killed or removed into another ship, as he does not appear to have been regularly commissioned by the duke of York, as lord high admiral. In 1666 he commanded the *Mary* of fifty-eight guns, by commission from the joint admirals, prince Rupert and the duke of Albemarle. In 1669 he was appointed, by the duke of York, to command the *Crown*; and, in the year 1672, successively commanded the *Jersey*, *Plymouth*, and *St. David*. Towards the end of this year he was commodore of the expedition sent against *Tobago*, sir Tobias Bridges commanding the land forces, and to his personal exertion the success is principally owing. The troops being landed, in their first attempt, either through the ignorance, or treachery of the guide, in a place extremely unfavourable to future operation, and where they were momentarily in danger of being cut off, captain Poole went, himself, on shore to superintend their re-embarkation, which was effected without loss. On the following day, the 19th of December, 1672, the troops were re-landed, under cover of the *St. David*, after she had endured a most tremendous fire, from all the forts and batteries, for five hours. The success attending this action was as complete as the undertaking was brilliant; a capitulation being immediately proposed, and the island surrendered without further bloodshed. For this service it is, most probable, he was knighted. On the 27th of February, 1676, he received a commission from the king * to command the *Leopard*. In this ship he was sent commodore to *Newfoundland*, and from thence sailed, at the close of the year, as is customary, with the convoy for the straits. He returned to England; having the *Streights* fleet under his protection, in the month of May following. On the 11th of Sep-

* Who, since the passing of the Test Act, and the consequent retirement of the duke of York, had undertaken to manage the affairs of the navy himself.

tember, 1678, he was, under the same authority, appointed to command the *Happy Return*, and again sent to the *Straits*, where he continued for some time, diligently fulfilling every thing that could be expected from a prudent and active commander, affording, on every occasion, all the protection in his power to our own commerce, and leaving no means unattempted to check the depredations of the corsairs. On the 21st of June, 1685, he was appointed to the *Samuel and Mary*, which is the last ship he ever commanded. It is somewhat singular that any man, more especially of sir William's rank and family consequence, should have continued five-and-twenty years in service and be so little noticed by historians. We must naturally conclude his character, and reputation as an officer was unblemished, or he would not have been so repeatedly entrusted with a command. We can, therefore, only lament, that Fortune so unkindly deprived him, as it has many others, of that opportunity of distinguishing himself, which, if seized, (as we have no reason in the world to suppose but that it would have been) would have placed him on an equality, in point of public fame, with the most gallant of his cotemporaries.

ROOTH, Sir Richard, — was appointed, by the duke of York, captain of the *Dartmouth*, in the year 1660; in 1663 he commanded the *Harp*: in 1664 he was re-commissioned for the *Dartmouth*: in 1667 he commanded the *St. David*; and, in the following year, the *Garland*. During the time he commanded this ship, which was one of sir Thomas Allen's Squadron, in the Mediterranean, he was left, by that admiral, to block up the port of Sallee. While he was employed on this service he had the good fortune to meet with four of their corsairs* which were escorting home three prizes which they had taken. On captain Rooth's attacking them, in conjunction with cap-

* One on the 25th of September, (a pinnace of eight guns and eighty men) together with her prize. On the 27th of the same month they drove on shore the prize belonging to another corsair; and, on the 28th, the corsair herself, mounting twenty-two guns, and carrying one hundred and fifty men: on the 3th of October, they drove two more corsairs on shore, of eight guns and eighty men each, and with them a prize they had taken; by which service the naval force of Sallee was reduced to one single vessel, which was fitting for sea.

tain *Bustow* of the *Francis*, they all ran ashore and perished, together with their crews, to avoid falling into the hands of the English. The circumstance we observed to have taken place on a former occasion, of an officer's serving as a lieutenant, after having, for years, acted as a commander, occurs in the life of this gentleman. In 1672 he was made first lieutenant of the *Victory*, and in the following year resumed his former station of a commander, first, of the *Lion*, having again returned to the Mediterranean, and, secondly, of the *Swiftsure*. On the 9th of March, 1675, he was appointed, by king Charles the Second, to command the *Adventure*, on which occasion he received the honour of knighthood, and was sent to carry over to Tangier the earl of Inchiquin, lately appointed governor. Lastly, on the 12th of April, 1678, he was removed into the *Monmouth*: the command of this ship concluded his naval life. The observation made in the life of sir William Poole applies also to this gentleman.

SACKLER, Tobias,—was made captain of the *Blackmore* in 1660. In 1663 he commanded the *Drake*; and, in 1665, the Expedition of thirty-four guns. He commanded this ship in the engagement between the duke of York and *Opdam*; and, in the following year, was present also, in the same ship, at the two engagements between the English, under prince Rupert and the duke of Albemarle, and the Dutch under *De Ruyter*. It is not improbable this ship was, soon afterwards, taken or destroyed by the Dutch, as the name, either of herself or her commander, does not again occur.

SANDERS, Gabriel,—commanded the *Tyger*, by commission from the duke of York, in the year 1660; but does not appear to have served afterwards.

SANDWICH, Edward Montague, earl of,—was the only surviving son of sir Sidney Montague, the youngest of six sons of Edward, lord Montague, of Boughton: he was born on the 27th of July, 1625; and having married when little more than seventeen years old, entered very early, and warmly into the cause of the parliament, in so much that he commanded a regiment, raised by himself, under the earl of Essex, in 1643; and, in the month of May following, was present at the storming of Lincoln;

in

which service his party beheld first that budding gallantry which afterwards unfolded itself with such conspicuous splendor. As a commander at the battle of Marston Moor, in the same year, he rendered himself equally remarkable; and, in consequence of these well-deserved laurels, was appointed one of the commissioners for adjusting the terms of capitulation for the city of York, although he had, at that time, scarcely attained his nineteenth year. The character he had so justly acquired, he maintained with undiminished lustre at the battle of Naseby, and the storming of Bridgewater and Bristol; and was pitched upon to announce the surrender of the latter place, to parliament, as a mark of particular distinction. Although he had hitherto, on all occasions, appeared a most zealous friend to the republican party, and had promoted its service with the most strenuous integrity yet, when the authority of parliament sunk before the sword of Cromwell, his adherents, and the army, Mr. Montague appeared in no respect the partisan of their newly and illegally assumed power. He was at length, however, prevailed on, by the artifices of Cromwell, to enter into measures his heart never approved, and support a motley system of government which he soon came to detest, and, in the end, to assist in the destruction of. Nevertheless, having embarked in the cause, he quitted that service, in which he had hitherto appeared as a meteor, to become a star of the first brilliancy, and magnitude in a station, which nothing short of consummate ability could enable him to fill, without exposing himself at once both to pity and derision. Mr. Montague, at the age of thirty, bred totally to the army, was appointed joint commander of the fleet with Blake, a man undoubtedly possessed of the highest gallantry, but, like himself, totally unacquainted with every principle of naval tactics; yet under these very men, even at their first outset in their new profession, the British flag spread every where a terror, and commanded a respect, which, without intending to depreciate, in the smallest degree, the merits of their successors, we may truly say, the greatest professional skill has never yet inhauced. The difficulties admiral Montague had to struggle with, even before he entered upon the regular duties of his command, would have
been

been sufficient to have totally alienated from the service, the heart and mind of a man less bent on enterprize, and glory, than his own. He found both the officers, and men whom he was to command, and on whose exertion his own future fame was to depend, dispirited, discontented, averse to the service, and almost in a state of mutiny. Such, however, was his prudence, his conciliating manners, and, above all, his firmness, that, in a very short time, he had the satisfaction to find that degree of discipline restored, which is, in all enterprizes, necessary to second the bravery, and good conduct of those who are highest in command. In the beginning of the year 1656 he sailed, in company with his colleague Blake, for the Mediterranean, where many projects, worthy of so gallant a duumvirate, were mutually proposed to each other. But as prudence ought, on all occasions, to accompany gallantry, so after maturer consideration, these were rejected as too desperate, and romantic to be pursued by commanders, who had any other object in view than the destruction of their men. The expedition was not, however, altogether fruitless; the Spaniards were intimidated, the Algerines and other piratical states overawed, and the Portuguese compelled to enter into a treaty with Cromwell upon his own terms. In the month of September vice-admiral Stayner, who was under admiral Montague's command, attacked and captured the galleons in the road of Cadiz; but the particulars of that action, so highly characteristic of British gallantry, are with more propriety, it is hoped, related in the life of sir Richard. In the month of July, 1657, admiral Montague was appointed, by Cromwell, to command the fleet in the Downs. It was stationed there for the triple purpose of watching the motions of the Dutch, carrying on the war with Spain, and assisting the French in the reduction of Dunkirk. The service in which he was employed was by no means congenial to the temper and inclinations of the admiral, so that it is intimated, he more than once had it in contemplation to quit his command and retire; yet however disagreeable to him, and contrary to his own opinion, those measures might be, which he was appointed to carry into execution, he was a man of such strict honour as to fulfil them, on all occasions, with

with the most rigid scrupulousness, thinking with Blake, and many other gallant men of the same day, "that an officer had never any thing to do with the propriety of orders; his only duty was to execute them." The personal intimacy in which he had ever lived with Cromwell, as it might tend considerably to outweigh his private sentiments, and retain him in the service, so, in all probability, it very much recommended him to his successor, Richard. The only wise step taken, during his short-lived elevation to the protectorate, was that of sending a strong fleet into the Baltic, under the command of admiral Montague. The high opinion entertained of him by Richard, is apparent from a letter written him with his own hand, in which he desires him in all cases, but more particularly in what concerned the honour of the flag, rather to have recourse to his own discretion, than to consider himself as bound by the tenour of his orders. The same measures being adhered to, notwithstanding the deposition of Richard Cromwell; the parliament, jealous, perhaps, of the great ability as well as popularity of the admiral, thought proper to send with him, as honourable spies on his conduct, sir Robert Honeywood, colonel Algernon Sidney, and Mr. Boon, with the title of their commissioners, whom he was obliged, by his orders, on all occasions to act in conjunction with. As a still greater mark of disrespect, if possible, they superseded him in the command of his regiment of horse, which, notwithstanding his naval appointment, he had been suffered to retain during the whole of Cromwell's administration. On his arrival in the Sound he appeared, at once, in a new character; and, from the ability displayed in his negotiations, proved himself as able a politician, as he was before esteemed a commander. All matters being settled between king Charles the Second (then in Holland) and himself, his next necessary step was to draw over the parliamentary commissioners, from whom he had every possible opposition to apprehend, as aiders of his intended future plan of operations, without their being conscious of the trap that was laid for them. It may readily be supposed this was a matter of no small difficulty, when it is considered he had to deal with a man of Sidney's political penetration. Nothing, however,

ever, is impossible, or even difficult, to great minds. The council of war, of which Sidney was, of course, a member, either persuaded by the eloquence of the admiral, or ignorant, so plausible were his arguments, how to object to measures they in truth disliked, at length unanimously agreed to return to England. A step, of all others, most ruinous to the republican cause, and consequently most favourable to that of royalty. On his return, notwithstanding the clamour against him was excessive, he acquitted himself with so much clearness and ingenuity, that the most violent among his enemies were almost converted into his admirers. Matters had, however, taken a very different turn from what was expected. Sir George Booth, who headed and directed the land insurrection, was defeated and committed prisoner to the Tower; and Lawson, universally esteemed, as well from his religion as his politics, a thorough-paced republican, was appointed to supercede Montague in the command of the fleet. How short-sighted is political wisdom when the prejudice, or influence of party, which first erected its controul, begins to waver! Montague, after having explained his conduct to the then parliament, retired to his own estate; but on Monk's entering England, was requested to resume the command of the fleet. Here he found Lawson strangely converted from a supposed vehement opponent, into a steady supporter of his scheme and wishes: the event consequent to this formidable coalition of power, influence, and abilities, is well known. Admiral Montague having had the happiness, as well as the honour of convoying Charles the Second to England, was, immediately on his landing*, in testimony of that monarch's esteem, made a knight of the garter, and, a few days afterwards, appointed lieutenant-admiral under the duke of York, captain-general of the Narrow Seas, and master of the wardrobe. On the 14th of July following he was created baron Montague, viscount Hinchinbroke, and earl of Sandwich. In the month of Sept. having hoisted his flag on board the Resolution, he convoyed the princess of Orange to England. In the month of June, 1661, he was appointed admiral and commander-in-chief of the

* Two days after, on the 28th of May.

fleet bound to the Straights; and having hoisted his flag on board the *Royal James*, he set sail, on the 19th of June*, in company with sir John Lawson, who served as vice-admiral under him. On the 29th of July he arrived off Algiers, which he found so well protected by forts and batteries, that he was able to effect nothing of greater consequence than burning a few of their ships, and throwing the inhabitants into the most dreadful consternation. His own fleet having suffered very materially in their sails and rigging, he thought it adviseable to draw off. He then sailed for Tangier, having left Lawson, his vice-admiral, with a sufficient force, to block up the port, and restrain those depredations he had so gallantly, though fruitlessly, endeavoured to destroy the source of. Having executed his commission at Tangier, the object of which was, to receive possession of the place on the part of king Charles, as being included in the portion given with the Infanta of Portugal, his intended queen, he left the earl of Peterborough in command there, with an English garrison. From thence he repaired to Lisbon, where taking the Infanta on board, he convoyed her to England, and landed her in safety on the 14th of May, 1662. From this time, to the year 1664, the earl of Sandwich had no opportunity of manifesting that gallantry which, on all possible occasions, blazed forth with such uncommon lustre. On the first prospect of the Dutch war he was sent commander-in-chief of a fleet fitted out to attend, and watch the motions of the enemy. He hoisted his flag, first on board the *Royal Charles*, and afterwards shifted it, in succession, before the conclusion of the year, to the *London*, the *Revenge*, and the *Prince*: but war not being declared till the month of March following, that courageous and enterprising spirit, which was on all occasions so conspicuous in this noble person, was not called into action. In 1665 he commanded the blue squadron under the duke of York; and chiefly owing to his particular exertions, a considerable number of the enemy's merchant ships were

* "On the 23d of April preceding, at the king's coronation, he carried king Edward's staff, and was universally looked upon as one of the principal ministers."

captured, 130 sail, out of their Bourdeaux fleet, being taken at one stroke, the greatest part of which were condemned. On the 3d of June, by his own bravery and gallantry, he laid the first foundation of that victory which was afterwards so completely achieved by the further exertions of himself, and others, his noble associates*. On the duke of York's quitting the command of the fleet, it was conferred on the earl, and no one surely had a greater claim to that honour. Having hoisted the standard, as substitute for the lord high admiral, he sailed from Torbay, for the coast of Holland, on the 5th of July, having under his command a fleet of sixty sail. Finding, on his arrival off the Texel, that there was no likelihood of the Dutch fleets being able to put to sea for a considerable time, he steered northward, in the double hope of intercepting De Ruyter, who was known to be on his return, by that course, from Newfoundland, and capturing or destroying the Turkey, and East India fleets, which, it was reported, had taken shelter in Berghen. Fortune, and that only, baffled his expectations in both instances; De Ruyter after having escaped him †, arriving in safety in Holland, and the expedition against Berghen, on which service he detached fourteen men of war under the command of sir Thomas Tiddeman, an officer of consummate gallantry and high reputation, failing, either through the duplicity of the Danish governor, or, as he pretended, the want of sufficient instructions. We may add to the account, that misunderstanding and mutual want of confidence which almost ever exists in court negotiations, when they deviate, in the smallest instance, from the strict line of national honour. The ill-success of this expedition, as it affords

* This circumstance is thus related by Lediard: "There was no visible advantage till about one o'clock at noon, when the earl of Sandwich, with his blue squadron, falling into the centre of the enemy's fleet, separated it into two parts, and thereby made a great step towards the victory, and putting the enemy to that confusion, which, in the end, brought on a general flight."

† As is thus related in the life of De Ruyter: "Advice was sent to him that he should, with his fleet, hasten home with all expedition; which he obeying, slyly slipped by the English fleet, wrapt in mist, as men with cloaks about their mouths than the company of those whom they are not willing to meet."

the only possible opportunity, so it has not been neglected by some historians, as the only chance they had of venting their own spleen, and attempting to affix the appearance of stigma on the character of this noble earl. It is evident, however, his too great nicety in paying a proper respect to the negociation he understood was entered into, between Charles the Second, and the king of Denmark, touching the neutrality and non-interference of the latter, during the proposed attack; was the first, and, indeed, only cause of this miscarriage. For it appears generally admitted by all parties, that, if the earl had followed the bias of his own private inclination and judgment, and, disregarding the agreement, as he then thought, and ever after continued to consider it as a dishonourable act, had ordered the Dutch fleet to be attacked at first, without allowing them time to fortify themselves, the whole, or, at least, a very considerable part of them would either have been taken or destroyed. The earl had, however, the good fortune to fall in with part of this very fleet, under the convoy of De Ruyter, on the 4th of September, when, notwithstanding it blew a heavy gale of wind, it appears, from the concurrent testimony of our best historians, he captured eight men of war, twenty merchant ships, and two of their richest Indianien. But the author of the life of De Ruyter gives the following account of this transaction. "In his going he met not with the English fleet, but in his return was discovered and attacked by the earl of Sandwich, when finding himself too weak, his charge great, and the windes very high, with a running fight made the best of his way; and, with the loss of two great East India ships, some other merchantmen, and five men of war, he brought his fleet into the West Indies." The success of the earl did not end here, for, on the 9th of the same month, a part of his fleet fell in with, and captured fourteen, out of eighteen, merchant ships, together with four men of war, which were the convoy. Notwithstanding the partial miscarriage of the expedition, the earl was, on his arrival, received with the strongest marks of favour by his sovereign, and the loudest acclamations by the people. Yet Rapin is pleased to assert, that Charles was so much chagrined at his conduct, that, on his return home, "instead of continuing

ning him in the command of the fleet, he sent him ambassador to the court of Spain." The account given by Campbell is much more candid. He attributes his removal to the most probable, and, in all likelihood, the real cause; the necessity Charles was under of sending a person of extensive abilities as ambassador-extraordinary to the court of Spain*. And, surely, when we candidly consider the character of the earl, no person can blame the choice made by the king on this occasion. Esteemed as great in the cabinet, as he had already shewn himself, to the world, in the field, the court of Madrid appeared to consider him as the arbiter of its future conduct. When his arrival was expected, the Spaniards were in the utmost agitation and anxiety, as though they regarded him a phenomenon of Nature. On his landing at the Groyne, on the 28th of April, 1666, he was not only received with the most unusual, though not unmerited, honours, but these were also continued in every town and province he passed through, on his way to Madrid. Even a slight indisposition, with which he was attacked, was of sufficient consequence to alarm the whole nation, a nation (particularly at that day) not remarkable for its attention or condescension to strangers, however high their rank, or dignified the commission, they bore. His reception at Madrid, where he arrived on the 28th of May, was equally splendid with his entertainment on his journey thither; and that nothing might be wanting in the respect universally shewn him, he was entertained, most magnificently, for some days †, at the queen's expence. On the 30th day of June he had his first public audience, which had been thus long deferred, as well on account of the queen's indisposition, as that this reception being a public act might be in no sort inferior to the honours already paid him. Having entered on the business he was charged with, the Spaniards hardly knew which to admire most, his perspicuity in arranging, or courtesy in

* And his (the king's) fear, that, by continuing the earl in employment, whose conduct, in the action of the 3d of June, had been so much praised, he should appear to countenance the popular clamour against the duke of York, whose behaviour had been as much censured.

† The allowance on this occasion was 87l. sterling, per diem.

settling points in which he differed from them in opinion. So much did his behaviour win to him the good opinion of those with whom he was employed to negotiate, that, notwithstanding he had such a variety of interests to consult, in managing such parts as related to our commerce, he had address enough to carry every point in a treaty, consisting of forty articles, not only according to the utmost of his own wishes, but those also of the nation he represented. This being signed on the 13th of May, 1667. His next step was, under the mediation of the British court, to accommodate the difference which had so long subsisted between Spain and Portugal. This must be considered as a task of uncommon difficulty, when it is reflected that, perhaps, no measure in the world could be more grating to the Spanish nation than making peace with Portugal, and of course acknowledging it to be an independent kingdom. Nevertheless, so successful was the earl in pointing out the ruinous and fatal consequences that would attend the continuance of the war; so persuasive were his general arguments in favour of a reconciliation: that the Spaniards relaxing from that punctilious pride which had so long prevented an accommodation, a treaty of peace, between them and the Portuguese, was signed at Lisbon on the 13th of February, 1668. This arduous undertaking being accomplished*, the earl returned to Madrid, where, having completed every object of his mission, and convinced the Spaniards of the wisdom and policy of courting and maintaining an alliance with the British nation, he quitted that kingdom, leaving it universally impressed with the highest opinion of his ability, and the utmost confidence in his political integrity. He arrived at Portsmouth on the 10th of September, 1668. And as he had, through the whole of his embassy, received the greatest personal attention both from the king and the duke of York, so, on his return, he was received, by them, with the most cor-

* On which occasion, to use Campbell's own words, "He was complimented, both by the king and duke, under their hands, and his great services acknowledged in such terms, as they most certainly deserved; which letters do no less honour to the memory of the princes who wrote them, than his to whom they were written."

dial respect, and every possible testimony of the regard and high opinion they entertained of him. According to Campbell, he was, on the 3d of August, 1670*, sworn, by the king's command, president of the council of plantations. It is intimated also, that this appointment was thought of, not merely on account of his merit, but as a *douceur*, or retainer, to engage him to enter cordially into such measures as the king and his brother were then contriving. This may be a very great compliment to the earl's political abilities and influence; but either Campbell or Beatson are mistaken, in point of fact. According to Beatson, Edward, earl of Sandwich, was nominated, by king Charles, a member of the council of trade and plantations, on the 7th of November, 1660, when that board was first erected, by the king's order. On this institution being sanctioned by parliament, and a regular commission issued on the 20th of October, 1668, the name of the earl of Sandwich was omitted. The second commission was not, according to Beatson, issued till the 16th of April, 1679, seven years after the first earl's death, when we find the name of Edward, earl of Sandwich, as second commissioner, who, if the dates are correct, must have been the son of the first earl. Hence it appears, there is an evident mistake made by one or the other; but by which of them we will not take upon us, peremptorily, to decide. Campbell, who appears ever willing to do all possible justice to the memory of this great man, says, that "*in this capacity (that of commissioner of plantations) as well as in that of vice-admiral and privy counsellor, he gave no small disturbance to the cabal: for, in the first place, he was a sincere and zealous Protestant; next, he was a true Englishman, loyal to his prince, but steady in the cause of his country; an enemy alike to faction, and to every thing that looked like arbitrary power.*" To this we can readily assent, for the uniform opinion entertained of his merit, by historians of all ranks and parties, and the testimony they have, probably

* We are, in proof of this fact, referred, by him, to the Gazette of that date; but no such article of intelligence is to be found in it.

in opposition to their own wishes, been, as it were, compelled to bear to his manifold virtues, is a much more convincing proof, to posterity, of their existence, than either the favour of princes or the applause of the populace*. At the commencement of the second Dutch war, in 1672, he returned, fatally for himself, to the service; and having hoisted his flag on board the Royal James, put to sea as admiral of the blue squadron. At the battle of Solebay he led the van of the British fleet, and is reported, in the Gazette of the 30th of May†, to have began the action with his own ship, by firing on Van Ghent‡. Many persons have, in different ways, taken upon them to account for the conduct of the earl; and after having courteously endeavoured to degrade valour into obstinacy, have started a myriad of conjectural reasons, why his mind, in the state it then was, should prefer perishing wantonly, with his ship, to the resolution of quitting it, as, according to them, he might have done, with honour. The first suggestion is at the expence of the duke of York, who is reported to have answered him slightly, at a council held the evening before the action, when the earl proposed that they should put to sea, as he apprehended the fleet, in the position it then lay, ran some risk of being surprised by the Dutch. Others rather attribute it

to

* It appears by the following extract, taken from the Gazette, that the earl of Sandwich was employed during the year 1670, but no notice is taken of it in any other document or history we have seen.

“Dover, May the 21st, 1670. The 15th instant, about six in the morning, arrived here her royal highness the dutchess of Orleans, attended by a number of persons of the first distinction, having the day before embarked with her train, upon the men of war and several yachts, under the earl of Sandwich, vice-admiral of England.—Gazette, No. 471.”

† No. 681.

‡ The following plain, and, we believe, accurate account is given of this action, by the author of the Life of De Ruyter: “The fight began betwixt the earl of Sandwich and Van Ghent; it was terrible and bloody, especially between the blue squadron and Van Ghent, who, in the beginning of the battle, was shot to death. The brave earl of Sandwich, who was resolved to pawn his life for his honour, overpowered with a number of men of war and fireships, and a hardy Dutch captain, Adrian Brackell, having laid him aboard athwart the hawse, yet still continued the fight with such unshaken courage, that

to the conduct of sir J. Jordaine*, who is said to have quitted him, in his distress, to repair to the assistance of the lord high admiral, then much pressed, It is an easy matter, in after times, to account, *at least plausibly*, for a man's conduct. We argue till we ourselves become thoroughly convinced of the certainty of what we originally advanced in doubt, and supposition only. That the earl perished, is a fact; but that he did it wantonly, and rashly, is by no means so clear. He probably, and justly, thought he should have derogated from that character of a great and valiant captain, which he had ever maintained, if he had left his ship while there remained the slightest hope of saving her from destruction, or while any of her unfortunate crew remained behind, to perish in her, without him. To these ideas may be added the difficulty, or, perhaps, impossibility, of his escape, when matters became too desperate even for hope. It is most likely, however, at that last period, from the appearance of his body when taken up, that the earl did endeavour to save himself by swimming † and perished in the attempt ‡. Such

he sunk two or three of the fire-ships that had grappled with him, and forced the Dutch captain to call for quarter; but, at last, his ship being unhappily fired by a third fire-ship, was burnt, and he himself, with many persons of quality, bravely, but unfortunately perished, to the grief of the king, his master, and unspeakable regret of his country, having left to posterity an immortal proof, that valour, crowned with honour, does not shrink, but swells by its own reward."

* "Some short time after sir Joseph Jordaine (our barge having been with him and given him my lord's commands) past by us, very unkindly, to windward, and with how many followers of his division I remember not, and took no notice of us at all, which made me call to mind his saying to your royal highness, when he received his commission, that he would stand between you and danger, which I gave my lord an account of, and did believe, by his acting, yourself might be in his view in greater danger than we; which made my lord answer me, we must do our best to defend ourselves alone."

Sir Rich. Haddock's Letter to the Duke of York.

† We have thought it necessary to trespass thus far on the patience of the reader, in the humble hope of rescuing the memory of the noble earl from what we think most unmerited charge, obliquacy and rashness.

‡ In the certificate of his funeral, preserved among the archives of the heralds college, the following account is given. "He did, in the naval battle fought with the Dutch, upon Tuesday the 28th of May,

Such was the unfortunate end of Edward, earl of Sandwich*, a man, brave, courteous, affable, the steady constant friend to freedom and his country, and the uniform opponent of faction and oppression. In war, cool, circumspect and determined; in the heat of battle, prudent and spirited; in peace alone, mild and gentle. Considered as a politician, ever wary in the midst of surrounding intrigues; as a commander, ever collected in the centre of ten thousand perils. In him the seamen lost a father, the officer a friend, and the king a most faithful honest subject. His body being taken up at sea, about a fortnight afterwards, by a ketch belonging to the king, was carried into Harwich, where, by the order of sir Charles Littleton, the governor, it was embalmed, and honourably disposed, till the king's pleasure was known concerning it. "For the obtaining which, his majesty was attended at Whitehall, the next day, by the master of the said vessel, who, by sir Charles Littleton's order, was sent to present his majesty with the george found about the body of the said earl, which remained, at the time of its taking up, in every part unblemished, saving some impressions made by the fire upon his face and breast: upon which his majesty, out of his princely regard to the great desertings of the said earl, and his unexampled performances in this last act of his life, hath resolved to have his body brought up to London, there, at his charge, to receive the rites of funeral due to his great quality and merits."—Gaz. No. 685. The singular honour paid to this noble person will probably justify us in inserting the account †, as published in the Gazette, No. 691.

May, 1679, so heroically signalize his courage and conduct, that, being admiral of the blue squadron in the royal navy then engaged, he bore the first brunt of the battle; and, after long resistance, and sinking and disabling divers of the Dutch ships, the ship, the Royal James, which his lordship commanded, was fired, *wherein staying until the last, he was forced to put himself to the mercy of the seas, wherein he perished.*"

* In the forty-seventh year of his age. He married Jemima, daughter of John, lord Crew, by whom he had issue, Edward, afterwards earl of Sandwich.

† More particularly as no naval historian has hitherto thought proper to insert it.

“*Whitehall.*”

“ Whitehall, July 3, 1672.—This day was performed the interment of the right honourable Edward, earl of Sandwich, whose body was taken up at sea, after the late engagement of his majesty's fleet with the Dutch, in which this noble earl so extraordinarily signalized his courage and conduct, that his majesty, out of a high sense of his honour and merit, was pleased to order his interment to be at his majesty's expence; whereupon all things being prepared for the proceeding from Deptford, where the body was taken out of one of his majesty's yachts, it was in order following:

“ First a mourning barge, covered with cloth, in which were the standard and guidon, borne by two gentlemen of quality, two officers of arms, trumpets and drums all in mourning.

“ A second barge, also covered with cloth, in which were six officers of arms, in their coats, bearing the coats of arms, helm and crest, and sword, target, gauntlet and spurs of the defunct, the great banner being placed at the head of the barge.

“ A third barge, covered with velvet, in which was the body, covered with a large sheet, and pall of velvet, adorned with escutcheons, and an earl's coronet upon a velvet cushion at the head, six bannerols being fastened on the outside of the barge; at the head was the flag of union, and at the stern six trumpets with banners; the top of the barge was adorned with six plumes of black feathers; and in the midst, upon four shields of his arms, joining in point, an earl's coronet.

“ The fourth mourning barge, for the chief mourner, covered with cloth without any ornaments; after which their majesties and royal highness's barges, with divers others of the nobility, as well as of the lord mayor, and the several companies of the city. As the proceeding passed by the Tower, the great guns were discharged there.

“ In this order they passed from Deptford, and, about five o'clock in the evening, came to Westminster-bridge*, where the body was taken out of the barge, and proceeded thence to the abbey in manner following:

“ The marshal's men.

“ Four conductors with black staffs,

* A causeway so called at that time.

- “ Fifty poor men in gowns.
- “ Forty watermen in mourning coats.
- “ Drums and trumpets.
- “ Officers of arms.
- “ The standard, borne by a person of quality related to the defunct.
- “ Servants to gentlemen, esquires, and knights.
- “ Servants to the defunct.
- “ Trumpets.
- “ Officers of arms.
- “ The guidon, borne by a person of quality of relation to the defunct.
- “ Gentlemen, esquires, and knights.
- “ Chirurgion, phylician, secretary, and chaplains to the defunct, in mourning hoods and gowns.
- “ The steward, treasurer, and comptroller to the defunct, with white staves, in gowns and hoods.
- “ The bishop of Oxon.
- “ Trumpets.
- “ Serjeant trumpeter.
- “ Two officers of arms.
- “ The flag of the union and the great banner, borne by two persons of quality of relation to the defunct.
- “ Six officers of arms, bearing the spurs, gauntlet, helm and crest, shield, sword, and coat of arms.
- “ A coronet upon a velvet cushion, borne by a king of arms.
- “ Then the body, the pall supported by four persons of honour.
- “ On each side of which were the six bannerols, carried by six persons of quality, and of relation to the defunct.
- “ After the body, garter, principal king of arms, between two gentlemen ushers, preceding the chief mourner, whose train was borne by a gentleman; then followed eight earl's assistants, all in mourning gowns and hoods; then divers of the nobility and privy council, according to their respective dignities, preceded by a gentleman usher in short mourning.
- “ In this order they proceeded to the west end of the abbey (through a double lane of his majesty's guards, who were drawn up on both sides the streets) where the dean,

prebends, and quire received them, and so went into Henry the Seventh's chapel, where the body was interred in a vault on the north side of the quire; which done, the officers broke their white staves, and garter proclaimed the titles of this most noble earl deceased."

SHARLAND, James,—commanded the Fox at the time of the restoration. In the year 1664, he was appointed to the Harp; and in the following year to the Mary yacht. This appears to have been his last command.

SPARLING, Thomas,—appears to have been employed under the commonwealth: and, among other services, in the year 1653, he took a prize from the Dutch, with twelve hundred thousand pieces of eight on board. He was appointed, by the duke of York, to command the Assistance soon after the restoration.

STAYNER, Sir Richard,—was commander of a ship of war, during the protectorate, in 1655. In conjunction with a captain Smith he took a Dutch East India ship of eight hundred tons burthen, having on board four chests of silver. In 1656, with three frigates under his command (*the Speaker, his own ship, the Bridgewater, and the Plymouth*) he fell in with the Spanish flota, consisting of eight sail. Disproportionate as their numbers were, he hesitated not a moment to attack them: he did it with such gallantry and success, that, in a few hours, one of them was sunk, a second burnt, two were captured, and two driven on shore; so that of their whole fleet, two ships, or, as it is asserted by some, one only made its escape into Cadiz. The treasure alone captured on this occasion, amounted to six hundred thousand pounds sterling; so that captain Stayner returned to England not only crowned with glory, but loaded with wealth. In the following year he again sailed with the fleet, under the chief command of Blake, for the purpose of intercepting the Spanish West India fleet a second time. When they had cruised off Cadiz for some days, Blake received intelligence that the flota had taken shelter in the bay of Santa Cruz. Having arranged their ships with the utmost care and judgment; and those ships being also supported by a considerable number of forts and batteries on shore, the Spaniards vainly thought themselves so perfectly secure,
in

in case of an attack, that their admiral sent Blake an open defiance, by a neutral ship which sailed out of the harbour after the arrangements had been completed. On reconnoitering the force and position of the enemy, the English admiral found it would be impossible to bring off the enemy's ships, though gallantry and prudence might render it possible to destroy them. Stayner was immediately detached to begin the attack; and being soon after supported by Blake with the remainder of the fleet, the Spaniards were, in a very few hours, driven out of their ships and breastworks. The former were instantly taken possession of by the English; and it being impossible (as had been foreseen) to bring them off, they were all set on fire and burnt to the water's edge. Clarendon's eulogium on this spirited and gallant action is too remarkable to be omitted. "The whole action (says he) was so
 "miraculous, that all men, who knew the place, won-
 "dered any sober men, with what courage soever en-
 "dowed, would ever have undertaken it; and they could
 "hardly persuade themselves to believe what they had
 "done! whilst the Spaniards comforted themselves with
 "the belief, that they were devils, and not men, who
 "had destroyed them in such manner."—Cromwell thought so highly of the conduct of captain Stayner, that he conferred on him the honour of knighthood. The destruction of the ships at Santa Cruz concludes the naval transactions of the protectorate; the death of Cromwell took place soon afterwards, and sir Richard Stayner had no further opportunity of exhibiting that gallantry for which he was, as has been already shewn, so remarkably distinguished. On the eve of the restoration, tired with the anarchy and confusion that had so long prevailed, and become a thorough convert to the principles of regal government, he again entered into service, being one of the commanders under Montague, (afterwards earl of Sandwich) who went with the fleet to receive Charles the Second. This service being effected, he received, from the hands of that sovereign, a *legal* knighthood, and was constituted rear-admiral of the fleet. He hoisted his flag, by appointment of the duke of York, lord high admiral, on board the *Swiftsure*. The following year he served in the same station, having removed his flag into the *Mary*. The nation being at peace, no opportunity was offered

to this brave man of adding to those services he had already rendered his country. Although no notice is taken of such an event, by historians, which is somewhat singular, considering the eminence of this person, it is most probable he died soon afterwards, as no mention is ever made of him after the year 1661*.

STOAKES, John,—was also captain of a ship of war during the protectorate. Joining in the restoration of Charles the second, he was soon afterwards appointed, by the duke of York, to the command of the Royal James. The following year he was removed into the Assurance, and presently afterwards into the Amity. In 1664 he was removed into the Triumph. This was the last ship he ever commanded.

STREATE, Richard,—commanded the Hart pink at the time of the restoration. No farther notice is taken of him.

SWANLEY, Richard,—commanded the Eaglet ketch at the time of the restoration. He did not serve any more till the year 1666, when he was appointed, by the duke of York, lieutenant of the Anne; and was soon afterwards removed into the Triumph, by prince Rupert and the duke of Albemarle.

TATTERSAL, Nicholas,—was appointed commander of the Sorlings in 1660, and in the following year was removed into the Monk.

TATNEL, Valentine,—commanded the Adventure, by commission from the duke of York, soon after the restoration.

TIDDIMAN, Sir Thomas,—was made commander of the Resolution in 1660; in 1661 of the Fairfax; in 1663 of the Kent; and in the following year of the Revenge; and afterwards of the Swiftsure. On his removal into this last ship, he was appointed rear-admiral of the Squadron, sent into the Channel, under the command of the earl of Sandwich, on the probability and prospect of the Dutch war. These several appointments having taken place in the time of profound peace, nothing memorable occurs in the life of this very brave and deserving officer till the year 1665, when he hoisted his flag, as

* In the duke of York's Memoirs is a letter of recommendation, written by the duke of York's order, to sir Richard, in behalf of a young gentleman volunteer, dated May the 7th, 1661.

rear-admiral of the blue, on board the Royal Catherine. Having already given him, in concise terms, that character for gallantry he so truly merited, it becomes a species of tautology, useless, except for the purpose of connecting the Narrative, to say he eminently distinguished himself in the engagement with the Dutch fleet under Opdam. At the return of the fleet into port, as a proof that the gallantry of commanders ought never to pass unnoticed by the sovereign, Charles the Second made an excursion for the special purpose of honouring, and rewarding such, as had rendered themselves most conspicuous. Among the first of those selected on this occasion, was admiral Tiddiman, who, as a mark of his royal master's gratitude, received the honour of knighthood. On the duke of York's quitting the command of the fleet, and the appointment of the earl of Sandwich in his room, sir Thomas was promoted to be rear-admiral of the red. He was soon afterwards detached, by his commander-in-chief, with fourteen men of war and three fire-ships, to attack the Turkey and India fleet belonging to the Dutch, which, in consequence of Opdam's disaster, had taken refuge in Berghen. A kind of negotiation, not very honourable, it must be candidly confessed, to either party, had been opened between the English and Danes; the result of which was, that in consequence of a proper *douceur*, the Danes, to whom the distressed Hollanders had flown for succour, should remain perfectly passive during the intended attack. Owing to some of those fatalities, or mistakes, to which a business of so complex and unfair a nature must be ever liable, the Danish governor had not received the necessary orders from his court, when the English squadron made its appearance, It was in vain he requested a delay, for three or four days, of the purposed mischiefs. Those who have behaved with duplicity, or treachery, on one occasion, can rarely act otherwise than to render themselves suspected in all. The admiral either doubted the sincerity of the Danish court, or wished to punish it for its want of punctuality, by attacking the Dutch before the promised orders arrived: as by that means the treaty became void; in consequence of which the king of Denmark was to be rewarded for his breach of hospitality, with half the plunder that should be acquired.

acquired. It was determined, in a council of war, to take, by force; that, which till then, it had only been hoped to obtain possession of, through connivance. Tiddiman began the attack with his usual gallantry; but that conduct which had so lately procured him, and his brave associates, such signal success, when engaged in fair contest with the enemies of his country, was insufficient to ensure a continuance of it, now the service, in which he was engaged, ceased to be perfectly void of political trick and chicanery. The Danish governor not having, as yet, received orders to the contrary, held himself bound in honour, as well as compliance with what are called the laws of nations, to defend those who had placed themselves under his protection. The spirit with which the Dutch defended their ships, aided by the fire made from the castle, and a line, on which were mounted one-and-forty pieces of heavy cannon, became an enemy too formidable for the English squadron to cope with; so that, after a tremendous cannonade of several hours continuance, by which half the ships in the squadron were totally disabled: sir Thomas, blameless in every other respect, except that of having, unluckily, been the agent appointed to carry into execution an enterprise from which, even if successful, nothing could result but disgrace and dishonour, was glad to retreat, in the best manner the shattered condition of his ships would permit him. On the following day the long expected orders arrived; but, in consequence of the late event, the governor still refused to admit the English squadron, till he had received fresh instructions from his court; and sir Thomas smarting under his late disaster, returned to England sullen, and in disgust. In the month of May, 1666, he was, on prince Rupert's quitting the fleet with the white squadron, appointed to serve as a temporary rear-admiral of the white; and so much did he distinguish himself in the unfortunate action between the duke of Albemarle and the Dutch, that it was, for some time, currently reported, Van Trump's ship was sunk by the fire of the Royal Catherine. On the return of the fleet to refit, he was, on the 12th of June, promoted to be vice-admiral of the white: the squadron which, in the second engagement with the Dutch, in 1666, so much contributed to the complete victory obtained over them, by the very furious manner

in which it attacked the van of De Ruyter's fleet. The Royal Catherine was so roughly treated, as to be obliged to quit the line to refit. No greater encomium can be passed on the behaviour of our admirals and commanders in this action, than to say they had the honour of totally defeating three such men as De Ruyter, Evertzen, and Van Tromp. No mention is made of sir Thomas, as having been concerned in any of the naval operations of the ensuing year; nor have we been able to obtain any further information concerning him, except that he commanded the Cambridge in 1668.

TITSELL, Samuel,—was, in the year 1660, made commander of the Pembroke. In 1661 he was appointed to the Sapphire; and, in 1663, to the Westergate. In the last ship he unfortunately perished, being cast away, in the West Indies, soon afterwards.

TYRWHIT, John,—was, on the 20th of September, 1660, appointed, by the duke of York, captain of the Happy Return. In 1661 he commanded the Assurance: in 1663 the Providence. In 1665 he was promoted to the Reserve, a fourth rate of forty-eight guns. In 1666, on the promotion of sir F. Hollis from the Henrietta to the Cambridge, he was appointed to succeed him in the command of the former ship. In 1668 he commanded, first, the Swallow, and, afterwards, the Speedwell. In 1669 he commanded the Falcon; and in the following year, 1670, the Adventure*. From this period he appears to have retired from the service for a considerable time, as we find him no more employed till the 11th of July, 1686, when he was appointed, by king James the second, captain of the Tyger. On the 22d of April, 1687, he was removed into the Nonsuch; and on the 15th of September following into the Cambridge. This was his last command; but whether he died soon afterwards, or retired from the service in consequence of his attachment to his former master, we have not been able to discover.

WAGER, Charles,—was appointed to command the Yarmouth, in 1660, by the duke of York; and, in 1664, was promoted to the Crown. He died, at Deal, on the 24th of February, 1665.

WHITING, Richard,—of Lowestoffe in Suffolk, was made captain of the Diamond in the year 1660, but never commanded any other ship.

WILGRESS, John,—commanded the *Bear* at the time of the restoration. In 1664 he was appointed, by the duke of York, to command the *Hector*; and was removed, the same year, into the *East India Merchant*, a fourth rate of fifty-four guns. In 1665, he again commanded the *Bear*, but quitted her, soon afterwards, for the *Marmaduke*. In 1666 prince Rupert, and the duke of Albemarle, promoted him to the *House de Switen*, a man of war, taken from the Dutch, of seventy-six guns. In 1670 he was appointed to the *Welcome*; and, in the following year, to the *Assistance*. The time of his death is, like that of many of his gallant predecessors, totally unknown.

WILLIAMSON, Robert,—was appointed to command the *Harp* soon after the restoration.

WOOD, John,—commanded the *Sophia* at the time of the restoration. In 1665 he was appointed to the *Providence*; in 1666 to the *Unicorn**; and, in 1667, to the *John*, all three being fireships. In 1671 he served as lieutenant of the *St. Andrew*. In the following year he was appointed captain of the *Kent*, a fourth rate; after which he had no command.

WOOD, Walter,—was appointed captain of the *Princess* in 1660. In 1664 he was commander of the *Convertine*, and soon afterwards removed into the *Henrietta*: in this ship he gloriously fell, in the hour of victory, being killed in that ever memorable action, between the English and Dutch fleets, in June, 1666.

1661.

ALLEN, Francis,—was appointed commander of the *York* in the year 1661. No farther mention is made of him.

BEACH, Sir Richard,—was made captain of the *Crown* at the same time the last-mentioned gentleman was ap-

* In this year also he was employed at Bristol as a regulating captain; and so popular did he render himself, that at a time when seamen were particularly wanted, he raised upwards of two hundred seamen in three days, men flocking from all parts to enter with him.

pointed commander of the York. In 1663 he was promoted to the Leopard of fifty-six guns, and sent as convoy to the Turkey fleet; his commission for this purpose, bearing date December the 14th, 1663, being inserted in the Memoirs of Naval Affairs, from the year 1660 to the year 1672, commonly called "The Duke of York's Memoirs." He continued to command this ship till 1666, when the joint admirals, prince Rupert and the duke of Albemarle, removed him into the Fairfax. In the following year the duke of York appointed him to the Greenwich; and, in 1669, to the Hampshire*. In 1672†, having hoisted his flag on board the Monmouth, he served as rear-admiral of the blue with sir Edward Spragge, on his expedition against the Algerines, and had the good fortune to meet with one of their best ships, mounting forty guns, and carrying three hundred and fifty men. After a short but very smart action he captured her. The peace with Holland taking place soon after his return from the Streights, he quitted the active line of service for some time. On the 24th of March, 1673, he was appointed commissioner of the navy; and still retaining his place at the navy board, was, on the 13th of March, 1682-3, appointed, by the commissioners for executing the office of lord high admiral, commander of the Royal James. Nearly about the same period he had the honour of knighthood conferred on him. On the 19th of April, 1686, sir Richard was made commissioner-resident at Portsmouth, and continued to receive every possible mark of attention from king James, who, considered

* In 1670 he was appointed commodore, or as some (though erroneously) say, rear-admiral of the fleet, in the Streights, under sir Thomas Allen and sir Edward Spragge. In this station, through the gallant assistance rendered by him to the Dutch, under Van Ghendt, six Algerine corsairs, mounting from forty-four to thirty-eight guns each, were taken and destroyed at one time; to them an heavy blow.

† Soon afterwards he fell in (singly) with two Algerine frigates, whom he brought to action, which ended so much to their disadvantage, though he was unable to capture either, in consequence of the assistance they derived in flight from their oars, that the largest, in particular, with the greatest difficulty reached Algiers, having received seventeen shot between wind and water, and had twenty-five men killed, besides fifty wounded. He soon afterwards returned to England with a convoy, and arrived in the Downs February 4, 1671.

merely in his abstract capacity of lord high admiral, was remarkably diligent, on all occasions, in searching for, and patronizing merit. Although the same personage, when he ascended the throne, not only continued him in office, but, after a short time, as a more convincing mark of his favour, promoted him to a more consequential employment than that which he had held in the preceding reign: yet so far was he from espousing measures he did not approve, and such the opinion entertained of his real integrity, at a time when it was considered as a very sufficient ground for distrust, to have received the smallest favour, or remained merely passive, as sir Richard, from his appointment being merely of a civil nature, was, in a great measure, compelled to be that he was not only continued in office after the revolution, but, in 1690, was promoted to the comptrollership of the victualling accounts. This he did not long continue to enjoy, for, covered with age, and infirmities, the necessary consequence of a long and active service, he died in the year 1692.

BARNARD, George,—nothing farther is known of this gentleman than that he commanded the Gift man of war in the year 1661.

BLAKE, William,—was appointed to the Hawk ketch in 1661, and to the Lizard in 1663. N. B. 'Tis most probable both these vessels were only what are now deemed sloops of war, and the captain, consequently, only a master and commander.

BROWNE, Arnold,—commanded the Dunkirk in 1661, and was from thence promoted to the Ann in 1664.

BUCKHILL, Thomas.—Nothing farther is said of this gentleman than that he commanded the Roe Ketch in 1661.

COTTERELL, Edward,—after having commanded the Cygnet in 1661, the Paradox in 1662, the Forester in 1664, and the Delph in 1666, served as lieutenant of the Warwick in 1669, and of the Revenge in the same year. In the year 1670 he was appointed, by sir Edward Spragge, to command the Algier; and, in 1672, was made captain of the Augustine by prince Rupert. Nothing further is known of him.

COVELL, Allen,—was appointed captain of the Sorlings, in the year 1661, by his royal highness the duke of York.

COUNTRY, Richard,—commanded the Hind ketch in the year 1661. In 1662 he was captain of the Emfworth sloop; in 1664 of the Nonfuch ketch; in 1667 of the Forrester; and, in 1668, of the Drake. He next served as lieutenant of the Portland⁶; and, in 1673, was appointed, by Charles the Second, who, after the passing of the Test Act, and consequent retirement of the duke of York, had assumed the management of his navy, captain of the Roebuck. This appears to have been his last command.

CUBITT, Joseph,—† was made captain of the Mary Rose in the year 1661; but no notice is taken of his commanding any other ship.

CURLE, Edmund,—was appointed commander of the Little Mary in 1661, and is also unknown in any other respect.

⁶ 1672.

† He was an old commander under the commonwealth; and, as a curiosity, we have subjoined a copy, verbatim, of his original commission under that authority, communicated by lieutenant Fortye of Greenwich hospital, his immediate descendant by the female line.

¹ Robt. Blake, and George Monck, admiral and Genl. appointed by parliam^t. to command the fleet for this expedition.

² To Cap^t. Joseph Cubitt comander of the Portsmouth frigg.

³ By virtue of an act of parliament, and a commission from the council of state authorising us thereto. We do hereby constitute and appoint you capitaine of the Portsmouth frigg. These are therefore to authorise and desire you forthwith to make yo^r. repaire on board the said shipp, in her to take and execute the charge and comand of capitaine, for this ensuing expedition accordingly; hierby willing and strictly charging the severall officers in the said shipp, and company unto the same belonging, respectively to obey yo^r. comands as their capitaine; and you likewise to observe and follow such orders, instructions, and dyrections, as you shall receive from tyme to tyme from the councill of state, commissioners of the admirty. and navy, ourselves the vice admiral and superio^r officers of the fleet, according to the discipline of warr for the service of the state; and this shall be your warrant. Given under our hands and seale, at Whitehall, the 15 day of October, 1653.

⁴ GEORGE MONCK,

⁵ ROB. BLAKE.

Ex^t. John Poortmans, Sectry.

DOSSY,

DOSSY, Thomas,—was, at the same time with the two last-mentioned gentlemen, appointed captain of the *Harp*; and, as was the case in their respective instances, we have been unable to procure any further information of him.

FASEBY, William.—We are now come to one of those officers to whom Fortune, through a long, and tedious service of near forty years continuance, has denied that opportunity of delivering a name to posterity, decorated with those splendid achievements, which others, their contemporaries, more fortunate, but, perhaps, not more gallant, have acquired, with so much happiness to themselves, and glory to their country. In the year 1661 he commanded the *Roe ketch*; in 1666, till which time his name does not again occur, he commanded the *Katherine yacht*, and in the same year the *Anne yacht*: in 1668 he commanded the *Monmouth yacht*; and, in 1671, the *Cleveland yacht*. On the 11th of September, 1675, he was appointed, by commission from the king, to command the *Charles yacht*; and, on the 26th of September, 1679, he was appointed, by the commissioners for executing the office of lord high admiral, to the command of the *Kent*. On the 10th of December following he was removed into the *Henrietta yacht*. How long he continued to command her is not known; but we find him re-commissioned for the same vessel, on the 14th of November, 1685; and again, by king James the Second, on the 1st of May, 1688. On the 4th of May, being only three days afterwards, in the same year, he was removed into the *Mary*. We hear nothing more of him, either as to any command he held, or the part he bore in the revolution, till the 24th of January, 1690, when he was appointed to the command of the *Eagle guardship*; from which he retired some time afterwards. After this period he never went to sea. Sunk by age and infirmity, he was, when he quitted the *Eagle*, put on the superannuated list. And though Fortune, as has been already remarked, denied him the opportunity of leaving behind him a brilliant name, she had it not in her power to deprive him of that degree of merit which depended on himself; a character without reproach. He died on the 11th of September, 1711.

FINCH, William,—was the third son of Thomas, first earl of Winchelsea. Having been bred to the sea, he was appointed commander of the Forrester in the year 1661. In 1666 he was promoted, by prince Rupert and the duke of Albemarle, to the Amity, a fourth rate. In this command he served as second to sir Jeremiah Smith, who commanded the blue squadron, in the two actions which took place between the English and the Dutch in that year; and was afterwards removed into the Foresight, to succeed captain Seymour, who had been killed in an action, in the latter fight between prince Rupert and the Dutch. In 1671 he was commander of the Crown, and, in the following year, was made captain of the York. In this ship he gallantly fell * strenuously maintaining the reputation of an ancient family, the honour of his profession, and the glory of his native country.

FORTESCUE, John,—was descended from a noble family. This gentleman having entered into the navy, was appointed captain of the Colchester in the year 1661. In the following year he was made commander of the Hound; in 1665 he removed into the Loyal Subject; in 1667 into the Charles the Fifth, (a man of war taken from the Dutch) and lastly, in the year 1668, into the French Victory. As a proof of the early attention paid by government to the whale fishery, we find this ship, together with the Speedwell, sent to Iceland in this year for the protection of the whalers. The time of his death is unknown.

FORTESCUE, Robert,—probably the brother of the gentleman last-mentioned, was also appointed to the command of the Colchester in the same year with him. In 1666 he served as lieutenant of the Greenwich, and in the following year of the Ann. In 1672 he was commander of the Francis fireship; in 1673 of the Ann and Christopher; and, lastly, on the 12th of April, 1678, was appointed, by Charles the second, captain of the Asia, an

* On the 28th of May, 1672, in the action between the English fleet under prince Rupert, and the Dutch under Van Tromp and De Ruyter.

hired man of war: after which no notice is taken of him.

FRARY, Ralph,—was commissioned, in 1661, to the Jeremy hoy: in 1668 he commanded the Batchelor ketch; in 1672 an hospital ship, called the John's Advice; and in the following year the Henrietta yacht. This appears to have been his last command.

GOLDING, John,—was appointed to the command of the Katherine yacht in 1661, and to the Mary yacht in the same year. In 1664 he was removed into the Diamond frigate. He had the melancholy honour of being the first commander who fell, after the declaration of war against Holland, being killed in the month of February, 1665, in an engagement with a Dutch frigate, which is, by Kennet, called a Direction ship, of thirty-two guns, commanded by young Evertzen, son to the admiral. The enemy's ship was captured: a poor, and very inadequate compensation for the loss of so gallant a man!

GROVE, Edward,—commanded the Merlin in 1661, the Martin in 1663, and the Success in 1664.

HALL, Robert,—is said to have commanded the Princess in the year 1661, by commission from *Prince Rupert*. In this article there must be some mistake, either in respect to the date, which probably should be 1671, or to prince Rupert having granted the commission, the affairs of the navy being totally under the direction of the duke of York in the year 1661. He is not said to have had any other command.

HIDE, Hugh,—commanded the Adventure in 1661, the Richmond in 1662, the Guernsey in the following year, and the Jersey, which was his last command, in 1664.

HILL, William,—was appointed commander of the Augustine in 1661, of the Elias in 1663, and, lastly, of the Coventry* in 1664. This ship unfortunately ran on shore

* There is a letter extant, from the duke of York to captain Hill, dated the 11th of April, 1665, in consequence of the pilot and some of the people belonging to the Coventry, having gone ashore at Yarmouth, and into a house where the plague then raged, ordering him,

shore in the West Indies and was lost. On this account a court-martial was held on board the Katherine yacht, on the 18th of December, 1667, for the trial of captain Hill. The decision was singularly honourable to the accused, inasmuch as he was acquitted of the smallest share even of reproach, and declared to have highly deserved, for "having defended his ship, and prevented the enemy from taking possession of her, for several days after she had been stranded on their coasts." He, however, never had a command afterwards.

HOLDITCH, Abraham,—after having been appointed to the command of the Sophia in 1661, was, in 1665, made lieutenant of the Revenge. In the same year he was promoted to be captain of a ship, called the Mare's Prize, and also, in a few weeks after, of the Bendish; the first, probably, taken from the Dutch. Nothing farther is known of him.

KING, John,—was made captain of the Giles ketch, and soon afterwards of the Hawke, both in the year 1661. In 1663 he was removed into the Hind ketch; in the following year he was promoted to the Mermaid frigate; and to the Diamond, which was the last ship he ever commanded, in 1665.

LAMBERT, David,—was appointed captain of the Norwich in 1661, and, for what reason we have not been able to learn, had no further command till after the restoration, when, on the 24th of June, 1689, he was appointed to the Newcastle. In a letter, written by the duke of York to the duke of Albemarle, dated April the 20th, 1665, mention is made of captain Lambert's having been a passenger, in a ketch tender belonging to the Royal Charles, at the time one of her men was killed by a shot fired from Landguard fort. This transaction the duke of Albemarle is desired to investigate, and cause to be properly punished. No further mention of him occurs till, as has been already observed, the year 1689. On the first of October, 1692, he was appointed captain of the Russel of eighty guns. In this station he continued during the

in case of any symptoms of infection appearing, to repair to some of the uninhabited Scilly islands for the recovery of the crew, and to prevent their spreading the contagion further.

following summer, when this ship was one of the fleet under the command of the joint-admirals Killegrew, Delavall, and Shovell. On the first of July, 1695, he was put on the superannuated list as captain of a second rate. He died in 1703*.

LAMB, James,—was appointed commander of the Ann yacht in 1661; in 1664 of the Happy Return; and, in the following year, of the Ann, a third rate of fifty-six guns. He was slain soon afterwards, according to a note in the margin of the navy list, “*in a fight with some Dutch ships*.” But as, after the best investigation, no satisfactory account can be obtained of the circumstances attending it, it is not improbable it happened in the unfortunate attack on the Dutch ships, in Berghen.

LAUGHORNE, or LANGHORN, Arthur,—was appointed a lieutenant in the Princess in 1660: in 1661 he was promoted to the command of the Duke; in 1662 to the Pembroke; in 1663 to the Oxford; and afterwards, in the same year, to the Bonadventure. In 1665, at the eve of the Dutch war, he was appointed to the Revenge; and, in the following year, to the Colchester. In this ship he sailed, in the beginning of the year 1667, under the command of sir John Harman, to the West Indies, and in this ship he unfortunately fell, in an action with a French Squadron, under the command of monsieur De la Barre, sent thither for the purpose of assisting the Dutch, with whom they had lately entered into alliance.

MARLBOROUGH, James Ley, earl of,—was the grand-son of James Ley, earl of Marlborough, so created by Charles the first, in the year 1626. Having entered into the sea-service he was, in 1661, appointed to command the Dunkirk, and made commodore (or, as it was at that day called, admiral) of a squadron sent to the East Indies, to take possession of Bombay for Charles the Second, as being part of the portion given by Portugal, with the Infanta his intended queen. After his return

* This gentleman might probably be a relation of the celebrated general Lambert's, and, possibly, be treated coldly in the service on that ground. This is only given as a conjectural reason for his having continued for such a number of years unemployed.

from thence, he was, in 1665, appointed commander of the *Old James*, a second rate of seventy guns. He served in this ship as a private captain, in the fleet fitted out the same year, under the duke of York, and unfortunately fell in the action, which took place on the 3d of June, with *Opdam*. The manner in which he had signalized himself during the short time he had served, and the uniform testimony borne by all persons to his excellent behaviour, and general conduct in life, left those who survived him every thing to have hoped for, from his future exertions, had Providence permitted them; and every thing to lament at having so noble, and worthy a personage so prematurely snatched from them*. Both *Bassage*, and the author of *Tromp's* life, bear the most honourable testimony to the gallantry of this noble earl; and give us, as an anecdote relative to his death, "that he was killed in the act of retaking the *Montague*, a third rate of fifty-eight guns, commanded by captain *Carlstake*, of which the enemy had taken possession." The earl of *Clarendon*,

* The following account of this excellent person is extracted from the archives of the *Herald's* college.

"James *Ley* was the grandson of the first earl of *Marlborough*; he did, from his youth, apply himself to learned and generous studies, whereby he rendered himself highly capable to serve his prince and country, of which he gave signal testimony, from the beginning of the late unhappy rebellion unto the minute of his death, not only by voluntarily exposing his person to all dangers, and valiantly fighting in his majesty's armies against the rebels, but in applying himself to navigation, wherein he became most expert, spending therein the greatest part of the last twenty years of his life, together with his patrimony; and in that time visited the *American* plantations, and the *East* and *West Indies*; to the first of which he was sent, by his majesty, anno 1662, with a fleet of ships and land forces, to take possession of *Bombay*, which, by agreement with the crown of *Portugal*, was then to be rendered to his majesty. In this charge he demeaned himself as became a man of honour and prudence. Lastly, this most noble earl having the command of one of his majesty's principal ships of war, called the *Old James*, after he had rendered all possible proofs of his conduct and courage in the late naval battle against the *Dutch*, fought upon Saturday the 3d of June, under the auspicious command of his royal highness *James*, duke of *York*, he fell in the bed of honour, being slain with a great shot; the like of which took away also, about half an hour before, the life of the right honourable and most noble lord, *Charles Weston*, earl of *Portland*. This earl of *Marlborough* died, unmarried, in the forty-sixth year of his age."

after

after having pathetically lamented his fate, describes him as a "man of wonderful parts in all kinds of learning, which he took more delight in than in his title; and having no great estate descended to him, he brought down his mind to his fortune and lived very retired, but with more reputation than any fortune could have given him."

MARYCHURCH, Isaac.—Nothing farther is known of this gentleman, than that he commanded the *Griffith* in 1661.

MENNIS, or MINNS, Sir John,—was appointed commander of the *Henry* in 1661, and at the same time received a commission to act as vice-admiral and commander-in-chief of his majesty's fleet in the Narrow Seas, with permission to wear his flag at the main-top, in the absence of his royal highness the duke of York and the earl of Sandwich. It may be thought not a little singular, that no mention is ever made of this gentleman as employed in active service, when we have positive evidence of his having held so distinguished a rank in it. The fact is, he quitted that line of employment soon after the restoration, for the comptrollership of the navy, in which office he died early in the year 1671.

* MINORS, Richard,—was appointed captain of the *Leopard* in 1661; in 1665 he served as lieutenant on board the *Old James*, the ship commanded by the earl of Marlborough in the action between the duke of York and the Dutch under Opdam: but, in consequence of some complaint relative to his conduct at that time, he was suspended, and tried, on board the *Royal Charles*, at the Nore, on the 3d of May, 1666. He was fully acquitted of all misconduct, want of spirit, or non-performance of duty, which were the specific charges made against him: but notwithstanding so honourable a testimony of his worth, he was not again employed till 1672, when he was appointed captain of the *London Merchant*. He either died soon afterwards or retired from the service.

PAGE, Thomas,—after having commanded the *Nightingale* in 1661, the *Pearl* and *Newcastle* in 1664, the *Bredah* in 1666, the *West Friezeland*, taken from the Dutch, in 1667, and the *Falcon* in 1668, served as lieutenant of the *Foresight* in the same year. In 1669 he was, a second time, appointed captain of the *Pearl*. In

1672 he commanded the *Wivenhoe* pink, and the small vessels afloat at Sheerneys. In 1673 he was made commander of the *Francis*. His name does not again occur.

PARKER, John,—was appointed to the *Nonfuch* in 1661; the *Amity* in 1664; and the *Yarmouth*, a fourth rate of fifty-two guns, in 1666. He did not long enjoy his last command. He fell, however, in the hour of victory, being killed in that ever-memorable fight, on the 25th of July, 1666, between the English fleet, under the command of prince Rupert and the duke of Albemarle, and the Dutch, under *Dé Ruyter*.

PARKER, Nicholas,—commander of the *Gleyhound* in 1661, was appointed to the *Coventry* in 1663; soon afterwards, in the same year, to the *Nonfuch*; and, lastly, to the *Tyger* in 1668.

PESTILL, William,—was appointed to command the *Pearl* in 1661.

PETT, Phineas,—was the son of sir Phineas Pett, originally master builder, and afterwards commissioner-resident at Chatham. He commanded the *Truelove* and *Bramble* in 1661. In 1663, and again in the following year, the *Henrietta* yacht. In 1665 he was captain of the *Katherine*, but was almost immediately removed into the *Tyger* frigate. In May 1666, being then a cruising ship, he fell in with a *Zealand* privateer mounting forty guns, and fully manned. An action of course taking place, captain Pett was unfortunately killed in the very commencement of it. To the credit of the lieutenant, whose name we are ignorant of, on whom the command devolved, the action was continued, notwithstanding this fatal accident, till the *Tyger* was so far disabled in her masts and rigging, as to enable her enemy to make his escape, after a fruitless chase and distant action of six hours continuance.

ROBINSON, Sir Robert,—was appointed commander of the *Ruby* in 1661; and in 1665 of the *Elizabeth* of forty guns*. In the following year, 1666, having very much distinguished himself in the action between the duke of

* He had the good fortune, in the beginning of February in this year, to meet with a fleet of Dutch merchantmen, richly laden from *Bordeaux*; of these he captured two, which he carried safe into *Plymouth*.